BICYCLE PEDESTRIAN COORDINATING COMMITTEE

10:00 a.m., Tuesday, August 26, 2014
Fort Myers Regional Library, Room A
1651 Lee Street, Fort Myers, FL 33901
239-244-2220

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

AGENDA

Call to Order/Roll Call

1) *Approval of the June 24, 2014 BPCC Meeting Minutes

New Business

2) +Discussion of Issues on Accommodating a Shared Use Path on SR 80 (FDOT)
3) Review and Comment on Draft 2014 Congestion Monitoring Report (Ron Gogoi)
4) Report on Findings of LCSO Bike Ped Education and Enforcement Events (Lt. Petracca)
5) Report on SR 78 and Del Prado Boulevard Intersection Review (Steve Jansen)
6) Presentation of MPO Bicycle/Pedestrian Safety Audit Report (Brian Raimondo)

Old Business

7) Staff Update on Ongoing Projects

Other Business

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

Adjournment

* 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.

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 June 24, 2014

The meeting of the Bicycle Pedestrian Coordinating Committee was held on June 24, 2014 at the Fort Myers Regional Library, Room A, 1651 Lee Street, Fort Myers.

Those in attendance included:

Andy Getch	LCDOT
Anna Bielawska	LeeTran
Avelino Cancel	City of Fort Myers
Belinda Smith	Town of Fort Myers Beach
Dan Moser	Injury Prevention Council
Jay Anderson	Lee County CTST
Jason Lamey	LC Parks and Recreation
Jeff Davis	City of Bonita Springs
Linda Carter	CAC
Mark Tesoro	Lee County Memorial
Stacy Revay	Collier County Growth Management Division
Simone Behr	Visitors Convention Bureau
Steve Jansen	Lee County CTST

Others in attendance included Ron Gogoi and Brian Raimondo with the Lee County MPO; Sergeant Petracca, Sergeant Dominic Konieczki, Roman Serrano, April Bodemann, Jeffrey Salk, Ashley Johnson and Tiffany Salters with the Lee County Sheriffs Office

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.

AGENDA ITEM #1 – APPROVAL OF THE JUNE 24, 2014 BPCC MEETING MINUTES

MOTION BY MR. MOSER TO APPROVE THE JUNE 24, 2014 BPCC MEETING MINUTES. SECONDED BY MS. CARTER. MOTION CARRIED UNANIMOUSLY.

NEW BUSINESS

AGENDA ITEM #2– AMENDMENT TO BPCC BYLAWS

Mr. Gogoi stated that staff was proposing to change the BPCC bylaws by removing the Southwest Florida Police Chief Association from the voting membership and instead

make it possible for any law enforcement agency in Lee County to attend and participate at the BPCC meetings as non-voting members.

MOTION BY MS. CARTER TO AMEND THE BPCC BYLAWS BY DROPPING SWFPCA FROM THE VOTTING MEMBERSHIP AND ADDING PARTICIPATING LAW ENFORCEMENT AGENCIES AS NON VOTING MEMBERS. SECONDED BY MR. GETCH. MOTION CARRIED UNANIMOUSLY.

AGENDA ITEM #3 – APPROVE CHANGES TO ROUNDABOUT FEASIBILITY STUDY SCOPE

Mr. Gogoi reported that the original scope was revised to incorporate the requested changes from all the committees.

MOTION BY MR. MOSER TO APPROVE THE CHANGES TO THE ROUNDABOUT FEASIBILITY SCOPE. SECONDED BY MS. CARTER. MOTION CARRIED UNANIMOUSLY.

AGENDA ITEM #3 – DISCUSSION ON LCSO'S BICYCLE PEDESTRIAN EDUCATION/ENFORCEMENT GRANT

Ms. Bodemann reported that the Sheriff's Office applied for and received the state grant because Lee County is one of the top 10 counties with the highest number of bike ped fatalities. Based on crash statistics from 2007 through 2011 that was provided by FDOT, they identified 4 hot spots including Pine Island Road from US 41 to Bus 41, Palm Avenue down to Daniels Parkway, Palm Beach Boulevard, and Bonita Beach Road from US 41 to Imperial Parkway. The Pine Island event will be on June 26th while the dates for the other 3 events were not identified. The events will include public awareness, education and enforcement. The enforcement portion during the events will be just a warning but if they are caught doing it again a citation will be issued. A sign in sheet was passed around the room for agencies who wanted to participate in the awareness and education part of these events.

AGENDA ITEM #5 – UPDATE ON THE BICYCLE DETECTION EFFORTS AT LEE COUNTY INTERSECTIONS AND A POLICY ON PEDESTRIAN RECALLS FOR PEDESTRIAN PUSHBUTTON SIGNALS

Mr. Jansen stated that there is no feasible way to have a blanket policy on every intersection to be done in a certain way because they are all different with different land uses around them, road conditions, and traffic and pedestrian volumes. Every intersection has to be evaluated individually.

Mr. Moser asked for something in writing from LCDOT that says that the county actually evaluates intersections for automatic pedestrian recalls. A heavily used pedestrian corridor such as Cleveland Avenue may have automatic walk signals for crossing side streets at 6 intersections in a row but the next one does not, even if there are no cars on the side streets. This lack of consistency impacts bicyclists riding on sidewalks or side paths as they have to get down from their bikes and manually activate the pedestrian

signals. He would like to see this agenda item continued in the BPCC meetings until some action is taken by the County. Discussion ensued on the difficulty of collecting pedestrian counts that could provide data for identifying locations with high pedestrian volumes and developing a threshold for implementing automatic pedestrian recalls. Mr. Jansen stated that he would get in touch with FDOT to find out if they have a policy or process on pedestrian walk and recalls that could be implemented in Lee County.

AGENDA ITEM #6 – DISCUSSION ON THE BICYCLE PEDESTRIAN ISSUES REPORTED IN 2014 CONGESTION SURVEY

Mr. Getch explained the summary table of locations with pedestrian issues identified in the 2014 congestion reporting surveys, and how the county plans to address them. He stated that Alabama Road sidewalks could be a good project for MPO's Multi-modal box funds as it meets all the requirements. County staff will take this project to the Bicycle Pedestrian Advisory Committee (BPAC) for adding to its list of bike ped priorities. He discussed other locations in this table and stated that he would share the table with the staff comments and suggestions with the BPAC. Discussion ensued on the US 41 sidewalk north of Williams and the need for replacing it with a wider bicycle pedestrian facility. Mr. Moser suggested that the sidewalk should be replaced by a developer especially as the segment abuts prime land and that the same applies for the sidewalks on the south side of SR 82 west of Ortiz. Mr. Getch suggested that the BPCC should evaluate the projects on state highways identified in the MPO Bicycle Pedestrian Master Plan.

AGENDA ITEM #7 – REPORT ON THE FDOT CONDUCTED ROAD SAFETY AUDITS

Mr. Raimondo reported that the Lee MPO worked with FDOT to conduct Pedestrian/Bicycle Road Safety Audits (RSA's) at the intersections of SR 78 and Santa Barbara Boulevard, SR 80 Palm Beach Blvd.) and Marsh Avenue, US 41 and Gladiolus/Six Mile Cypress Parkway, and Colonial Boulevard and Six Mile Cypress Parkway/Ortiz Avenue. The RSAs were conducted with participation by staff from FDOT, MPO, City of Fort Myers, LCDOT, LCSO, FMPD, and Lee Memorial Health System. The RSA was also attended by BikeWalkLee. FDOT is considering a pilot project to implement any recommendation that will come out from the RSA at the US 41 and Six Mile Cypress Parkway intersection. The findings from the RSAs will be included in a preliminary report that will be sent to the participants for review and comments.

OLD BUSINESS

AGENDA ITEM #8 – STAFF UPDATE ON THE ONGOING PROJECTS AND BPCC INPUT

Mr. Raimondo provided an update on the LCCSI Tiger grant implementation project. He also provided an update on the status of the bus pullout and bus queue jump studies. KOI was the top pick by the selection committee for both projects and staff was in contract negotiations with the consultant.

OTHER BUSINESS

AGENDA ITEM #9 – PUBLIC AND MEMBER COMMENTS ON ITEMS NOT ON THE AGENDA
None.

AGENDA ITEM #10 – LOCAL GOVERNMENT REPORTS
None.

AGENDA ITEM #9 – LEETRAN REPORT
Ms. Bielawska reported that the May ridership numbers declined by 6.67 % as compared to same month in 2013 but Passport numbers were up 4.5% from last year.

AGENDA ITEM #10 – FDOT REPORT
None.

AGENDA ITEM #11 – ANNOUNCEMENTS
None.

AGENDA ITEM #12 – INFORMATION AND DISTRIBUTION ITEMS
None.

The meeting adjourned at 12:00 P.M.

Agenda Item 2
BPCC 8/26/14

DISCUSSION OF ISSUES ON ACCOMODATING A SHARED USE PATH ON SR 80

RECOMMENDED ITEM: FDOT will discuss the issues that preclude building a 10' wide shared path, and discuss options available to the MPO.

Consistent with MPO submitted priorities, FDOT included a project in its Work Program that calls for a 10' wide shared use path on SR 80 from Shoreland Drive to Buckingham Road. Design is programmed this year and construction is programmed in FY 2015/16. FDOT staff has now informed staff that building a 10' wide path may impact existing drainage capacity and that we may have to consider other options. It also appears that, depending on the option, it will most certainly increase project cost. FDOT staff will be at the August 26th meeting to discuss the issues, and provide an estimate of the revised construction cost. The current construction cost is $1,564,852.

REVIEW AND COMMENT ON THE 2014 CONGESTION MONITORING REPORT

RECOMMENDATION: This is not an action item. The committee is being asked to review and provide comments on the draft report in **Attachment A**. Comments received so far are included in **Attachment B**.

The MPO staff develops a congestion monitoring report annually. The report also periodically includes a Congestion Management Performance component that provides a summary of transportation conditions and trends on the County's network of major roadways. Because this component was developed last year and included as part of the 2012 report, the MPO will wait until 2015 before this component is updated.

The BPCC is being asked to review and comment on the attached preliminary report. *Pages 38 through 43* cover public transit and non-motorized transportation mode and the reduction of carbon emission as a result of the use of alternative transportation. The report will be finalized and brought back before the committee in October for approval. Attached also are comments we have received that staff will address before the report is brought back to the committee for approval at its October meeting.

LEE COUNTY MPO CONGESTION MANAGEMENT PROCESS
2014 CONGESTION MONITORING REPORT

Bus 41 widening under way

Traffic approaching Matanzas Pass Bridge

Airport Direct Connect under construction

Michael G. Rippe Parkway extended Metro to US 41

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

Prepared by:

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION
815 Nicholas Parkway,
Fort Myers, Florida 33915
239-244-2220
www.leempo.com

DRAFT

ACKNOWLEDGMENTS

The Lee County Metropolitan Planning Organization acknowledges the contributions of the following people who assisted in the development of this report:

Steve Jansen, Greg Coggins, Rob Phelan and Sarah Clarke from Lee County Department of Transportation; Wayne Gaither from LeeTran; Matt Feeney from the City of Bonita Springs; Masood Mirza, Gary Gasperini, Stephanie Smith and Persides Zambrano from the City of Cape Coral; Marinko Gnjidic and Saeed Kazemi from the City of Fort Myers; Ben Pople and Scott Krawczuk from the City of Sanibel; Christine Diaz from District One Commuter Services; Darla Letourneau from BikeWalkLee; and members of the Traffic Management Operations Committee.

2014 Congestion Monitoring Report

Lee County MPO Congestion Management System

CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDICES

I. INTRODUCTION

MPOs with urbanized populations over 200,000 are designated as a Transportation Management Area (TMA). The Lee County MPO is a TMA having an estimated urban population of 587,062 (up until April 1, 2011). An MPO in a TMA is required to have a "fully operational" Congestion Management System (CMS), pursuant to 23 U.S.C. 134 (1), 49 U.S.C. 5305 (f), and 23 CFR 500.109 legislation. Reaching an urbanized area population over 200,000 in the late 90's, the Lee County MPO submitted a *CMS Process Documentation Report* to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in 1997. The FHWA and FTA accepted this document as evidence that the Lee County CMS was "fully operational". The CMS process documented in that report called for the publication of an annual congestion monitoring report, and the MPO has been developing such a report until 2009. In 2010, the MPO developed the Congestion Management Process (CMP) technical report as part of the 2035 Long Range Transportation Plan. The development of the CMP was a federal requirement. The FHWA defines the CMP as a "systematic transparent process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility". The CMP covered six major components including congestion management process overview, existing conditions, current congestion management strategies, future conditions, future congestion management strategies and recommendations. The CMP calls for an annual Congestion Monitoring Report and Congestion Management Performance Report. A Congestion Monitoring Report was published in 2012 and in the following year the Congestion Management Performance Report was published. The latter which the MPO decided to call the State of the System (SOS) report includes a system-wide analysis to provide a holistic perspective on mobility and travel conditions in the County. Specifically, four key system-wide mobility indicators were measured: total traffic volumes, total vehicle miles traveled (VMT), roadways operating in congested conditions, and accessibility. In addition to these mobility indicators, the SOS report included information on other key indicators related to safety (as measured by crash rates), transit ridership, freight transport and socioeconomic conditions. With so much comprehensive performance data compiled in a single year, it was decided that SOS reports be updated after every 3 years to effectively show progress. For 2014, the MPO has published the Annual Congestion Monitoring Report with a SOS report due again in 2015.

The report also documents the results of the two MPO congestion reporting survey conducted in March 2014. The survey results are documented in *Table* 1 - *Congested Locations from 2014 MPO Survey (Pages 9 through 22)*.

The report also documents the various programs that are being pursued countywide (ITS, Commuter Service, Sustainability etc.) and noteworthy improvements (roadway and transit) that have changed travel behavior patterns (*i.e.* travel times, routes, etc.), impacts single-occupant vehicle travel demand and mitigate traffic congestion, and have made our overall existing transportation system more efficient. The positive impacts of alternative modes of transportation are also documented. Ongoing and past capacity or traffic studies/programs that affect the roadway network in Lee County are also documented in this report.

II. MAJOR CHANGES AFFECTING LOCAL TRAVEL PATTERNS

MAJOR CHANGES AFFECTING LOCAL TRAVEL PATTERNS

In Lee County, roadway developments and introduction of new management and operations programs have always induced changes in travel behavior as motorists find new alternative routes to make their daily commute, or change the time of day they use certain roadways (e.g. Cape Coral bridges with the introduction of variable tolls). Changes in travel patterns are also induced by roadway construction as motorists find alternative routes to avoid the inevitable delays. There was a fair amount of construction in Lee County roads in 2013 including road widening on Interstate 75, MLK Jr. Boulevard, US 41 (in south Lee County), SR 80 interchange which may have made some motorists find alternative routes to travel.

External factors like high gas prices and economic recession also affect travel patterns as people reduce vehicle trips or find alternative ways to travel (car/van pooling and public transit) to conserve energy.

ROAD IMPROVEMENTS: Following are the roadway improvements that have defined travel behavior in Lee County.

Metro Parkway Improvements

Three Oaks Parkway looking northbound towards the Brooks

Metro Parkway from Daniels to Six Mile Cypress Parkway was widened from 4 to 6 lanes in 2010 and in late 2012 the Michael G. Rippe Parkway extended Metro south all the way to US 41. The Metro Parkway improvements have provided an alternative north south route to US 41, and alleviated traffic congestion on US 41 from Estero to Fort Myers. At the northern portion, the Metro Fowler Crossover is underway, which is a six lane overpass that realigns Metro by connecting it to Evans Avenue and Fowler Street, instead of continuing north to Hanson Road. Except for the segment from Daniels to Colonial, Metro and the Michael G. Rippe Parkway will be a continuous 6-lane roadway. At project completion, the roadway will continue to alleviate traffic congestion on US 41, as more motorists will use the improved roadway thereby improving travel times in both north south corridors.

Three Oaks Parkway/Imperial/Livingston Road Corridor

Three Oaks Parkway widening from 2 to 4-lanes from north of Corkscrew Road to Alico Road was completed in 2009. The extension north of Alico Road to the proposed Oriole Road extension was also completed, but is not open to traffic. Once the proposed Oriole Road extension to Daniels Parkway is constructed, the Three Oaks Parkway/Imperial Street/Livingston Road corridor will provide a continuous north south route stretching from Golden Gate Parkway in Collier County to Daniels Parkway in Lee County. Currently, there is an uninterrupted 4-lane roadway from Golden Gate Parkway to Alico Road. Motorists that had previously used I-75 and US 41 to commute between Naples and Bonita Springs now regularly use the Livingston Road/Imperial Street corridor to destinations in and around US 41 and Terry Street. It has given San Carlos Park residents an option to choose between I-75 and the Three Oaks Parkway/Imperial Parkway/Livingston Road corridor for their daily commute to Naples.

Ben Hill Griffin Parkway/Treeline Avenue Corridor

The extension of Ben Hill Griffin Parkway/Treeline Avenue corridor from Alico Road to Daniels Parkway, coupled with the opening of the Midfield Terminal of the Southwest Florida International Airport (SWFIA) and its subsequent extension north of Daniels, opened a new north south route and relieved traffic in I-75. It also opened up access to major activity centers including the airport, the Florida Gulf Coast University, the Gulf Coast Shopping Center, and the Miromar Outlet. The entire corridor from Corkscrew Road to Colonial Boulevard has seen a steady growth of traffic over the years. The Lee County Port Authority had reported that 40% of SWFIA's passenger traffic head south on this road to get to I-75 at Alico or Corkscrew Road.

NB Treeline Avenue looking towards Terminal Access Road

I 75 Airport Direct

The Lee County Port Authority reported that 40% of SWFIA's passenger traffic head south on Treeline Avenue and Ben Hill Griffin Parkway to get to I-75 at Alico or Corkscrew Road. However, these numbers will drop with the completion of the I-75 Airport Direct which will provide passengers direct access to I 75 from the airport. It will also reduce travel time for airport bound I 75 motorists, and reduce congestion on county roads. The new roadway system will move freight more efficiently between the airport and interstate. This project is currently underway and anticipated to be completed in spring 2015.

Plantation Road north of Crystal

Veronica Shoemaker/Plantation Road Extension

Plantation Road was extended in 2010 from Idlewild to Colonial Boulevard at Veronica Shoemaker Parkway. This extension resulted in a continuous north south roadway from Six Mile Cypress Parkway to SR 80. In order for traffic to really pick up along the entire stretch and for the corridor to operate as a fully functioning north south alternative, the existing segments with two lanes have to be widened in the future. In the meantime, it opens up one more option for motorists to travel north south besides using US 41, Metro Parkway, and Six Mile Cypress Parkway.

Proposed Alico Green Meadows Expressway

The MPO's 2035 Plan identifies a new roadway corridor called the Alico Green Meadows Expressway that will connect SR 82 (at Sunshine Boulevard) to Alico Road. Currently, Lehigh Acres and Gateway residents use Daniels Parkway and I-75 to get to south Lee County and North Naples. The construction of the proposed roadway will provide a quicker and shorter commute to US 41 and I-75, and will most certainly alleviate congestion in the Daniels corridor (especially during baseball games in March when the roadway is gridlocked). The proposed roadway will also address future traffic generated at a proposed mixed use community with 28,000 residential units located off SR 82 in Hendry County, and would be also popular among residents in the City of Immokalee in Collier County. Project development phases for the roadway are currently not funded. The Lee MPO's 2035 Cost Feasible Plan shows revenues will be available in the 2031-2035 time frame to fund construction.

Proposed East West Controlled Access Facility The City of Cape Coral assessed the feasibility of developing Diplomat Parkway as an east-west controlled access facility north of SR-78 that will connect US 41 to Burnt Store Road. If this east west corridor is developed, it will relieve congestion build up on Pine Island Road.

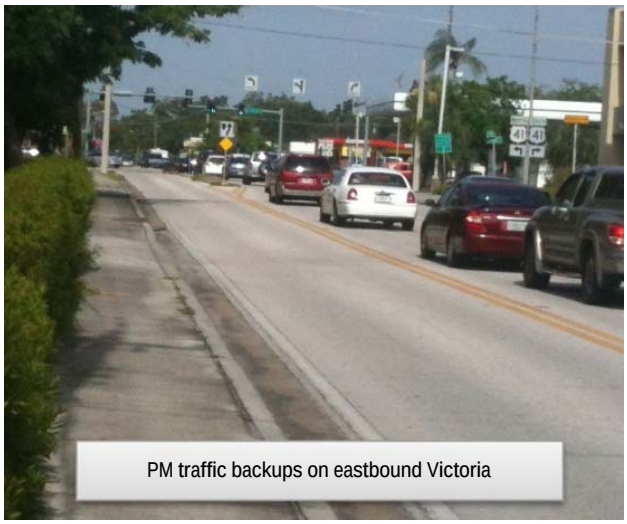
EXTERNAL FACTORS - ECONOMIC RECESSION AND HIGH GAS PRICES

Traffic counts on major roadways in Lee County had dropped significantly in 2008 due to the downturn in the economy and high gas prices. At that time, the FHWA's "Traffic Volume Trends" reported that from August to November 2008 estimated vehicle miles traveled on all U.S. public roads fell anywhere from 3.5% to 5.6%. The drop in traffic volumes was also noticed on Lee County roadways as job layoffs and high gas prices resulted in a reduction in auto travel. As the nation and Lee County tried to recover from the economic recession, traffic volumes continued to be down except for a few roadway segments on SR 82, Veterans Parkway, Winkler Road, Colonial/Lee Boulevard, Treeline/Ben Hill Griffin Parkway, Corkscrew Road and Alico Road. A drop in total visitors to Lee County by 2.7% from 4.8 million in 2010 to 4.7 million in 2011 probably kept traffic volumes down as well.

With economy on the mend now, more tourists are visiting the area during the peak season, and people have started moving again from the north east to settle in Florida. Employment grew by 2.7 % in 2013 although the unemployment rate (7.1%) for the Cape Coral-Fort Myers metropolitan area was still above the national average (6.3). Visitation went up by 2.1% from 4.7 million in 2012 to 4.8 million in 2013. All this is reflected in Lee County roadways where traffic has been beginning to slowly climb up towards pre-recession 2007 levels.

LEE COUNTY VARIABLE PRICING PROGRAM AND TRAVEL PATTERNS

US 41 Bridge & Mid-Point Memorial Bridge



PM traffic backups on eastbound Victoria

When variable pricing program was first introduced in 1998, the Cape Coral and Mid-Point Memorial bridges (with a 50% discount during selected "off-peak" hours) had changed travel patterns from avoiding congestion among some transponder users more toward toll savings. Subsequently as toll savings extended to non-transponder users and with increasing traffic volume (eventually peaking in 2006 with 51,000 in the Mid-Point Bridge and 48,400 in the Cape Coral Bridge), congestion finally drove motorists to travel during off peak hours. Afterward in June 2008, the introduction of one way tolling in the two toll bridges in the westbound direction may have influenced driver behavior using either the toll bridges or the two US 41 "free" bridges. Drivers had to pay a higher toll. Rather than the 50% reduction when tolls were collected in both directions, the toll during variable pricing hours was 75% of the toll that would have been collected during non-variable pricing periods. This probably had caused some drivers to use an alternate route to get to the Cape so they would not have to pay the toll. The observation of PM rush hour traffic following the one way toll implementation showed long traffic backups on eastbound Victoria Avenue at its intersection with US 41 and northbound 41 going over the Caloosahatchee Bridge to Cape Coral via Hancock Bridge Parkway. The theory that commuters were using this bridge because of the westbound one way toll in the Cape Coral bridges was actually supported by a post implementation survey when 8% of the drivers interviewed reported changing bridges for most or all trips. Traffic backups was less noticeable in these corridors during the recession and when gas prices went up. No tolls, on the other hand, have resulted in a spike of traffic in the eastbound direction during the AM rush hour. They cause long traffic backups periodically even with lower traffic volumes on the Mid Point Bridge than in the past (43,300 in 2013 vs. 48,100 in 2007). The traffic backups were actually very noticeable in 2012 which could be because motorists who normally used the Cape Coral Bridge were driving the extra 10 minutes to avoid the Cape Coral Toll Plaza Demolition/Reconstruction.

III. MONITORING EFFORTS

TRAFFIC COUNTS

The Florida Department of Transportation (FDOT), the Lee County Department of Transportation (LCDOT), and the City of Cape Coral operate extensive traffic count programs on each of their respective road networks. In 2013, the County counted traffic volumes at 84 periodic count sites. This was an improvement to 2011 when traffic was counted at only 59 periodic count sites, but still way below the number (203) in 2010, and 310 in 2008. The reduction is attributed to budget constraints. As a result, it was not easy to track the growth of traffic volumes on roadway segments which are also an indicator of traffic congestion, and can validate congestion observed on roadways. The City of Bonita Springs conducted traffic counts in 2013 at 25 locations. The City of Cape Coral conducted Peak Season and Off-Season traffic counts on all major roadways. The City of Sanibel did not conduct any seasonal traffic counts in 2013 but they will be doing it this year at 50 locations. ITS deployments such as the Lee County IMS, I-75 Freeway IMS, and the ATMS already have subsystems like Microwave Vehicle Detection System and CCTV surveillance cameras in place that have the capability of doing traffic counts electronically. The County explored the use of this technology to be able to be more efficient and offset the impacts of budget constraints. However, the results have not been too promising. Map 1 on page 6 illustrates the LCDOT count locations that were in operation during 2013, and those permanent count stations where construction or equipment failure affected the availability of reliable data. These sites included locations where counts could not be taken, sites where counts were taken for only a part of the year, or counts that were affected by diverted traffic.

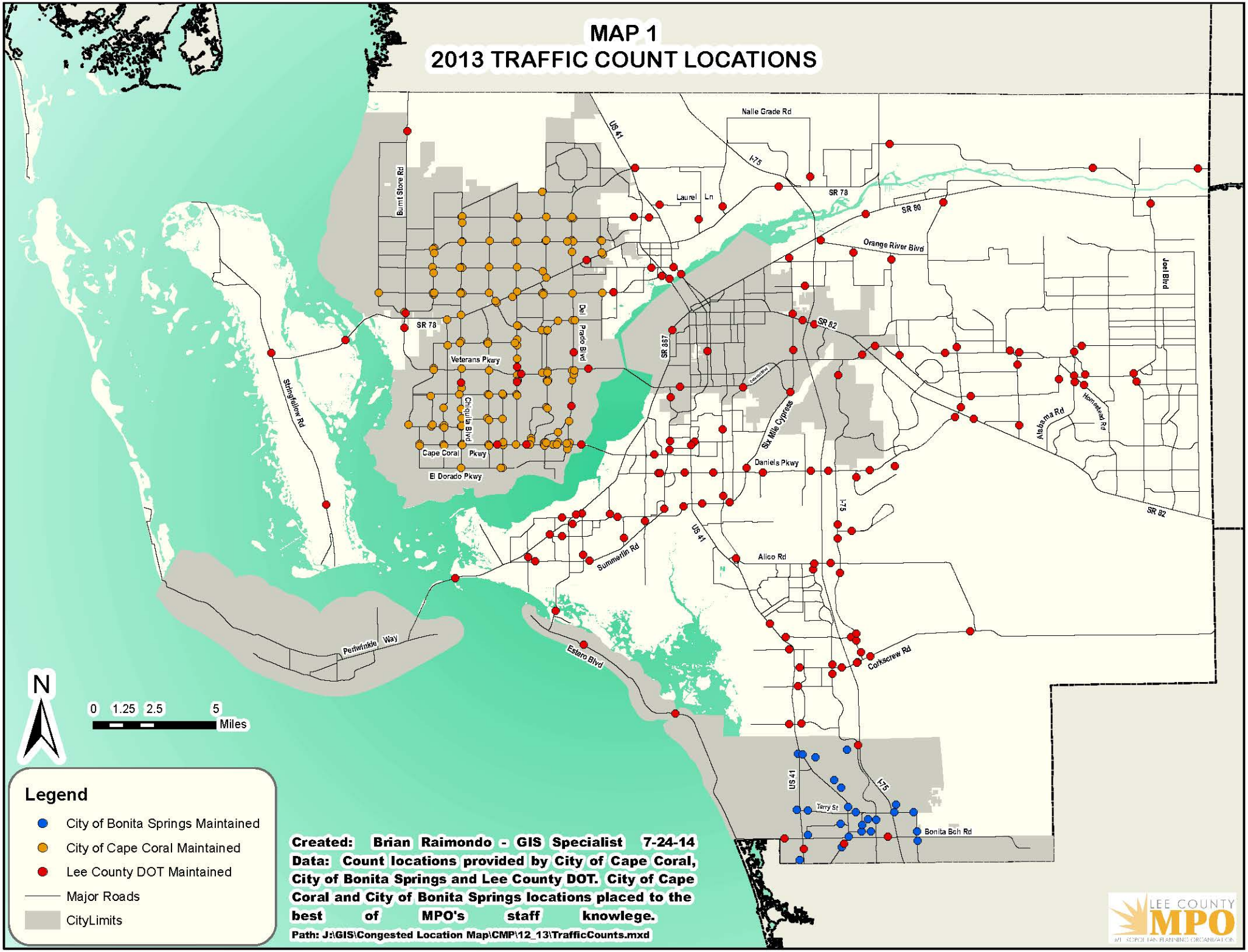
LEE COUNTY CONCURRENCY REPORT

Lee County develops a concurrency report annually that includes an inventory of the maximum, utilized, and available capacity of public facilities for which minimum level of Service (LOS) standards are prescribed in the Lee County Comprehensive Land Use Plan. The public facilities that are reviewed for monitoring traffic are the transportation infrastructure ones. The latest concurrency report is the November 2013 Concurrency Report. The transportation inventory from the Concurrency Report show roadway link traffic volumes and its corresponding LOS by "Existing" (2012 100th Highest Hour), a short-term projected "Future" (Estimated 2013 100th Highest Hour) and "Forecast" (Future Forecast Volume).

The basis for examining the LOS in the existing and future years is the minimum LOS standard from the Lee Plan. Those roadway links with failing LOS in the existing and short term projected year will continue to be monitored by the County for traffic problems, and will be reviewed for potential projects to improve LOS and congestion resulting from it. The failing roadway links on the basis of 2012 traffic volumes from the Concurrency Report were as follows:

- Colonial from US 41 to Fowler St
- Colonial from Fowler St to Metro Pkwy
- Colonial from Winkler Avenue to Six Mile Cypress Pkwy
- Immokalee Road from Gunnery Road to Alabama Road (Funds have been committed for ROW acquisition for widening this segment into 6 lanes)
- McGregor Boulevard from Winkler Road to Tanglewood Boulevard (Constrained Facility)
- McGregor Boulevard from Tanglewood Boulevard to Colonial Boulevard (Constrained Facility)
- US 41 from Jamaica Bay West to Six Mile Cypress Parkway (The problem still exists even with the completion of the Michael G. Rippe Parkway)
- US 41 from Daniels Parkway to College Parkway (Constrained Facility)
- US 41 from South Drive to Boy Scout Drive (Constrained Facility)
- US 41 from Fountain Interchange to North Key Drive (Constrained Facility)
- US 41 from North Key Drive to Hancock Bridge Parkway

MAP 1
2013 TRAFFIC COUNT LOCATIONS



Legend

- City of Bonita Springs Maintained
- City of Cape Coral Maintained
- Lee County DOT Maintained
- Major Roads
- CityLimits

Created: Brian Raimondo - GIS Specialist 7-24-14
Data: Count locations provided by City of Cape Coral, City of Bonita Springs and Lee County DOT. City of Cape Coral and City of Bonita Springs locations placed to the best of MPO's staff knowlege.
Path: J:\GIS\Congested Location Map\CMP\12_13\TrafficCounts.mxd

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

TRAFFIC REPORTS

INRIX National Traffic Scorecard: According to Wiki, INRIX is a software company which provides historical, real time traffic information, and traffic forecasts to businesses and individuals in 37 countries (as of September 2103) including the US, Canada, Brazil and most of Europe. As of April 2012, INRIX collects information about roadway speeds from nearly 100 million anonymous mobile phones, trucks, delivery vans, and other fleet vehicles equipped with GPS locator services. The data collected is processed in real-time, creating traffic speed information for major freeways, highways, and arterials across the US, Canada, European Union, and other countries. The company keeps a database of variables that affect traffic, including weather forecasts, special events, school schedules and road construction, and combines them with the real-time probe data collected for traffic analysis.

INRIX develops an annual report on traffic congestion, and also provides a traffic scorecard (updated monthly) for the 100 largest urbanized areas in the US which includes the Cape Coral Urbanized Area. For the month of December 2013, Fort Myers had the third lowest congestion among the top 100 metropolitan areas with a score of only 0.7 and a total of 1.2 hours wasted annually on traffic delays.

T12 Months	T12 Prior Year	% Growth
0.7	0.9	-25.1%
This Month	**This Month LY**	**% Growth**
0.5	0.4	25.1%

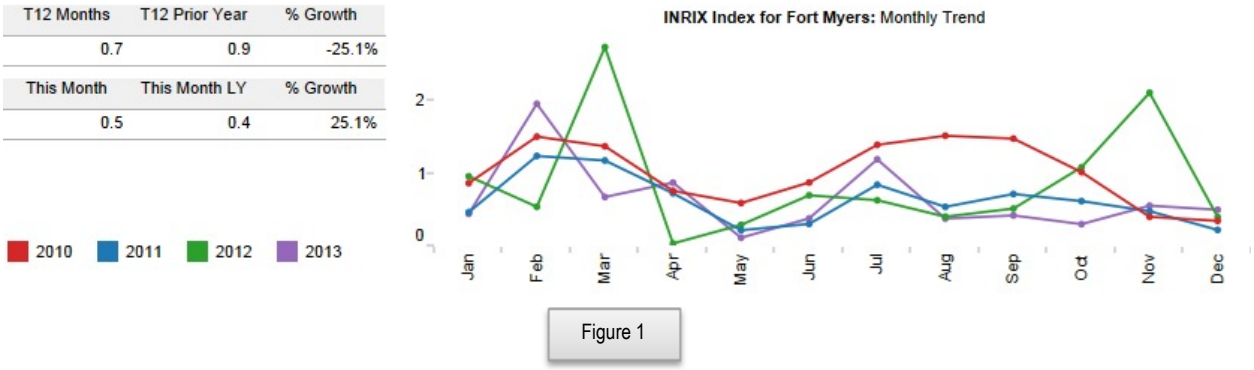


Figure 1

In comparison, Los Angeles had the highest congestion with a score of 31.3 with total of 64.4 hours wasted annually on traffic delays. Congestion in Fort Myers for December was up by 25% compared to the same month in 2012. For the whole year, however, overall congestion was 25% below 2012 level. See Figure 1 above.

INRIX has stated that cities at or above the national averages (2.2%) in employment growth have experienced some of the biggest increases in traffic congestion while cities that experienced some of the biggest drops in traffic congestion were consistent to those where employment and economic growth were lagging compared to the national average. With the economy improving, unemployment rates below the national average of 6.3%, and an employment growth increase of 3.2% from June 2013 to June 2014 (Source: BLS) the Cape Coral-Fort Myers metropolitan area is primed to see traffic grow to 2006/07 pre-recession levels.

2012 Urban Mobility Study: The Texas Transportation Institute (TTI) at Texas A & M University has been publishing a report annually since 2001 which provides data on the performance of some elements of the transportation system in 85 urban areas. The last report is from 2102 which measures traffic congestion trends from 1982 to 2011. The performance of the Cape Coral urbanized area from 2005 through 2011 is shown in Appendix A. A full report is available online at http://mobility.tamu.edu/. The problem with these reports is that their latest year findings are always a couple of years behind. The report only helps to show if there is anything we missed out in our monitoring, or whether their findings can be used to validate our findings through the MPO and local government monitoring process. In addition, a report like the mobility study is only good for comparing system performance over the years in an urbanized area, and to get a general idea of how congestion affects commuters in terms of annual delays and congestion cost.

MONITORING WITH ITS DEPLOYMENTS AND ASSOCIATED FIELD DEVICES

Continuous field monitoring and control of traffic signals and ITS field devices are done through the Advanced Traffic Management System (ATMS). For the ATMS, Lee County has been installing fiber optics to complete communication network along several corridors and connecting the traffic signals in the corridors to a Traffic Operations Center (TOC). Live video surveillance and microwave vehicle detection system data is fed to the TOC, which assists in decision making as operators at the TOC communicate with the traffic signals remotely to address recurring congestion. The ATMS network will be expanded with the completion of the FDOT managed ATMS Phases I and II. The TOC is expected to monitor and control non-recurring congestion resulting from incidents at the Edison and Caloosahatchee bridges through the Bridge Incident Management System (IMS) once it becomes operational this year. The SWIFT Sunguide Traffic Management Center operated by FDOT, on the other hand addresses non-recurring congestion on I-75 through the Freeway IMS. The ITS Program in Lee County is explained in greater detail later in the report under Congestion Management Measures.

MEDIA ATTENTION AND PUBLIC REQUESTS

The MPO also relies on the public and the media to highlight problem locations. This could be both congestion and safety related. Interactive forms are available on the MPO Website and anyone from the public can report a problem. Besides the interactive forms, the MPO and local government DOT staff are also informed about trouble spots by telephone calls and emails, and the locations are subsequently investigated by staff and appropriate local government maintaining agencies. A government jurisdiction may be forced to take action as result of public outrage and media coverage on the lack of amenities at a specific location that may have led to an avoidable fatality or a serious injury. A case in point was the bicycle fatality in 2010 that led to the Lee County BOCC approving, and the RaceTrac gas station paying for a new traffic signal at the intersection of Del Prado Boulevard and NE 3rd Terrace.

CONGESTION SURVEYS

Using “local knowledge” is another way to monitor and spot traffic problems. The MPO takes full advantage of this by publishing an annual Congestion Reporting Survey in the News Press during season. Press releases are sent to local news media alerting the public about the survey to ensure maximum public participation. The responders and bus drivers from the Lee County School District and LeeTran are also contacted and asked to complete questionnaires identifying problem locations based on their familiarity of the roadway conditions during this exercise. The public also have the option to complete the survey through an interactive form from the MPO website. The responses are reviewed, and the problem intersections with signal timing complaints are the first one to be investigated, problem verified, and timing adjusted. Other traffic operations, safety, and maintenance (paving) problems are forwarded to local and state DOTS depending upon who owns or maintains the roadways where the problems are to be investigated, addressed or continued to be monitored. These surveys also provide the MPO with the identification of a list of corridors, or specific locations for future monitoring of safety and congestion issues.

This year the News Press survey, the first Responder and bus driver questionnaire, and the interactive forms brought in a total of 593 responses. The responses in its raw form were compiled in a preliminary spreadsheet, cleaned up, summarized in some cases, and were reviewed by MPO staff and TMOC. A final spreadsheet, with comments from MPO and local DOT staff on each individual location wherever applicable, is documented in Table 1, pages 10 thru 19.

Following the TMOC review of the survey results, LCDOT field reviewed and verified problem intersections identified in the survey and implemented quick fix solutions at several locations. The solutions are listed below, and the specific problems accompanying them could be read in Table 1 using the referenced ID #:

- ✓ Signal timings adjusted in the Ben Hill Griffin Parkway corridor between FGCU Park Boulevard and Alico Road (Item #3)
- ✓ County staff investigated the Corkscrew Road and Corkscrew Woodlands Boulevard intersection for safety and congestion issues reported by the public, but did not find any such issues (Item #23).
- ✓ Signal timings adjusted in the Cypress Lake Drive corridor (Item #24)
- ✓ Signal timing at the intersection of Daniels and Fiddlesticks adjusted (Item #25)
- ✓ Signal timing along the Del Prado Boulevard corridor between Cape Coral Parkway and SR 78 will be reviewed by LCDOT during the 2015 peak season (Item #33)
- ✓ LCDOT will be checking operation of the Del Prado Boulevard and SE 22nd Terrace intersection at a later date (Item #38)
- ✓ Signal timings at the intersection of Metro Parkway and Daniels Parkway adjusted (Item #47)
- ✓ Signal timings at the intersection of Summerlin Road and Cypress Lake Drive adjusted (Item #75)
- ✓ A traffic detector was repaired to address the signal times at the intersection of Tropic Avenue and SR 80 (Item #79)
- ✓ FDOT has approved a permissive green phase for southbound lefts on US 41 to Bus 41 at the intersection of US 41 and Bus 41 (Item #83). LCDOT staff will be implementing the change.
- ✓ The traffic signals on Veterans Parkway corridor are scheduled for review in 2015 (Item #92).

Table 1: CONGESTED LOCATIONS FROM 2014 MPO SURVEY

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
1	A&W Bulb @ McGregor	LCDOT/FDOT	2008	AM and PM Peak - Daily	Stop sign with 55mph traffic through a median to go turn left toward ft myers beach. And turning from Mcgregor to A&W Bulb	Install a traffic light to deal with the yearly heavy traffic.	Design is under way to provide directional lefts that will enhance safety at the intersection. Only right in and right out will be allowed from A & W Bulb Rd
2	Alabama @ SR 82	LCDOT/FDOT	2012	PM Peak - Daily	(1) Inadequate storage for EB left turn lane to Alabama (2) Traffic backups on SB Alabama	None	The problems should go away when 82 is widened from Shawnee to Homestead. Design is underway and incudes a SB right turn lane. Construction is not programmed.
3	Ben Hill Griffin Pkwy: FGCU Blvd to Alico Road	LCDOT	2014	PM Peak -Daily	Signal timing, inadequate turn lanes	Change the signal timing to more efficiently allow traffic flow	Signal timing revised 4/2014
4	Boyscout Rd @ Summerlin Rd	LCDOT	2014	PM Peak -Daily	Three lanes turn South onto Summerlin, only one goes North towards immediate area residences, shopping and the Mid Point Bridge. Mad dive across multiple lanes to get to the single turn lane.	Change the far right lane to a right turn lane.	Road is striped appropriately for the conditions
5	Cape Coral Pkwy (5 Reported)	CC	2014	PM Peak -Daily	(1) Traffic accidents (2) Signal timing	Sync the lights on Cape Coral Pkwy at rush hour all the way down so that we don't have to stop at every light. Also prohibit WB left turns from 5:15 to 6:15. Make cars take a right at the block before Coronado, then turn left and turn left onto Coronado to go straight across the Parkway that way. It will keep the lights green on CC Parkway longer. And don't allow cars coming East on CC Parkway to make left hand turns. Also, cars coming East, would turn right on Coronado, left on Miramar and travel down Miramar to Del Prado. This would only be during 5:15 to 6:15. I would also love a highway directly to the Cape Coral Bridge from 75.	
6	Cape Coral Pkwy @ Del Prado Blvd (6 reported)	CC	2011	AM and PM Peak -Daily	(1) Inadequate signal timing (2) Not enough lanes	(1) More lanes (2) Synchronize the traffic signal with the ones east and west of it. (3) Remove unecessary merge or turn lane on Cape Coral Pkwy (4) Retime the traffic signals for SB lefts to EB in the mornings and WB rights to NB in the afternoons (5) Extend and provide access to WB left turn lane by shaving off 5 ft of median	
7	Cape Coral Pkwy @ Palm Tree Blvd (2 Reported)	CC	2014	AM and PM Peak - Daily	Light does not work for the SB lefts and throughs	Fix the light and add green time	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
8	Cape Coral Pkwy Toll Booth	LCDOT	2014	PM Peak -Daily	Congestion filling back into two lanes. After the toll booth the merger into two lanes to over the bridge into cape coral.	Provide more lane openings for leeway subscribers just getting onto the bridge.	
9	Chamberlin Pkwy @ Daniels Pkwy	LCDOT	2014	AM Peak -Daily	Chamberlin Pkwy needs to be on a signal trip to avoid the light on Daniels Pkwy from changing with no traffic coming from Chamberlin Pkwy.	Traffic Light trip-sensor on Chamberlin Pkwy	Signal is operating properly
10	Chiquita @ Veterans	CC	2014	AM Peak - Seasonally	Inadequate storage for SB left turn lane to EB Veterans	Add a second EB left turn lane on Chiquita to EB Veterans	
11	Chiquita Blvd @ Cape Coral Pkwy	LCDOT/CC	2014	AM and PM Peak - Daily	NB and SB green time not long enough	Allow more time for traffic going north and south	
12	College Pkwy (2 Reported)	LCDOT	2011	All Day - Weekdays	(1) Lights not timed right. Each light turns red by the time you get to the next one. (2) Green time for side streets is too long (3) Back up occurs daily (less between 2 pm and 3 pm) (4) With new businesses opening on College (old Brown Derby), more back ups anticipated	(1) Time the lights better. (2) Provide less green time for side streets	Signal is operating properly
13	Colonial @ Deleon St (2 reported)	LCDOT	2013	PM Peak - Daily	(1) Timing for red light on Colonial is excessively long. (2) Cars coming onto Colonial from US 41 off ramp attempt to cross over the two lanes to get to the WB left turn lane (3) Inadequate WB left turn storage cause traffic back ups on through lanes	(1) Synchronize the traffic lights at Deleon with Summerlin (2) Extend the WB left turn lane	1) Lights are coordinated. Pedestrian and school crossings adversly affect coordination 2) Constructability issues with extending turn lane
14	Colonial @ Fowler (5 reported)	LCDOT	2014	AM and PM Peak - Daily	(1) Right turn from NB Fowler onto EB Colonial backs up frequently (2) NB traffic going straight is backed up past the NB left turn lanes so NB lefts have to wait through several cycles to turn onto WB Colonial	(1) Reconfigure the light so the right turn continues with the left turn from WB Colonial to SB Fowler (2) Flyover on Colonial with merging entrance/exit ramps	The Lee MPO is trying to fund a project that will reconfigure the intersection so that there are 2 NB through lanes and two exclusive right turn lanes
15	Colonial Blvd @ Ortiz/Six Mile Cypress (38 reported)	LCDOT/FDOT	2011	AM and PM Peak - Daily	(1) Inadequate NB right turn lane storage to EB Colonial (2) Inadequate green time for SB lefts to EB Colonial (3) Inadequate green time for EB lefts to SB Six Mile Cypress (4) Inadequate green time for EB and WB through movements (5) WB motorists on Colonial Blvd make U-turns negating opportunities for NB rights to EB Colonial	(1) Prohibit WB U turns (2) Add a second NB right turn lane (3) Retime traffic signal (4) Build overpass	Project underway to build a second NB right turn lane to EB Colonial

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
16	Colonial Blvd @ Sommerset Dr/Summerlin Rd (21 reported)	LCDOT	2008	AM and PM Peak - Daily	(1) Inadequate green time for EB lefts on Colonial to NB Sommerset (2) Light on NB Summerlin to turn west on Colonial too long (3) EB movements in AM Peak hour does not have sufficient green time	(1) Retime signal (2) Provide longer green time for EB throughs during AM Peak Hour (3) Build overpass	Lee County has programmed project to lengthen turn bay. Signal is operating properly
17	Colonial Blvd: Mid Point Bridge to Treeline Ave (24 Reported)	LCDOT				(1) Adjust signal timing and synchronize traffic signals (2) Immediete: Change traffic patterns by closing Summerlin/Colonial Intersection to N/S traffic and force traffic to Colonial at Fowler via Boy Scout. Long Term - Construct overpasses at Summerlin, Fowler, and Metro (3) Build an expressway	Corridor capacity issue
18	Colonial Off Ramp @ McGregor	LCDOT/FDOT	2014	AM Peak - Daily	signal timing & slow drivers.	Time the light at Colonial off ramp & McGregor to move EB Cape Coral traffic move through faster.	
19	Colonial @ V Shoemaker	LCDOT/FDOT	2014	AM Peak -Daily	Signal timing	Fix signals. Take sensors off and put timers on.	
20	Colonial @ Winkler Av	LCDOT/FDOT	2014	AM Peak -Daily	Signal timing	Fix signals. Take sensors off and put timers on.	
21	Coronado Pkwy @ Cape Coral Pkwy	CC	2014	AM Peak- Daily		Allow more green time for NB traffic on Coronado	
22	Corkscrew @ I 75 (5 reported)	FDOT	2012	All day -Daily	(1) Inadequate turn lane storage for EB lefts on Corkscrew to NB on ramp (2) Inadequate turn lane storage for WB lefts to SB on ramp	(1) Add a second EB and WB left turn lane on Corkscrew to the on ramps	The MPO Needs Plan call for ultimate interchange modifications.
23	Corkscrew Rd @ Corkscrew Woodlands Blvd (9 reported)	LCDOT	2012	AM and PM Peak - Daily	(1) Traffic entering from the east trying to cross over into plaza, and traffic exiting from the plaza trying to cross over to go west, become stuck in that middle area face to face and block each other's view of any oncoming traffic which is traveling very fast. (2) No traffic light	(1) No WB U-Turns on Corkscrew Rd at Corkscrew Woodlands (2) Better light coordination (3) Instal a traffic light (4) Widen Corkscrew to 6 lanes from Three Oaks to Ben Hill Griffin	Intersection has been studied. No safety or congestion issues identified
24	Cypress Lake Dr (2 Reported)	LCDOT	2011	AM and PM Peak - Daily	(1) signals in the corridor not in synch	(1) Synchronize traffic lights	Signals timed properly
25	Daniels @ Fiddlesticks	LCDOT	2011	AM and PM Peak - Daily	Traffic lights	Have a better timing pattern for the lights.	Signals timed properly
26	Daniels @ I 75 (5 reported)	LCDOT/FDOT	2008	AM Peak - Daily	(1) Inadequate turn lane storage for WB traffic on Daniels to enter SB on ramp (2) Above situation prevents SB off ramp traffic to turn west on Daniels.	(1)Extend green time for WB lefts to SB on ramp (2) Add a second WB left turn lane and widen the SB on-ramp (3) Convert the outside EB and WB through lanes to shared left and through lanes, while widening the SB and NB on ramps to accommodate dual turn lanes	The MPO Needs Plan call for ultimate interchange modifications.

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
27	Daniels Pkwy - Entire corridor (11 reported)	LCDOT	2008	AM and PM Peak - Daily	(1) Inadequate turn lanes (2) Signal timing/traffic volumes (3) Spring training and baseball games at Jet Blue Stadium	(1) Widen Daniels Pkwy (2) Adjust signal timing (3) Schedule baseball games at the stadiums on different days (4) Talk to Jet Blue Park about holding games one hour earlier. This would alleviate congestion for rush hour commuters. (5) Build Daniels bypass by connecting Sunshine Blvd to Green Meadows and Alico Road. Lehigh and Gateway residents could use the bypass to commute to south Lee County thereby relieving congestion on Daniels.	
28	Daniels @ SR 82 (13 reported)	LCDOT	2007	AM and PM Peak - Daily	(1) Signal timing	(1) Signal timing (2) Widen Daniels and Gunnery at the approaches to six lanes and have two NB and SB turn lanes to SR 82	6 lane widening of SR 82 is programmed from Lee Blvd to Shawnee. Improvements also includes a Continuous Flow Intersection at the Daniels/SR 82 intersection
29	Daniels Pkwy @ Bell Tower	LCDOT	2014	PM Peak -Daily	Signal timing for turn lanes Traffic Lights - like a lot of traffic lights in Lee County. Programmed by a moron. A couple of years back, there was an article in the News Press stating that all of the lights have been programmed to save on car emissions.	Add 15 seconds to turn lane traffic.	
30	Daniels @ Plantation (2 Reported)	LCDOT	2014	AM and PM Peak- Daily	(1) Signal timing (2) Inadequate turn lanes (3) Lot of traffic on Plantation	(1) Extend green times for WB Daniels to SB Plantation (2) Widen Plantation to 4 lanes with turn lanes	
31	Del Prado @ 16th St Terrace	CC	2014	All Day - Daily	Many times the left turn arrow, south bound, doesn't work	Get the signal fixed	Will check operation
32	Del Prado @ SE 47th Terrace	CC/LCDOT	2013	PM Peak -Daily	Signal timing	SE 47th Terrace should have less green time	
33	Del Prado Blvd: SR 78 to Cape Coral Pkwy (11 Reported)	LCDOT/CC	2014	AM and PM Peak - Daily	(1) Traffic lights seem to take too long (2) Accidents (3) Heavy traffic	(1) Increase green times for NB/SB traffic	Wil review timing in 2015
34	Del Prado Blvd: SE 6th St to Midpoint Bridge (3 Reported)	LCDOT/CC	2014	AM and PM Peak - Daily	(1) Intersection providing access to McDonalds/Publix/Moe's slow (2) Wrecks in front of the Walmart resulting from SB lefts across three lanes of NB traffic (3) Heavy traffic	(1) Retime traffic signals (2) Extend NB/SB green times at all intersections (3) Remove SB left turn lane into Walmart and make people turn at the Coral Pointe Mall intersection	
35	Del Prado Blvd @ Kentucky Fried Chicken 2100s	LCDOT/CC	2014	AM and PM Peak - Daily	Turn signal light does not always work	Check traffic lights	Will check operation

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
36	Del Prado Blvd @ SE 22nd Terrace	LCDOT/CC	2014	AM and PM Peak - Daily	Signal timing and inadequate turn lane storage. The NB left turn arrow fails to turn green causing major backup all the way to Mid Point Bridge.	Fix the signal for NB left turning lane and make it stay green longer.	Will check operation
37	Del Prado Blvd @ Veterans Pkwy (2 Reported)	LCDOT/CC	2014	AM and PM Peak - Daily	Signal timing	Increase green time for SB left to EB Veterans	
38	Estero Blvd (9 reported)	LCDOT	2001	All day -Seasonally	(1) Traffic backups (2) Heavy traffic		
39	Gladiolus @ Maida Lane	LCDOT	2014	All day -Seasonally	Beach signs direct out of town traffic to left lane which is a turn only lane southbound onto Maida	Revise beach directional sign to say left "through" or "thru" lane	
40	Gladiolus/Six Mile Cypress @ US 41 (24 responses)	LCDOT	2007	AM and PM Peak - Daily	(1) Inadequate signal phases (2) In peak season, beach traffic results in congestion on EB Gladiolus in PM, and NB 41 and WB Gladiolus in AM (3) Inadequate storage in NB left turn lanes on 41 to WB Gladiolus (4) Inadequate storage in EB left turn lane on Gladiolus to NB 41 (5) WB traffic backups on Six Mile Cypress Pkwy as a result of motorists in 2 lanes competing to flow into the 3 lanes in Gladiolus causing near accidents when motorists cross US 41 try to go to center lane	(1) Re-open southbound turn on to US41 from old Gladiolus (2) Extend green time for EB lefts (3) Build overpass	A project to extend the WB left turn lanes on Six Mile Cypress Pkwy to SB 41, and adding a third WB through lane is programmed in FY 2017.
41	12th St West @ Gunnery (2 Reported)	LCDOT	2014	4:00 to 5:00 PM - Daily	No EB and WB left turn traffic signal		Turn Phase not needed
42	Homestead Rd (4 Reported)	LCDOT	2012	AM and PM Peak -Daily	(1) Heavy traffic (2) Retime traffic signal on Homestead at Alabama/Leland Heights Blvd - Green time for NB through traffic is short - SB lefts on Homestead Rd to Leeland Heights Blvd too short - Walgreens traffic interrupts NB traffic flow to traffic light.	(1) Add green time for NB through traffic on Homestead Rd @ Leland Heights (2) Eliminate SB lefts to Deleware Rd (3) Widen Homestead Rd to 4 lanes	Construction of Homestead Road widening programmed in FY 2015/16. ROW acquisition is under way. Scope also includes intersection improvements at Alabama/Leland Heights Blvd
43	Matanzas Bridge	FDOT	2001	AM and PM Peak - Daily	No parking, traffic light, most pedestrians walking across road at all points, not enough lanes, etc.	Add road from coconut point and 75 to mid beach, eliminate pedestrian crossing, add parking, add second lane	
44	McGregor Blvd (3 Reported)	LCDOT/FM/FDOT	2013	PM Peak - Daily	(1) Signal timing at traffic signals (2) Drivers going below posted limits	(1) Raise speed limit, (2) Add "Slow traffic keep right" signs wherever there are multiple lanes (3) Adjust signal timing	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
45	McGregor Blvd @ Cypress Lake	LCDOT	2013	PM Peak -Daily	(1) traffic volume (2) Inadequate NB left turn lane storage	(1) Widen the road (2) More transit use	
46	Metro Pkwy	LCDOT/FM/FDOT	2014	All Day - Daily	Poor use of traffic signals. Should use a combination of timing and sensors. Traffic on the less traveled street should not need to wait for multiple waves of traffic. I am from a highly populated metro area with many more vehicles on the highway than here. Traffic moves much better there. On the main road, there is usually time for side streets to clear prior to the next wave of main road traffic arriving at the light. Many times the main route traffic will need to stop (due to timing only) when the side traffic could have been clear. This combination works with high traffic conditions as well.	Use a combination of traffic light timing and sensors to detect when side traffic can be cleared. Timing only does not work. Using sensors only for left turns does not work. If no side traffic signal need not change. There are some intersections which do use sensors for side traffic (Gladiolus West of Winkler a good example.)	
47	Metro Pkwy @ Daniels Pkwy (2 Reported)	LCDOT			Light for NB Metro is very short in the morning	Extend green time for northbound	Signal timing adjusted
48	Mid Point Bridge (2 Reported)	LCDOT			Non steady traffic flow....not enough lanes	Bigger bridge	
49	Ortiz Ave: Colonial to SR 82 (2 Reported)	LCDOT	2014	AM Peak - Daily	Ortiz Ave is a 2- lane road from Colonial to Palm Beach Blvd. This road handles a tremendous amount of traffic year-round. It was slated to be 4-laned with construction starting in 2008 but was never started when the economy faltered. The county has purchased all of the right-of-way land to complete this project. Residents in the area have been told the project "will not be completed in our lifetimes". This road needs to be four-laned to help alleviate congestion in the area.	Ortiz need to be four laned with sidewalks on both sides of the road for biking and pedestrian safety.	
50	Palamino Ln @ Daniels Pkwy (2 Reported)	LCDOT			Inadequate turn lane storage. Traffic has been backed up on SB Palomino Lane past the development of Danforth Lakes Blvd - Home owners can't get out on Palomino.	A right turn lane would help this situation to go west on Daniels Center Drive then SB on Apaloosa Lane to Daniels	
51	Periwinkle Way	Sanibel	2014	AM and PM Peak - Seaso	Besides people who have no idea how to drive and love to text and take photos from the drivers seat certain traffic cops directing traffic at 4 way stops need to be re-trained on days when specific ones are working. traffic is always horrible.	Signs need to be posted that a yield is NOT a stop sign. I have seen more rear end accidents happen this way.	
52	Pine Island Corridor (9 REPORTED)	FDOT	2014	PM Peak - Daily	(1) Seasonal traffic (2) Traffic accidents	(1) Widen Pine Island Rd to 6 lanes from Chiquita to Del Prado Blvd	
53	Pine Island Rd @ Del Prado Blvd	FDOT/LCDOT		AM and PM Peak -Seasor	Signal timing, inadequate turn lane storage		

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
54	Pine Island Rd @ Hancock Bridge Pkwy	CC		PM Peak -Daily	Traffic can only turn left from the left lane. Traffic in the right lane should turn right.	Signage closer to the Santa Barbara intersection that informs drivers of the need to be in the left lane to turn left	
55	Pine Island Rd @ Piney Rd			PM Peak - Daily	Traffic accidents, signal timing		
56	Pine Island Rd: Pondella and Del Prado (10 Reported)	FDOT/LCDOT		PM Peak -Daily	(1) Signal timing and synchronization (2) Traffic backups on NB Pondella caused by left turning vehicles to WB Pine Island Rd	NB left turning traffic from Pondella fills the already overloaded thru traffic lane on Pine Island from the Del Prado intersection. Sync the lights to accommodate thru traffic and decrease the flow of left turn vehicles from Pondella to alleviate filling the queue.	
57	Pine Ridge Rd @ San Carlos Blvd (7 Reported)	FDOT/LCDOT			(1) Inadequate turn lane storage (2) Inadequate signal timing (3) Traffic accidents	(1) Retime signal (2) EB left turn signal for Indian Creek drivers to NB San Carlos Blvd	PD&E study for a an exclusive trolley lane on San Carlos Blvd will be conducted this fiscal year that will also address problems with this intersection
58	Pondella @ US 41	LCDOT	2009	3 PM - Daily	Signal timing, inadequate WB left turn lane storage	Instal a second WB left turn lane to NB US 41	
59	Riverview Center Blvd @ US 41	FDOT/Bonita	2013	AM and PM Peak - Daily	No traffic signal. Cannot make a left turn. Very dangerous. Several car accidents.	Install a traffic signal.	
60	San Carlos Blvd	FDOT	2013	AM Peak -Seasonally	Signal timing	Make center turn lane a service lane for service/emergency trucks as long as they have a Lee County license sticker obtained by their companies	PD&E study for a an exclusive trolley lane on San Carlos Blvd will be conducted this fiscal year that will recommend a preferred alternative
61	San Carlos Blvd @Buttonwood Drive- Prescott St.	LCDOT/FDOT	2014	AM Peak - Seasonally	Alternating light still activated during off-peak times. Sometimes still going at midnight.	Deactivate the alternating pattern during off season, only activate them during the day when they are needed and that is during season from February - April when is needed.	PD&E study for a an exclusive trolley lane on San Carlos Blvd will be conducted this fiscal year
62	Santa Barbara Blvd @ Pine Island Rd	CC	2011	All day -Daily	The signal changes to allow WB lefts onto Santa Barbara, only to be stopped for red at the Hancock Bridge Pkwy causing traffic back ups at the Santa Barbara and Pine Island Rd intersection.	Stop having a red light immediately south of large traffic volumes turning off of Pine Island Rd.	
63	Santa Barbara Blvd @ Veterans Pkwy	LCDOT/CC	2014	All day -Daily	The signal changes to allow WB lefts onto Santa Barbara, only to be stopped for red at Kamal Pkwy causing traffic back ups at the Santa Barbara and Veterans Pkwy intersection.	Stop having a red light immediately south of large traffic volumes turning off of Veterans .	Signals run free at request of Cape Coral
64	Santa Barbara @ SE 29th Terrace	CC	2013	AM and PM Peak - Daily	Inadequate turn lane storage and not enough green time for NB and SB lefts	Provide protected and permissive EB left turn lanes on SE 29th Terrace	
65	Six Mile Cypress/Ben C Pratt @ Daniels	FDOT		AM Peak - Daily	Signal timing	Make the green light longer for NB traffic on Six Mile Cypress.	Capacity constraint
66	Skyline Blvd @ Skyline Elementary	LC School District	2014	AM Peak - Daily	Traffic leaving school to turn on Skyline from Skyline Elementary	School official should hold traffic to let buses out	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
67	Skyline Blvd @ Challenger Middle	LC School District	2014	AM Peak - Daily	Parents drop off	Have parents line up and drop off on side street	
68	SR 80 @ Riverhall Pkwy	FDOT	2013		Traffic accidents, no traffic signal for making a NB left turn left to WB SR 80	Install traffic light	Intersection meets signal warrant. Developer will be responsible for installing the signal. Installation schedule is unknown.
69	SR 78 @ Andalusia Blvd	FDOT/CC	2014	PM Peak - Seasonally	Signal timing, inadequate turn lane storage mainly right turn lanes are needed	Add turn lanes, modify signal timing cycles and offsets	
70	SR 78: Woodward to US 41	FDOT/LCDOT	2014	PM Peak - Seasonally	Signal timing, inadequate turn lane storage mainly right turn lanes are needed	Add turn lanes, modify signal timing cycles and offsets	
71	SR 82: Colonial to Hendry County Line (20 Reported)	FDOT	2007	AM and PM Peak - Daily	(1) Capacity constrained (2) Inadequate turn lanes (3) Bottleneck and accidents	(1) Widen SR 82	Design phase of SR 82 widening from Colonial/Lee Blvd to SR 29 under way. Construction from Lee to Shawnee is programmed in FY 2018
72	SR 82 @ Lee/Colonial Blvd (2 Reported)	LCDOT/FDOT	2013	PM Peak -Daily	They expanded the intersection and that part of the road to go from three lanes to one in a very short distance. Cars back up in the continuous lane, while cars fly up the two merging lanes and cut in at the end of the last merge. Road rage, honking horns, cars blocking the merging lanes are nightly events. It's a cluster and who ever came up with the idea that it would be an improvement to funnel three lanes of traffic to one right before the stoplight on Gateway should go back to school.	Make 82 two lanes down to Gateway Boulevard. It's a cluster right now with cars trying to come out of the shopping center and Sherwood, as well.	Construction phase for 6 laning SR 82 from Lee to Shawnee is programmed in FY 2018
73	SR 82 @ Lee Blvd (2 Reported)	FDOT	2013	AM and PM Peak - Seasonally	(1) Traffc crashes (2) Signal timing (3) Inadequate turn lane	(1) Change signal timing	Signal is operating properly
74	SR 82 @ Gateway Blvd	FDOT	2013	PM Peak -Daily	Signal timing	Extend WB left turn lane on 82 to SB Gateway Blvd	The WB left tun lane will be extended when SR 82 is widened from Lee to Shawnee in FY 2018
75	Summerlin @ Cypress Lake Dr (3 Reported)	LCDOT	2012	PM Peak - Seasonally	(1) Four lane road doesn't have enough capacity (2) Signal timing (3) Inadequate storage in NB left turn lane for daytime traffic.	(1) Extend green time for NB lefts on Summerlin to WB Cypress Lake (2) Increase green time for NB Summerlin (3) Build overpass	Signal retimed 3/2014
76	Summerlin @ Pine Ridge Rd (2 Reported)	LCDOT	2011	AM and PM Peak -Seasonally			
77	Summerlin Dr @ Winkler Rd (2 Reported)	LCDOT	2011	AM and PM Peak - Daily	(1) Signal timing (2) Inadequate NB left turn lane storage (3) Traffic backups on NB through lane	(1) Longer NB left turn green time (2) Extend NB left turn lane or add second left turn lane	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
78	Treeline @ Alico Road (2 Reported)	LCDOT	2014	Al Day -Daily	(1) Signal timing (2) Inadequate turn lane storage	(1) Extend NB left turn lane to WB Alico (2) Increase green time for NB lefts (3) Increase green time for SB throughs	Capacity constraint
79	Tropic Ave @ SR 80	FDOT/LCDOT	2014	AM Peak -Daily	Light too long	Time the light	Traffic detector repaired
80	Tropicana Blvd	LC School District	2014	PM Peak -School Days	Parents dropping off students outside Mariner High School Bus Ramp	Make parents use parent drop off for student pkg lot	
81	US 41 @ Alico Rd	LCDOT/FDOT	2009	PM Peak -Daily	Inadequate turn lanes	Add another turn lane to turn northbound on to US 41	
82	US 41 @ Bonita Bch Rd (7 reported)	FDOT/LCDOT	2008	AM and PM Peak - Daily	(1) Traffic coming south on US 41 and turning east on B.B road turns north on Pennsylvania Ave backs up to the 41 BB Rd intersection (2) Permitted lefts on green should be allowed (3) Inadequate turn lane storage, signal timing	(1) Expand the EB left tun lanes to NB US 41 (2) A cut through from 41 to Pennsylvania Ave at the light north of 41 and BB road (by K-Mart) would take a lot of the traffic off the 41, BB intersection (3) Change signal timing and widen BB Rd from US 41 to Old 41 (4) Build a flyover	A PD&E Study for a preferred improvement alternative is under way
83	US 41 @ Bus 41 (2 reported)	FDOT/LCDOT	2008	AM and PM Peak - Daily	Inadequate use of the signal. The no left turn on green is ridiculous here. There needs to be a green yield on left there.	Make it a yield on green left turn onto Bus 41. Its a very easy fix change to signal.	FDOT has approved a permissive green. LCDOT to make changes
84	US 41 @ College Pkwy (3 Reported)	FDOT/LCDOT	2014	PM Peak -Daily	The US 41 NB left turn lane to WB College Parkway is too short. As a result, traffic backs up in the inside lane of US 41.	Re-engineer the entire intersection and add an overpass. Short of that suggestion, extend the turn lane and create two lanes.	
85	US 41 @ Crystal Dr	FDOT/LCOT		All day-Daily	Light is not green long enough to allow flow of traffic	Extend green times, especially going north	Capacity constraint
86	US 41 @ Cypress Lake/Daniels (7 Reported)	FDOT/LCDOT	2012		(1) Signal timing (2) Too many cars	(1) Adjust signal timing (2) Build flyover	Capacity constraint
87	US 41: Crystal Dr to Daniels Pkwy (2 Reported)	FDOT/LCDOT	2014	AM and PM Peak - Daily	The number of cars using this segment of road during the day (during winter/spring) is greater than the amount it can properly handle. On top of the busy shopping center nearby, there are also too many other busy roads feeding into this area: College Pkwy, Daniels Pkwy, and Cypress Lake Dr	(1) A two-way overpass from College pkwy to Daniels Pkwy would take so many cars off of US 41, allowing traffic to move smoother (2) Acquire land via eminent domain and widen Woodland Blvd. in the Villas neighborhood which would allow College Blvd to extend onto Metro, 6 Mile Cypress, or better yet gradually merge back onto Daniels parkway.	
88	US 41 @ Caloosahatchee Bridge	FM/FDOT	2014	AM Peak - Daily	Need more motorists to use Edison Bridges	Need a new 4-lane road east from Hancock Bridge Parkway to Pondella. The Office Depot is closed, consider buying part of that mall to create 4-lane road thru there to Pondella.	
89	US 41 @ Littleton Rd	LCDOT/FDOT	2009	Noon - Seasonally	Signal timing and flea market	check signal at 11 am to 2 pm	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
90	US 41 @ North Fort Myers	LCDOT/FDOT	2012	AM Peak - Daily	Too many traffic lights, too many slow moving vehicles coming out of mobile home parks. The lights seem to be sensitive and responsive to the residential traffic rather than allowing US 41 through traffic to have more time.	Change the lights to allow more US 41 traffic through, rather than changing immediately for any car coming out of the parks. Some turn right on red on to US 41, but the light stops traffic on 41 anyway, so the 41 traffic ends up waiting for the light when no car is waiting.	
91	Veterans & Colonial Corridor: SR 78 to I-75	LCDOT/CC	2008	AM and PM Peak -Daily	Inadequate east/west available routes	Build an east/west expressway from Cape Coral to I-75	
92	Veterans Pkwy Corridor	LCDOT/CC	2008	AM Peak-Daily	Poorly timed lights. Unless you speed, you will get caught at every light. Turns a 10 minute drive into a 20 minute drive. It encourages speeding and reckless driving, since that's the only way to make the lights.	Lights should be timed to facilitate traffic flow, not impede it.	Signals scheduled for review in 2015
93	Veterans Pkwy @ Santa Barbara Blvd (3 Reported)	LCDOT/CC	2008	AM and PM Peak - Daily	(1) Signal timing	Build an overpass	

OTHER SAFETY OPERATIONAL AND CONGESTED NEEDS FROM 2014 CONGESTION REPORTING SURVEY

In addition to identifying congested locations, the MPO Congestion Reporting Survey asked the public to identify locations with safety issues, or where difficulty is experienced in executing certain movements while operating a vehicle. These movements could be making u turns, left turns, right turns, changing lanes due to lane drops, and in the case of a pedestrian and a bicyclist crossing an intersection due to lack of marked crosswalks and pedestrian pushbutton signals. Some of these problem locations are identified in Table 2, page 21.

Table 2 Safety –Operational – Other Congested Needs			
	LOCATION	SAFETY/OPERATIONAL/CONGESTION ISSUES & ACTIONS	PROBLEM TYPE
1	Burnt Store @ Tropicana	Survey responses stated that there is a need traffic light at this intersection. Action: *As per county staff, Burnt Store is programmed for widening and the design calls for a super street plan that would not require the need for a signal.*	Safety
2	Colonial Blvd @ Bowling Green Blvd	Motorists crossing from outermost westbound right lane to access the left turn lane to Bowling Green Boulevard creates dangerous situation. Action: *County staff reviewed crashes at the intersection and the finding was that there was no safety issue*	Safety
3	Colonial Blvd @ Church Lane	Motorists crossing from outermost westbound right lane to access the left turn lane to Church Lane creates dangerous situation. Action: *County staff reviewed crashes at the intersection and the finding was that there was no safety issue*	Safety
4	Griffin Dr/Ray Av @ SR 82	Difficulty in turning left from Ray Avenue to eastbound SR 82. Install a traffic light. Action: *Intersection meets signal warrants. A traffic light will be installed during the SR 82 widening programmed in FY 2017/18.*	Safety
5	Hancock Creek Blvd @ Pondella Rd	Install a traffic light. Action: *Traffic warrant study conducted by LCDOT. Signal not warranted.*	Safety
6	Pine Island @ Matlacha	Illogical and poorly marked crosswalk. Better crosswalk should be designed and implemented. Action: *Crosswalks are being studied by county DOT.*	Safety
7	West Terry Street: Old 41 Road west to Bonita Middle School	East Terry to West Terry dangerously aligned; needs immediate attention to address safety issues for heavy foot traffic on narrow sidewalk, especially risky at RR tracks. Students should not be put at risk when walking home from school. Action: *City of Bonita Springs will be programming a project in its new CIP to address sidewalk gaps*	Safety
8	Alabama Rd: SR 82 to Milwaukee	No sidewalks or bike lanes/shoulders into Lehigh. People walking and biking on Alabama Rd. Action: *Needs being referred to the Lee County Bicycle Pedestrian Advisory Committee (BPAC)*	Safety/Operational
	Alico Road	Alico east of Domestic Avenue the shoulder is damaged and pot-holed as to be unusable by bicyclists. Action: *BPAC evaluating SUP from Quaker Ln to Metro Pkwy. Pavement repair as part of partial resurfacing*	Safety/Operational
3	Daniels @ Gateway	Add signs cautioning motorists about lane drop from 3 to 2 lanes on northbound Daniels Road about 50 yards north of the Gateway Blvd. traffic light. Action: None	Safety/Congestion (Reported in 2012 CMR)
7	US 41 @ Llewyn	1. Dangerous lane turns by Lee Memorial--lots of traffic at even that early hour-no turn signals at lights either-cars just turning front of you-cannot see the arrows in the street when that dark 2. Outermost SB lane is a through lane at Llewellyn, causing all turning into Lee Memorial to congest this lane if the light is red and the first person is not turning right Action: None	Congestion/Safety/Operational (Reported in 2012 CMR)

IV. IDENTIFICATION OF CONGESTED CORRIDORS

The Traffic Management Operations Committee (TMOC) which includes representatives from the agencies responsible for the operation of roadways in Lee County (FDOT District 1, LCDOT Traffic Division, Cape Coral Public Works Department, Fort Myers Engineering Division, and the City of Bonita Springs Public Works Department) identified a list of congested corridors for continued monitoring. Corridors from the 2013 Lee County Concurrency Report with failing 2012 and/or short term projected (2013) Level of Service (LOS) based on 100th Highest Hour Peak Season Peak Direction traffic volume was the primary criterion for selection into this list. This was a two-step process. The first step identified and selected the segments which met the above criterion. The second step included updating the LOS using actual 2013 traffic volumes to determine whether they were still failing and removing from consideration the ones which were not. Other corridors were added to this list by staff and TMOC based on actual observed congestion in the field. Congestion on some of these corridors is linked to three critical intersections including US 41 and Six Mile Cypress Parkway/Gladiolus Road, US 41 and Bonita Beach Road, and Colonial Boulevard and Summerlin Road/Sommerset.Drive. The congested roadway corridors linked to these critical intersections are:

- Gladiolus Drive from Summerlin to US 41 (Congestion is worst in the EB direction during PM Peak Hour)
- Six Mile Cypress Parkway from US 41 to Metro Parkway (Congestion is worst in the WB direction during PM Peak Hour)
- Mid-Point Bridge (Long traffic backups in the EB direction in AM Peak Hour)
- Bonita Beach Road from Vanderbilt Road to US 41

Critical intersections for this report are defined as those intersections with a LOS of "F" in at least one approach, or a LOS of E at least two approaches and at least one failing turning movement. Exception to this rule was Veterans @ Santa Barbara and three intersections on Sanibel where congestion is observed during the peak season all day. The complete list of congested corridors and critical intersections by governing jurisdictions are included in Table 3 (Pages 23 and 24), and illustrated in Map 2, Page 25.

TABLE 3
Congested Corridors Identified by Traffic Management Operations Committee for Monitoring

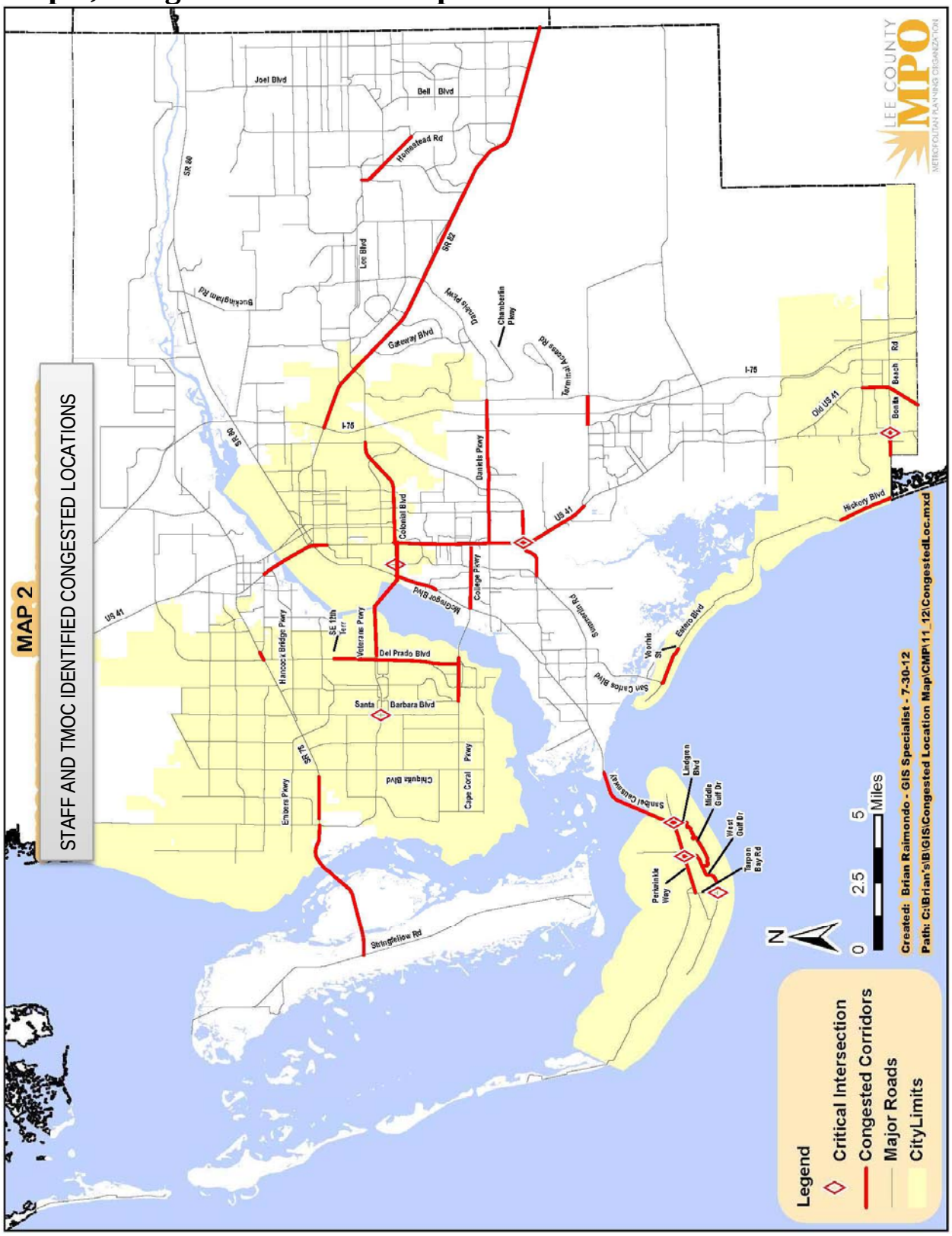
ROADWAY	LIMITS	100TH PEAK HOUR LEVEL OF SERVICE	MEASURES ALREADY PROGRAMMED
State Roads			
US 41	Jamaica Bay West to Six Mile Cypress Pkwy	E (Performance Standard E)	
US 41	Daniels Pkwy to College Pkwy	F (Performance Standard E)	Constrained facility
US 41	South Dr to Boy Scout Rd	F (Performance Standard E)	Constrained facility
US 41	Fountain Interchange to Pondella Rd	F (Performance Standard E)	
SR 82	Lee Blvd to Gateway	F (FIHS Standard C)	6 Ln construction in FY 2017/18
SR 82	Gateway to Gunnery Rd	C (FIHS Standard C)	6 Ln construction in FY 2017/18
SR 82	Gunnery Rd to Alabama Rd	E (FIHS Standard C)	PE for 6 Ln widening under way
SR 82	Alabama Rd to Hendry Cty Line	C (FIHS Standard C)	PE for 6 Ln widening under way; EB left to Homestead will be installed in FY 2015/16
Colonial Blvd	Summerlin Rd to US 41	F (Performance Standard E)	
Colonial Blvd	US 41 to Fowler	F (Performance Standard E)	
Colonial Blvd	Fowler Ave to Metro Pkwy	F (FIHS Standard C)	N. Airport Rd Ext. design on hold until FAA issues, airspace agreement etc. are resolved.
Colonial Blvd	Six Mile Cypress Pkwy to I-75	F (Performance Standard E)	
McGregor Blvd	Winkler Rd to Tanglewood	F (Performance Standard E)	Constrained facility
McGregor Blvd	Tanglewood to Colonial Blvd	F (Performance Standard E)	Constrained facility
County Roads			
Alico Road	Three Oaks Pkwy to Ben Hill Griffin Pkwy	NA	Interchange Related
Bonita Beach Rd	Vanderbilt Rd to US 41	C (Performance Standard E)	
Cape Coral Pkwy	Del Prado Blvd to West end of bridge	F (Performance Standard E)	None
College Pkwy	US 41 to East end of bridge	D (Performance Standard E)	None
Daniels Pkwy	US 41 to Metro Pkwy	D(Performance Standard E)	Constrained facility
Daniels Pkwy	Metro Pkwy to Six Mile Pkwy	E (Performance Standard E)	Constrained facility
Daniels Pkwy	Six Mile Cypress Pkwy to I 75	C (Performance Standard E)	Constrained facility
Del Prado Blvd	Coronado Pkwy to Cornwallis Pkwy	D (Performance Standard E)	
Del Prado Blvd	Cornwallis Pkwy to Veterans Pkwy	D (Performance Standard E)	
Del Prado Blvd	Veterans Pkwy to SE 12th Terrace	D (Performance Standard E)	
Estero Blvd	Voorhis St to Tropical Shores Way	E (Performance Standard E)	Constrained facility
Estero Blvd	Tropical Shores Way to Center St	F (Performance Standard E)	Constrained facility
Hickory Blvd	Bonita Beach Rd to McLaughlin Blvd	E (Performance Standard E)	Constrained facility
Hickory Blvd	McLaughlin Blvd to Melody Ln	D (Performance Standard E)	Constrained facility
Homestead Rd	Lee Blvd to Leeland Heights Blvd	D (Performance Standard E)	
Homestead Rd	Leeland Heights Blvd to Sunrise Blvd	D (Performance Standard E)	4 Ln construction in FY 2015/16
Pine Island Rd	Stringfellow Rd to Burnt Store Rd	E (Performance Standard E)	
Six Mile Cypress Pkwy	US 41 to Metro Pkwy	C (Performance Standard E)	A third westbound through lane will be added from US 41 to entrance of Home Depot in FY 2016/17
City of Bonita Springs			
Old 41	Collier County line to Bonita Beach Rd	NA	
Old 41	Bonita Beach Rd to West Terry St	NA	Constrained facility
City of Cape Coral			
Cape Coral Pkwy	Palm Tree Blvd to west of Coronado Pkwy	NA	
Cape Coral Pkwy	Coronado Pkwy to Del Prado Blvd	NA	

TABLE 3 Congested Corridors For Monitoring Identified by Traffic Management Operations Committee (Continued)			
ROADWAY	LIMITS	100TH PEAK HOUR LEVEL OF SERVICE	MEASURES ALREADY PROGRAMMED
City of Cape Coral (Continued)			
SE 47th Terrace	Palm Tree Blvd to west of Coronado Pkwy	NA	
City of Fort Myers			
Victoria Street	Clifford Street to US 41	NA	None
City of Sanibel			
Lindgren Blvd/East Gulf/Middle Gulf Connector	Periwinkle Way to Casa Ybel Dr	NA	None
Periwinkle Way	Causeway Blvd to Tarpon Bay Dr	NA	None
Casa Ybel Rd	Periwinkle Way to West Gulf Dr	NA	None
CRITICAL INTERSECTIONS			
Veterans Pkwy @ Santa Barbara Blvd			
Colonial Blvd @ Summerlin Rd/Sommerset Ave			
Gladiolus/Six Mile Cypress Pkwy @ US 41 - A third westbound through lane will be added from US 41 to entrance of Home Depot in FY 2016/17			
Bonita Beach Rd @ US 41 – PD&E Study under way for intersection improvements			
Periwinkle Way @ Casa Ybel Rd			
Periwinkle Way @ Causeway Blvd			
West Gulf Dr @ Tarpon Bay Rd			

Notes

NA - Not Available
LOS is based on 100th highest hour traffic volume of 2011 traffic counts

Map 2, Congested Location Map



DESCRIPTION OF ISSUES AT PERENIALLY CONGESTED LOCATIONS

McGregor Boulevard from Colonial Boulevard to Tanglewood Boulevard: Traffic woes have plagued McGregor Boulevard from Winkler Road to Colonial Boulevard with Level of Service failing in peak season peak hour. Capacity improvements cannot be implemented because McGregor is a constrained facility. A design phase to add a second northbound through lane on McGregor Boulevard on a limited section from south of Royal Palm to Colonial Boulevard was completed several years ago but construction was never funded. With the project continuing to be a low priority, it was eventually dropped from the MPO Long Range Transportation Plan.

Periwinkle Way: The City of Sanibel continues to manage and monitor traffic at Periwinkle Way and its intersection at Lundgren/Sanibel Causeway. Traffic volumes are high in this corridor during the peak season but the residents have come to accept the congestion as part of the charm and culture of this popular tourist destination. The City has been aggressively expanding its shared use path network to encourage more people to walk and bike in an effort to make driving experience on Periwinkle a little better.

Colonial Boulevard @ Summerlin Road: Congestion has been a perennial issue at the intersection approaches of Colonial Boulevard and Summerlin due to oversaturated traffic conditions. Traffic continues to spill over into the eastbound through lanes from the left turn lane on Colonial Boulevard to Sommerset Avenue during AM peak hour. At other times, long traffic backups on the eastbound through lanes at this intersection prevent motorists from accessing the eastbound left turn lane. The cause of traffic backups in the eastbound approach of this intersection is due to (1) motorists from McGregor Boulevard weaving over to the eastbound left turn lane to make a U turn to go to Cape Coral (2) motorists exiting Mid-Point Bridge to McGregor Boulevard (3) Motorists turning left to Sommerset Avenue. Extension of the left turn lane could provide some additional storage but would require closing the westbound left turn lane on Colonial to Royal Palm Square. An agreement in place between the County and developer to maintain the westbound left turn lane to provide access to the Royal Palm Square Shopping Center precludes that temporary solution. The westbound congestion is even worse during PM Peak Hour with traffic backing up all the way to US 41 and beyond with the problem compounded by lack of capacity on Colonial Boulevard during peak season peak hour. The traffic signal timings at this intersection have been already optimized. There are no long term solutions planned. The Lee County MPO had voted at its October 22, 2010 meeting not to include the Colonial Expressway in its 2035 Transportation Plan and not to consider any flyovers in that corridor for the next 15 years. Subsequently, the Lee County BOCC terminated the PD&E Study and reallocated the committed funds to other projects. The intersection will continue to be monitored and signal timings adjusted as needed.

Daniels by JetBlue Stadium: Severe traffic congestion on Daniels Parkway occur in the month of March as a result of baseball games at the Jet Blue stadium. The traffic jams extend all the way to Treeline Avenue, and sometimes beyond when game days coincide with inclement weather. The long queues at the stadium's access roads resulting from patrons waiting to buy parking tickets add to the traffic woes. Alternative modes of transportation should be explored to ease congestion. This could be a combination of shuttle bus service operated by a private operator that would pick up and return people from a park and ride facility, and by expanding LeeTran bus service to the stadium. A new bus service on Treeline Parkway/Ben Hill Griffin to Jet Blue Stadium with a park and ride facility off the Mid Field Terminal Access Road is identified in LeeTran's Transit Development Plan. However, the project is financially feasible only after 2021. Privately funded shuttle bus service seems to be the best way to provide alternative transportation. Bicycling to the stadium should be encouraged by expanding bicycle parking. As the February 25, 2012 grand opening of the stadium demonstrated, people will ride their bikes if bicycle amenities are

New Proposed LeeTran Route to JetBlue Stadium

provided and proper notification is provided about bike services, coordination of bike rides, and bike routes. 300 people showed up to take advantage of free parking at the bike parking "corral" at the grand opening of the stadium.

Estero Boulevard and San Carlos Boulevard: Traffic congestion reaches unmanageable proportion during season on Estero Boulevard in Fort Myers Beach, and also on the southbound lanes of San Carlos Boulevard approaching the Matanzas Pass Bridge. On a typical day, traffic backs up southbound on San Carlos Boulevard from Main Street to Summerlin Road. On Estero Boulevard traffic backs up from Voorhis Street to Center Street. The Town and County have conducted many studies over the years to find a solution. The Lee MPO has funded a PD&E Study for an exclusive trolley lane on San Carlos Boulevard to address congestion in San Carlos Boulevard by increasing the mode share from automobiles to bus transit. The project is funded in FY 2014/15.

Gladiolus/Six Mile Cypress Parkway @ US 41: This is a critical intersection and has been this way for some time. During peak hours, severe traffic backup occur on the eastbound lanes of Gladiolus all the way to Summerlin Road. In the westbound direction, traffic backs up on Six Mile Cypress from US 41 to Metro Parkway. Traffic on US 41 during peak season is equally bad with future volumes forecasted to have a Level of Service 'F' (using 100th highest hourly traffic volume) from Alico Road to College Parkway. It was expected that the completion of the Michael G. Rippe Parkway would improve the level of service on US 41, while also alleviating congestion on the Gladiolus and Six Mile Cypress Parkway approaches to the intersection. This has not happened.

V. CONGESTION MANAGEMENT PROJECT SELECTION PROCESS

Potential congestion management projects in Lee County originate at the MPO, local DOT, and the State DOT level, and are examined by the TMOC before making their way through the other MPO committees during the assignment of project priorities for state and federal funds. Sometimes, projects are initiated at the TMOC level. Typically projects are 1) identified by the TMOC and MPO staff after the annual Congestion Reporting Survey 2) added to a Master List of Congestion Management Projects, and 3) submitted through the annual MPO priority process to be included in FDOT's Work Program. The projects originating at the TMOC and local DOT level but planned to be implemented with local government funds only would have to go through local governments Capital Improvement Program. They are built either as a standalone project or as part of a capacity project. Sometimes, projects (with emphasis on safety) are identified by the Lee County Community Traffic Safety Team, and they are programmed with Highway Safety funds after the projects are submitted directly to FDOT.

As in previous years, this and last year's congested locations reported through the Congestion Reporting Survey were reviewed by the TMOC. Intersections that called for signal retiming were investigated and adjusted by LCDOT. During its annual priority process in 2013 and this year, the MPO assigned project priorities for District 1 sub-allocated STP and State funds, and Multi-Modal Enhancement Box funds. These projects are shown in Table 4, Page 28 and illustrated in Map 4, Page 29.

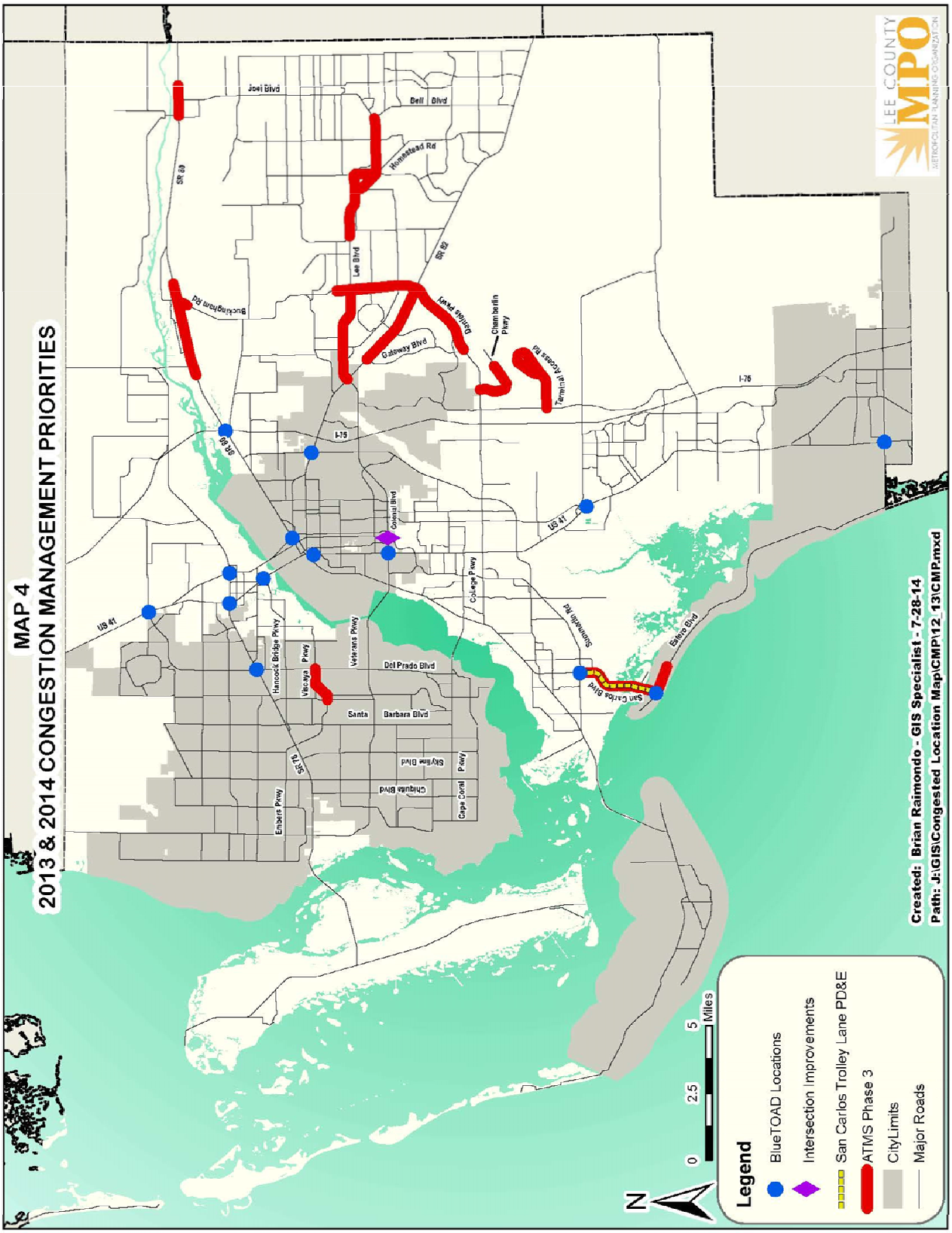
TABLE 4 2013 AND 2014 CONGESTION MANAGEMENT PRIORITIES				
Item #	Location/Project	Funding Category and Proposed Improvement	Prioritized Phase	Estimated Cost
CONGESTION MANAGEMENT PROJECTS AMONG 2013 AND 2014 STP AND STATE FUNDED PRIORITIES				
1	San Carlos Trolley Lane	Implement exclusive trolley lane on San Carlos Blvd from Summerlin Rd to Matanzas Pass Bridge	PE/CST	$1,200,000
2	ATMS	Countywide Advanced Traffic Management System - Phase III	CST	$16,581,000
3	Roundabout Feasibility Analysis	Conduct roundabout feasibility analysis at suitable locations	PLN	$250,000
CONGESTION MANAGEMENT PROJECTS AMONG 2013 AND 2014 MULTIMODAL ENHANCEMENT BOX PRIORITIES				
4	Fowler @ Colonial	Reconfigure NB approach to include 2 through lanes and 2 right turn lanes under signal control	PE/CST	$1,005,533
5	BlueTOAD Traffic Sensors	Purchase and install 20 BlueTOAD Traffic Monitors to track travel speed on arterial roadways (4 per year)	Purchase + Installation	$40,000
6	PZT Cameras	Purchase and install 25 cameras to monitor traffic on arterial roadways over a period of 5 years	Purchase + Installation	$50,000
7	APS	Purchase and install 10 Accessible Pedestrian Signals over a period of 5 years (2 per year)	Purchase + Installation	$25,000

The roundabout feasibility analysis project (Item #3) has now been funded while the PZT cameras (Item #6) will be installed during the ATMS Phase I project which is underway and anticipated to be completed by the end of the year.

Projects selected through this process, funded, and currently under way are two transit projects including a Bus Pullout Study on major roadways in Lee County and a Bus Q Jump Study on the US 41 Corridor.

Improvements to problem locations identified through the Congestion Reporting Survey are also implemented during major road capacity projects. An overpass and at grade improvements at the Summerlin Road/College Parkway intersection, and left turn flyovers and at grade improvements at the Summerlin Road/Gladiolus Drive intersection were implemented this way. Similarly, LCDOT has included major at grade improvements to the intersection of Homestead and Alabama in the design of the 4-laning of Homestead Road from Alabama Road to Sunrise programmed for construction in FY 2015/16. A Continuous Flow Intersection at SR 82 and Gunnery, the first of its kind in Florida, is going to be built as part of the construction of the 6-laning of SR 82 from Colonial Boulevard to Daniels Parkway. Construction is programmed in FY 2017/18. A PD&E Study for intersection improvements at US 41 and Bonita Beach Road is also under way. Traffic woes were reported at all of these locations in the Congestion Reporting Surveys for several years.

In the past, the MPO has also relied on special funding to implement improvements at problem locations identified through this process. Several traffic operation improvements were among a list of 110 projects prioritized by the MPO for economic stimulus funds. Out of these 110 projects, 3 were funded (two projects originated at the local DOT level and the third at the TMOC level). They included adding a second left turn lane on Daniels Parkway for both the eastbound and westbound direction at its intersection with Bell Tower Drive, a northbound and southbound left turn lane on Sunshine at Lee Boulevard, and an eastbound left turn lane on Milwaukee at Homestead Road


MAP 4
2013 & 2014 CONGESTION MANAGEMENT PRIORITIES
Created: Brian Raimondo - GIS Specialist - 7-28-14
Path: J:\GIS\Congested Location Map\CMP\12_13\CMP.mxd
Legend
BlueTOAD Locations
Intersection Improvements
San Carlos Trolley Lane PD&E
ATMS Phase 3
CityLimits
Major Roads
0 2.5 5 Miles
N
Joel Blvd
Bell Blvd
Homestead Rd
Lee Blvd
Buckingham Rd
Gateway Blvd
Daniels Pkwy
Chamberlin Pkwy
Treeline Access Rd
I-75
SR 82
SR 80
US 41
Colonial Blvd
College Pkwy
Summerlin Rd
Estero Blvd
San Carlos Blvd
Del Prado Blvd
Santa Barbara Blvd
Veterans Pkwy
Hancock Bridge Pkwy
Viscaya Pkwy
Skyline Blvd
Cape Coral Pkwy
Chiquita Blvd
Embers Pkwy
SR 78

VI. TRADITIONAL CONGESTION MITIGATION MEASURES

Highway Expansion and Extension Road expansion and new roads increase highway capacity and have always been a popular way to address traffic congestion in Lee County.


I 75- Airport Direct Connect construction under way

The county recently widened Six Mile Cypress Parkway from Daniels Parkway to Heritage Palms Boulevard (2 to 4L), and reconstruction of A & W Bulb Road from Gladiolus Drive to McGregor Boulevard by widening the travel lanes to 11 feet, and adding sidewalks and bike lanes. Other capacity projects completed by the County in the last 3 years include the Daniels Parkway widening from Chamberlin Parkway to Gateway Boulevard (2 to 4L), the 4 lane Summerlin Road overpass at College Parkway, Gladiolus Drive widening from Bass Road to Winkler Road (2 to 6L) and Pine Ridge Road to Bass Road (2 to 4L), Bass Road widening from Health Park to Gladiolus Drive (2 to 4L), Summerlin Road widening from Cypress Lake Drive to Boyscout Road (4 to 6L), a one mile long extension of Three Oaks Parkway north of Alico Road, and Colonial Boulevard from I-75 to SR 82 (2 to 6L).

FDOT recently completed the widening of I-75 from Colonial to Luckett Road (4 to 6L), the Michael G. Rippe Parkway (new 6L) from Six Mile Cypress Parkway to US 41, and the US 41 widening from Corkscrew Road to San Carlos Boulevard (4 to 6L). Projects currently under way include the widening of I 75 from Luckett Road to Charlotte County line (4 to 6L), the I 75 – Airport Direct Connect, the Metro Fowler Crossover from north of Winkler Avenue to Kenneshaw (new 4L), SR 78 widening from Chiquita Boulevard to SR 78 (2 to 4L), and Bus 41 widening from Littleton Road to US 41 (2 to 4L).


Metro Fowler Crossover construction under way

The County recently completed the Bonita Beach Boulevard widening from Old 41 to Lime Street (4 to 6L). The project was funded jointly by the County and the City of Bonita Springs. Another project under way and managed by the City is the Shangri-La Extension from Windley Key Terrace to Imperial Parkway.

One of the most desired roadway projects in Cape Coral in the past decade has been the widening of SR-78 from Chiquita Boulevard to Burnt Store Road which is currently under way. The project was moved forward as a result of collaborative efforts of FDOT, City of Cape Coral, landowners and the State Infrastructure Bank (SIB). The SIB approved the City's application to fund the approximately $9 million construction phase, the principal of which is being paid back with Lee MPO future funding with the City bearing the interest costs that amounts to $1 million.

The City of Fort Myers completed the 6-lane widening of SR 82 from Ortiz Avenue to Lee Boulevard.

Interchange Improvements

SR 80 Interchange - Northbound exit ramp from 1 75 to SR 80

SR 80 interchange improvements have been recently completed by FDOT. The project built a second EB left turn lane to the I 75 NB on-ramp and a third WB left turn lane to SB I 75 on ramp. The NB off ramp was replaced by a new ramp including dual left and triple right turn lanes, and 10' shared use paths on both sides of SR 80 within the off ramps.

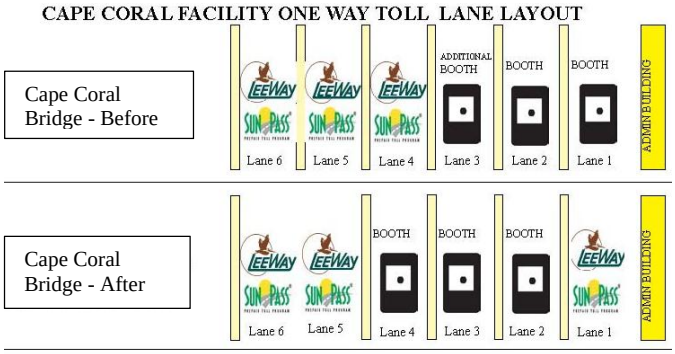
In the recent past, improvements were carried out to the Alico Road, Bonita Beach Road, SR 82, and Corkscrew Road interchanges. At the Alico interchange, the original southbound cloverleaf off-ramp was replaced by a new ramp including dual left and right turn lanes. The existing cloverleaf for northbound traffic was removed and a new on-ramp extending north from Alico Road was built.

At the SR 82 interchange, the northbound and southbound off ramps were expanded to include dual left and right turn lanes. The northbound and southbound off ramps at the Corkscrew Road interchange were expanded to two lanes that widened to dual left and dual right turn lanes at a new traffic signal at the bottom of the ramp. The improvements also included extending the eastbound left turn lane on Corkscrew Road to the northbound I-75 on-ramp.

Traffic Operation Improvements Traffic operation improvements are also traditional congestion relief measures. The local governments regularly budget funds for traffic operation improvements on off state system roadways, and also for signal timing operations with part of the funds spent on the latter reimbursed by the State. Local funds for traffic operation improvements on the off system roadways are also supplemented with federal dollars through the MPO's Multi-Modal Enhancement Box Funds. Traffic operation improvements on the state highway system on the other hand are implemented with MPO funds including the multi-modal enhancement set-aside, the District-wide share of federal and state funds, and Highway Safety funds.

FDOT recently added eastbound left turn lanes on SR 82 at Haviland Avenue, Gregory Avenue and Homestead Road to address safety and traffic backups. FDOT also added an eastbound left turn lane on SR 82 to northbound Columbus Road and westbound left turn lane on SR 82 to southbound Columbus. FDOT also added a separator and an eastbound left turn on MLK Jr. Boulevard to northbound Veronica Shoemaker Parkway.

The County recently improved both the Cape Coral and Mid-Point Bridge by eliminating the eastbound toll booths while adding westbound open road tolling (ORT) lanes in the Mid-Point Bridge to allow transponder users to clear the toll plaza without slowing down to drive through a traditional toll booth. This has increased capacity. "Before" and "After" improvements to Cape Coral Bridge is shown in the design layout.



New separator and eastbound left turn lane on MLK @ Veronica Shoemaker Pkwy

The County also recently completed a project that eliminated the southbound left turn lane to eastbound SE 47th Terrace, and restriped it to provide clear transition to the southbound triple lefts to eastbound Cape Coral Pkwy. This addresses both safety and traffic flow. It also added an eastbound right turn lane on Estero Parkway to southbound Three Oaks Parkway. The County is currently managing a project that will add a second northbound right turn lane on Six Mile Cypress Parkway to eastbound Colonial. The project will address the long queues in the existing right turn lane during evening rush hour that backs into the through lanes. The project are anticipated to be completed by October of this year.

A few noteworthy projects which have been programmed in the next few years include adding a third westbound through lane on Six Mile Cypress Parkway at US 41 and re-aligning with the existing three (3) through lanes west of 41 (this should relieve some of the congestion in the westbound approach of the intersection), adding a southbound left turn lane on Veronica Shoemaker to eastbound Colonial and ADA improvements, and realigning the intersection of Edison and Cortez at US 41 to address safety.

Roundabout under construction on Beth Stacey at Business Way

Roundabouts are suddenly becoming more acceptable in the US because of several positives including providing continuous flow at an intersection thereby reducing traffic delay, minimizing conflict points for vehicles, increasing safety for pedestrians, bicyclists, and wheelchair users, and less long term maintenance cost compared to traffic signals. FDOT supports construction of roundabouts on state highways while the MPO and the local governments in Lee County have also started considering roundabouts on federal aid roadways as an option to improve traffic flow and safety at intersections. The County conducts roundabout feasibility analysis at all new intersections, and existing intersections which meet traffic signal warrants. Construction is currently under way for a roundabout at the intersection of Beth Stacey Road and Business Way. The project is expected to be completed in November 2014. Design has been completed for a second roundabout at the intersection of Plantation Road and Crystal Road. Construction is funded in 2013/14. In the recent past two roundabouts were built by the developer of Coconut Mall on Via Coconut Point at its intersection with Williams Road and Pelican Colony Boulevard.

The Lee MPO will be conducting a roundabout feasibility analysis this fall on several intersections in Fort Myers, Bonita Springs, and unincorporated Lee County. The analysis will develop conceptual layout drawings at all these intersections. Preliminary design will be developed at the top 2 or 3 intersections. In Cape Coral, a roundabout is proposed at the intersection of Beach Parkway and Agualinda as part of a mixed use development. Development order for the roundabout has been approved for quite a while now.

Signal Timing Updates A signal timing study involves a detailed counting of traffic at each intersection in a corridor to get a good sampling of traffic patterns. A computer program using mathematical formulas to improve traffic flow theoretically is then subsequently created. The data generates through this program is then downloaded into the existing traffic signal system. After the signals are re-timed, a series of "After" travel time runs are conducted to compare the new timings to the timings that are running previously.

2009-2010 SIGNAL RETIMING PROJECT
Preliminary PROJECT RESULTS SUMMARY
Off Peak Season WEEKDAY'S (M-F) 10 Weeks of the Year

CORRIDOR: US 41 North Fort Myers from N Key Dr to Trail Dairy Cir

Roadway			# of Intx	Annual Delay Savings in Hours	Percentage Reduction in Delay	Annual Fuel Savings in Gallons	Annual Reduction in Toxic Emissions	Annual Cost Savings to Motorists	Benefit-to-Cost Ratio
NFM US 41 Corridor Summary			9	15,205	84%	2,450	3%	$239,631	11 to 1

Results based on summertime weekday operations (Monday-Friday) within the AM, Mid-Day, and PM peak periods occurring between the hours of 6:00 AM and 7:00 PM. Additional benefits and cost savings beyond the values reported here are also realized in the off-peak hours and on weekends

The City of Cape Coral completed a signal retiming study in March 2012 that retimed the traffic signals on the Cape Coral Parkway, Chiquita Boulevard, Santa Barbara Boulevard, and Country Club Boulevard corridors. Subsequent complaints that the retiming caused delays to side streets crossing Santa Barbara Boulevard, and the longer wait time for the NB and SB left turn movements has the City now readdressing the signal timings at these intersections. A Phase II of a signal timing study was also completed last year by the County on US 41 in North Fort Myers and another on county maintained roads including Bonita Beach Road, Daniels Parkway, Del Prado Boulevard and Veterans Parkway. A study to retime 48 traffic signals on state highways in Lee County was also completed by LCDOT in June, 2009. That project included a review of specific traffic signals located in unique signal system zones on the US 41, SR 80, SR 739, and SR 82 corridors and included summarizing "before" and "after" assessment of the existing traffic signal system operations. In summary, the project generated a significant return on investment, producing a Benefit/Cost ratio of 49:1. That is for every dollar invested in the re-timing, an average return of $49 was realized. Additional signal timing projects are planned as funding is made available. A summary table with detailed results of each section is available online at http://www.leesignaltiming.com.

VII. OTHER CONGESTION MITGATION MEASURES: *LEE COUNTY VARIABLE PRICING PROGRAM, MANAGEMENT & OPERATIONS, COMMUTER ASSISTANCE PROGRAM, SUSTAINABILTY PROGRAM, ALTERNATIVE TRANSPORTATION SERVICES, LANDUSE STRATEGIES*

THE LEE COUNTY VARIABLE PRICING PROGRAM

The Variable Pricing (VP) Program first began in August 1998 and provided motorists using the Cape Coral Bridge and the Mid-Point Memorial Bridge with a 50% discount on tolls during selected "off peak" hours as an incentive to keep away from using the facilities during the busiest hours. These incentives helped manage traffic congestion on the bridges. These "off peak" hours were Monday through Friday from 6:30 to 7 a.m., 9 to 11 a.m., 2 to 4 p.m., and 6:30 to 7 p.m. So someone on a reduced fare discounted program with transponder and a prepaid account would pay $0.25 one way. Thereafter, with toll savings extended to heavy vehicles (3+ Axle) ($0.50 one way/$1.50 round trip with one VP toll) and with increasing traffic volume (eventually peaking in 2006 with 51,000 in the Mid-Point Bridge and 48,400 in the Cape Coral Bridge) congestion finally drove motorists to travel during off peak hours. On November 1, 2007 one way tolling in the westbound direction was implemented as a test, and on June 24, 2008 the Lee County BOCC approved its continued use as a permanent fixture. While the off peak hours remained the same, transponder users with a reduced fare discount program now pay $0.75 (Drivers with a transponder but no discounted program now pay $1.50). This has resulted in drivers paying the same toll as they did under the two way toll collection system if they had traveled east during non-variable pricing hours and then traveled westbound during variable pricing hours. A concern to the one way tolling in terms of managed congestion was that there was a feeling that drivers heading eastbound would no longer have a financial incentive to travel during off peak hours. With Leeway only monitoring traffic on the westbound direction, there is no system in place to track traffic during the VP hours in both directions.

Without such monitoring, we can only speculate that the VP is probably being used by some motorists as a way to reduce tolls rather than avoiding peak hour congestion especially when traffic volumes continue to be down in both bridges due to the down economy. Percent change in traffic volumes from 2011 and 2010 on the Mid-Point and Cape Coral Bridge are - 0.2% and - 3.5% respectively according to Leeway's Semiannual Traffic and Toll Revenue Report for FY 2012. The larger drop in traffic volumes in the latter is probably because of ongoing Cape Coral Toll Plaza Demolition/Reconstruction. It is quite possible that some motorists who normally use the Cape Coral Bridge are driving the extra 10 minutes to the Mid-Point Bridge to avoid the construction.

MANAGEMENT & OPERATIONS PROGRAM

Management and Operations Strategies not only improve the efficiency of a transportation system, but also realize significant reduction in carbon emissions. A study in 2008 on the impacts of Lee County's conversion from two way to one way tolling on the Midpoint and Cape Coral Bridges had showed the improved efficiency from the conversion and implementation of open road tolling (ORT) resulted in an annual fuel savings of over 300,000 gallons. This results in a significant savings to bridge users as well as carbon emission reduction of approximately 2,600 metric tons per year. Other strategies such as Incident Management Systems, Advanced Traffic Management System, and Freeway Management System significantly reduce carbon emissions, save fuel, and improve the quality of life by reducing traffic congestion.


Traffic Cameras

I-75 Freeway Management System The Interstate 75 Freeway Management System in Collier, Lee and Charlotte Counties, and the accompanying Regional Traffic Management Center (RTMC) at the Sunguide SWIFT Center have been in operation since early 2010. The IMS monitors traffic and environmental conditions; detects traffic congestion, incidents, and other significant events; disseminates traveler information; and collects traffic data. The ITS devices include Closed Circuit Television Camera (CCTV), Microwave Vehicle Detection System (MVDS), Dynamic Message Sign (DMS), Environmental Sensors, Impact Detection and Alarm Subsystem, and Communication Subsystem.

The CCTVs monitor traffic conditions, provide monitoring, and/or verification of traffic congestion and incidents, and verification of traveler information messages. The MVDS monitors, collects, and processes traffic data, including volume, speed, and lane occupancy. Traffic data gathered from this detection subsystem will be used to detect congestion, monitor traffic conditions, and identify potential incidents. The DMS subsystem provides traveler information to motorists' en-route by displaying incident information, special alerts (such as Amber Alerts), travel times, and other informational messages. The HAR subsystem provides traveler information to motorists in the vicinity via public broadcast radio. It has the ability to provide more information to travelers than DMSs because the motorist is in the broadcast range for a longer duration of time. The RWIS provides environmental and roadway infrastructure conditions including road surface conditions (wet or dry), precipitation, fog, dust and/or smoke conditions impacting visibility. The Impact Detection and Alarm Subsystem monitors the installed Cable Barrier and Strobe-Light System installed along I-75 Alligator Alley corridor. This subsystem detects the activation of the strobe-light system caused by impacts to the fence and cable system. Upon activation of any strobe-light, the subsystem sends an alarm to the RTMC,


Freeway IMS on I 75 – Dynamic Message System

indicating the location of the circuit activation. Finally, the Communication Subsystem supports the data and transport needs of the ITS system linking the field devices to the RTMC.

FDOT and the MPO are currently trying to identify the funds for additional subsystems including Highway Advisory Radio (HAR) and DMS on the approach roads notifying motorists of incidents on I 75. At some point of time, funds will be identified for Dynamic Trailblazing Signs (DTS) on I 75 to notify about detours to I 75 motorists during incidents.

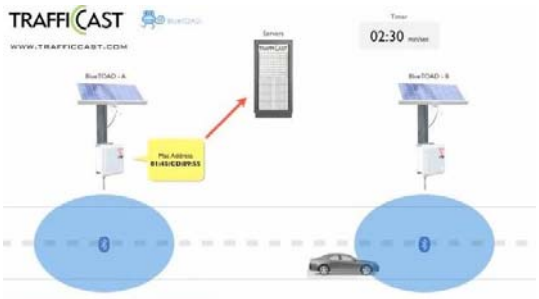
Caloosahatchee Bridge Incident Management System

The Caloosahatchee Bridge Incident Management System (IMS) Phase One detects, verifies, and manages incidents on the Caloosahatchee Bridge and the Edison Bridge, and is expected to improve the efficiency of operations and safety of the two bridges. It is in the 'test' mode, and once the results are acceptable to FDOT will be turned over to LCDOT to run the system in time for the hurricane season. The Caloosahatchee Bridge IMS is expected to reduce the time for incident detection and verification, and reducing clearance time while providing advance warning on the incidents, and possible detours, thus allowing drivers to make informed decisions in using alternate routes. Incidents are detected through a MVDS subsystem that has the ability to detect stopped vehicles, and the ability to measure true speed. The ITS field elements that constitutes the subsystems include 13 CCTVs (to identify incidents), 1 RWIS (to detect rain and fog), 18 MVDS (to monitor traffic flow), 9 DMSs, 36 DTBs, and 13 HARs (to provide info to motorists). A Sunguide software integrates these field elements into the County's Traffic Operations Center (TOC) at Billy Creek allowing operators at the TOC to control them remotely. The TOC is able to disseminate vital real-time travel information to motorists via AM Radios and can share live video feed with the Regional Traffic Center at the SWIFT Center.

Dynamic Message Sign on US 41

Phase II will expand the IMS to the Cape Coral Bridge and the Mid-Point Bridge. Phase II is not currently funded.

Complimentary ITS Deployments Lee County DOT has been very proactive in expansion of highway ITS and has been installing fiber optic cables along its roadways either through partnership with FPL Fibernet, or on its own in anticipation of a countywide Advanced Traffic Management System (ATMS). The County recently upgraded signal controllers at 181 intersections to Econolite ASC/3, upgraded the central software at the TOC from Aries to Econolite Centracs, and integrated the upgraded controllers at the intersections to the Centracs software at the TOC. Doing this completed the communication network in several corridors by connecting them to the TOC, and making ATMS available in these corridors. These corridors include Cypress Lake Drive from McGregor Boulevard to US 41, Daniels Parkway from US 41 to Gateway, Six Mile Cypress Parkway from US 41 to Colonial, Santa Barbara Boulevard from Pine Island Boulevard to Veterans Parkway, SR 82 from US 41 to Lee Boulevard, etc. Some corridors are already connected to the TOC including Del Prado from Pine Island Road to Veterans, Veterans/Colonial from Santa Barbara to Ortiz, Ortiz from Colonial to Luckett, Alico from Three Oaks to Treeline, Treeline from Colonial to Corkscrew, and all of Summerlin from the Causeway to Colonial. The County is currently installing fiber optics on Veterans Parkway from Santa Barbara Boulevard to Chiquita Boulevard.



BlueTOAD: The County has also implemented BlueTOAD (Bluetooth Travel Time Origination and Destination) on several corridors. BlueTOAD uses vehicle probe technology to calculate travel times and average speeds through subsequent detections of Bluetooth enabled devices in vehicles such as cell phones, and navigation systems. The data generated could be used to identify degrading corridors and subsequently implement plans including geometric improvements and signal timing to improve the conditions. Once the improvements are implemented before and after studies could be conducted to measure the effectiveness of the improvements. Keeping this in mind, the technology will be an effective tool in evaluating the efficiency of a fully completed Lee County ATMS through a before and after implementation scenario by tracking the performance of corridors included in the ATMS. The archived data may also be used for MPO performance measures from the Congestion Management Process to assess congestion management project before and after they are implemented. It can also serve as the basis for an advanced travel information system by calculating and posting travel times on DMSs. Bluetooth detection sensors are currently in place along Daniels Parkway, Cypress Lake Drive, College Parkway, Summerlin Road and Colonial Boulevard, and will be expanded to several other corridors with the availability of sensors in the future. At the County's request, the Lee MPO has submitted a request this year to FDOT to program the purchase and install 4 sensors per year for 5 years. A project monitoring site has been set up where Lee County traffic personnel can observe traffic pattern boundaries along these corridors, and could use this information to anticipate recurring and non-recurring congestion resulting from incidents. With the ability to expand this technology system-wide, BlueTOAD real time speed map and associated data could be used as an arterial incident management system. On a larger scale, the data could be used for innovative and preferred data source for both congestion and reliability analysis.

Advanced Traffic Management System The Advanced Traffic Management System (ATMS) includes a computer network distributed along the roadways which is monitored and controlled remotely through a Traffic Operations Center (TOC). Traffic Signals are connected to the network and can be controlled and timing adjustments made from the TOC. Characteristics include:

- Microwave Vehicle Detectors (MVD) are located along the roadways to identify vehicle backups
- Closed circuit television (CCTV) cameras are used to remotely verify the conditions where vehicle backups occur
- Dynamic Message Signs (DMSs), websites, and Highway Advisory Radios (HARs) are used to get information to the traveling public


Microwave Vehicle Detectors

Phase I of a design build project to complete the design and upgrade of the existing traffic signal system in Lee County to an ATMS is under way. The upgrade of the system with a centralized architecture is expected to make the system adaptive and dynamic to changing conditions. ATMS will make it possible to remotely operate and control the traffic signals and CCTV surveillance system from LCDOT's Traffic Management Center (TOC) at Billy Creek. In Phase I, the ATMS will run on the entire US 41 corridor from the Collier County Line to Charlotte County line, Business 41 from US 41 to Bayshore Road, and Bayshore from Bus 41 to US 41. The project will include new controllers and cabinets at 61 priority intersections, fiber optic installations, and video monitoring at 36 locations. The project will also deploy microwave vehicle detection stations at 28 locations for monitoring traffic flow throughout the traffic

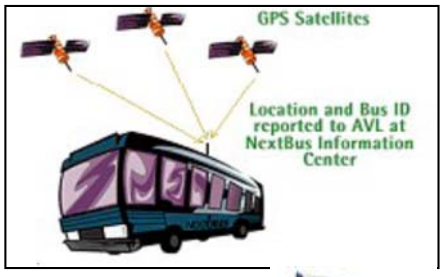

Downtown Fort Myers

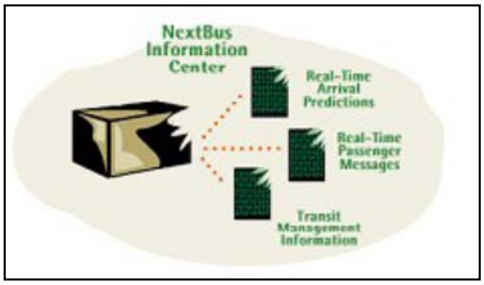
management system. The project will replace the video wall displays at the TOC. Design was completed in summer 2013. Construction is under way and the project is anticipated to be completed in Early 2015. On completion, the project will tie up with the already functioning ATMS that is running on several roadway corridors in Lee County including Summerlin Road, Del Prado Boulevard, Colonial Boulevard, Treeline Parkway, Ortiz Road, Daniels Parkway, SR 82, Cape Coral Parkway, etc.

Phase II will consist of 116 additional intersections and communications connections on other major corridors in Lee County. Construction is funded in FY 2016/17. Phase III will cover San Carlos Boulevard, SR 82 east of Lee Boulevard, and roadway corridors in Lehigh Acres. It is not currently funded.

TRANSIT ITS

- Automatic Vehicle Locating System LeeTran would be installing its bus fleet with an Automatic Vehicle Locating System (AVL) that would allow its buses to be tracked by dispatch, and the information disseminated in the form of bus arrival times in real time at bus stops via live displays. It will also allow Auto-Announcements of key locations along bus routes, and facilitate transit signal priority at intersections for buses if this is pursued by LeeTran in the future. The project is funded through a FY 2012 FTA Grant under the Community Living Initiative Veteran's Transportation Capital Grant Program. The grant would also fund the purchase and installation of information kiosks for the use of Veterans and the general public at the VA Hospital in Cape Coral that would provide travel times and other transit related information, as well as provide access to veteran services available .





Kiosks

- ADA Trip Scheduling hardware – To better meet the Americans with Disabilities Act of 1990 (ADA) requirements, LeeTran purchased scheduling software to improve the scheduling of daily ADA trips. LeeTran also purchased and installed Mobile Data Terminals (MDT) in the entire paratransit fleet to assist in the dispatching of its paratransit vehicles. The MDT component of the scheduling software is planned on being upgraded to tablets as the original components exceed their usable lifespan.

- Fixed Route – In addition to the ITS projects listed above, LeeTran has identified the need to upgrade existing ITS components based on hardware and software which have exceeded their usable lifespan and identified new ITS components that would benefit the transit riding population, funding has yet to be identified. They include upgrading farebox hardware and software, expansion of the Automatic Passenger Counter equipment on current fleet, Computer Aided Dispatching, and Wi-fi at terminals. The potential to bundle these ITS components for cost efficiency will be studied.

TRIP REDUCTION AND ALTERNATIVE TRANSPORTATION SERVICES

Public Transit Lee County Public Transit (LeeTran) ridership has been steadily growing over the years. In fiscal year 2012, ridership increased by a whopping 17%, and in the following fiscal year (2013) the ridership increased by another 8.4%, as shown in Table 6. Passenger per revenue hour also increased during these years. LeeTran attributed the unprecedented gains in 2012 and 2013 to a recovering economy, higher fuel prices, and bus route changes that shifted resources to areas of need. These route changes were based on a Comprehensive Operations Analysis (COA) that provided LeeTran the data to revamp about one-third of the system. The route changes implemented in October 2011 and January 2012 had immediately showed positive results. As part of the fiscal year 2014 budget, however, Lee County Board of Commissioners had to cut evening and weekend services effectively in half. Since the cutbacks went into effect, overall ridership for fiscal year 2014 going into the end of June dropped by 83,006 as compared to fiscal year 2013 for the same time period. BikeWalkLee, a community coalition in Lee County, feels that the service cutbacks could be the cause of the decline as the overall transit system may be now perceived as less reliable as a way to get to work, or meet other transportation needs. It contends that compared to 2013, Lee County's employment and population numbers for 2014 are up and the tourism season this year is one of the best on record, all indicating that ridership numbers should have increased above last year's numbers, not declined, without the transit cuts. There is no technical analysis to back up this theory.

Table 5 below shows the 3 year ridership for all routes, and that of Route 140, LeeTran's most popular route, which runs on the US 41 corridor. The ridership percentage of Route 140 for these years are also provided.

Table 5
3 YEAR STATISTICS OF ROUTE 140

	2011			2012			2013		
Route	Ridership	Passenger Per Rev Hr	Passenger Per Rev Mi	Ridership	Passenger Per Rev Hr	Passenger Per Rev Mi	Ridership	Passenger Per Rev Hr	Passenger Per Rev Mi
140	1,056,119	22	1	1,209,936	29	2	1,297,483	32	2
All Routes	3.212.214	18	1	3,756,378	21	1	4,070,851	22	1
% of all Routes	33%			32%			32%		

Table 6
RIDERSHIP IN THE FIRST 2 FISCAL YEARS FOR LINC ROUTE

Fiscal Year	Ridership	Revenue Miles	Revenue Hours	Passenger Per Rev Hour	Passenger Per Rev Mile
2013	117,207	86,998	4,758	2,463	135
1st Qtr. '14	33,354	23,539	1,737.38	1,920	142
2nd Qtr. '14	31,702	16,156	1,165.54	2,720	196
3rd Qtr. '14	27,965	23,823	1,206.57	2,318	117

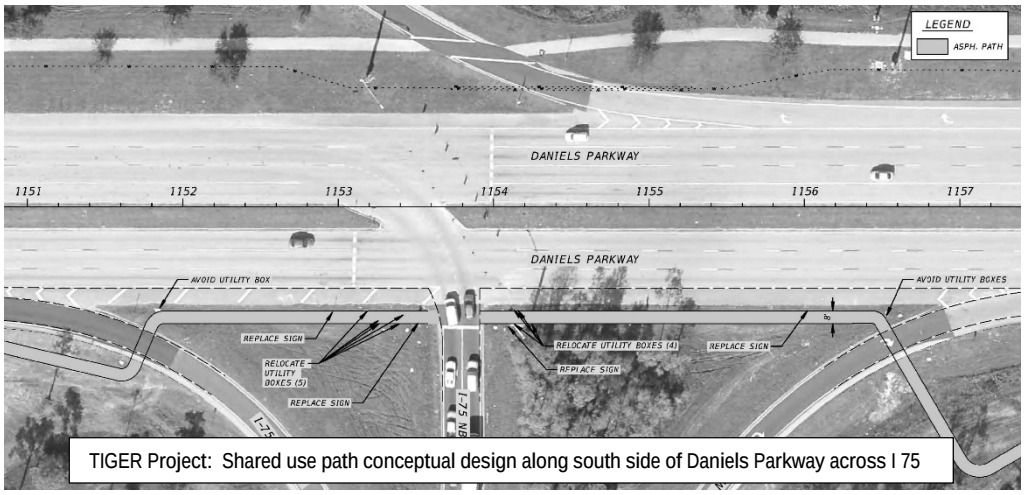
Another popular route is the Lee in Collier (LINC) Route which has been in operation since October of 2012. Table 6 provides the statistics for this route. Revenue per Rider and Passenger per Hour are the highest among all routes.

Aside from the ridership increases, other highs in public transit includes a record-setting grant of $13.9 million in 2011 that brought LeeTran's fleet into its best state of repair in many years. The agency will receive 5 hybrid buses and 2 hybrid trolleys in 2015 to replace existing vehicles which have exceeded their useful life bringing up its total to 33 out of 63 buses using hybrid propulsion. In 2012, LeeTran was awarded $1.4 million Livability Initiatives Grant to assist veterans. The grant has been broken down into two separate components, one contracted to the Southwest Florida Regional Planning Council (RPC) which deals with gathering information related to veterans within the RPC's six county region. This information would be relevant to veterans as it is centered on their knowledge of and how to access the services that are available to them. The second which is being handled by LeeTran pertains to purchasing equipment that will be used within the transit fleet to provide the ITS platform to deliver transit related data in kiosks. This data will provide Veterans information related to services that are available to them including access to transportation and service providers.

LeeTran is also partnering with FDOT and the MPO to address the long-term funding needs of transit. A Transit Task Force with representatives from private sector employers, chambers of commerce and economic development groups has been looking at transit issues.

10' Shared use path on Palm Beach Boulevard recently built as part of the SR 80 interchange capacity improvements

Walking and Biking In Lee County the approach to transportation has been shifting. Local governments are adopting complete street policies requiring accommodation of bike/ped/transit in all road projects, incorporated complete streets and sustainability into land use planning, and adopted comprehensive bicycle pedestrian master plan. While new roadways and major road improvements are still needed, local governments priorities are turning increasingly toward improving the efficiency and sustainability of the existing transportation system, none so much as the Lee County Government. As stated under the Transportation Element in Lee County's *Recommendations for EAR Based Amendments* "This shift in priorities emphasizes community connectivity and improved circulation for pedestrians, bicyclists and transit users, with the goal of creating compact, walkable communities within the county. The term multi-modal will appear frequently in this element, referring to the need to consider all modes of transportation for people and goods: automobiles, walking, biking, public transportation, ridesharing, aviation, and ports". A significant number of bicycle pedestrian projects have been completed, funded, or under way in the last 5 years in Lee County. Local governments with the MPO's help took advantage of the ARRA funds that became available during this period to implement some of these projects. The County established the Office of Environmental Policy Management which promotes sustainability initiatives and implements complete streets principles. FDOT and LCDOT now accommodates bike lanes in resurfacing projects. The County recently completed a project that installed wayfinding signs and converted paved shoulders into designated bike lanes along the Lee County Tour De Park Loop, and the University Loop. Additional improvements on these two bicycle corridors identified in the MPO's countywide Bicycle Pedestrian Master Plan and a Bi-County Transit Connector will be implemented through a $10.5 million TIGER V grant that was awarded to the Lee MPO last year. The TIGER grant project will add pathways, bike lanes, sidewalks and sidewalk connections, wayfinding signs, bicycle parking, bus shelters, ADA-compliant infrastructure, and intersection improvements and on completion will create an integrated, safe, efficient, connected multimodal corridors from downtown Fort Myers to Collier County. The project is managed by the MPO and is currently under way.



TIGER Project: Shared use path conceptual design along south side of Daniels Parkway across I 75

The MPO also completed a countywide Bicycle Pedestrian Safety Action Plan this year. As part of the implementation of

the Action Plan, Road Safety Audits were conducted at four high crash intersections this year including Colonial Boulevard and Six Mile Cypress Parkway, US 41 and Six Mile Cypress Parkway, SR 78 and Santa Barbara Boulevard, and SR 80 and Marsh Avenue.

Table 7
SPENDING[1] BY MODES IN LEE COUNTY TRACKED THROUGH TRANSPORTATION IMPROVEMENT PROGRAM

Mode	2001	2008	2010	2011	2012	2013
Roads/Resurfacing[1]	50%	72%	65%	59.5%	40%	26%
Aviation	34%	15%	17%	16%	21%	26%
Transit	7%	7%	11%	13.5%	22%	30%
Traffic Operations	8%	4%	4%	4.7%	8%	5%
Bike/Ped	<1%	1%	2%	4.9%	3%	6%
Planning	<1%	1%	1.5%	0.6%	1%	1%

Notes: [1]Does not include expenditure by local governments
[2] These projects also include sometimes bike/ped improvements in their scopes

The City of Cape Coral is partnering with a local bicycle advocacy group called the Cape Coral Bike Ped in creating 90 miles of interconnected bicycle routes that could potentially boost ecotourism and property values in the area. At project completion there will be seven sponsored bike routes complete with Adopt a Route signs, safety signs, green and white traffic control signs and street amenities.

Sanibel has expanded its path system while also widening existing pathways in heavily traveled areas. Recent focus has been updating crosswalks and adding safe interconnectivity of the path with major destination locations. The City completed a crosswalk study last year which evaluated several busy crossing points in the community and followed that up by implementing new cross walks at 3 locations. The Sanibel Bicycle Club takes the lead in bicycle safety advocacy and promotion. They have developed a regular series of "Cycling Safety Notes" public service ads which is published by Sanibel's two weekly newspapers.

Table 7 indicates percentage of dollars spent annually by modes using state and federal funds sub-allocated to the MPO which show increased spending on alternative transportation over the years as a result of the shift in transportation priorities.

Several recognitions have come to Lee County for their efforts to push bicycling and walking, and livability. The City of Sanibel received BikeWalkLee's 2013 Complete Streets Champion of the Year for maintaining a community with easy access to walking and biking. It also became the first city in Southwest Florida to be recognized by the League of American Bicyclists as a Bicycle Friendly Community while the Lee County BOCC received the Florida Bicycle Association 2011 Elected Official Champion Award for its continued focus on changing the interface between transportation and community planning to make Lee County more walkable, bikeable, and livable. The 2011 Urban Land Institute (ULI) Sustainability Award for the Bicycle and Pedestrian Initiative went to the Lee County BOCC and the MPO for having made significant strides in improving bicycle and pedestrian conditions in Lee County. The National Complete Street Coalition recognized the Lee County Complete Streets Resolution as one of the most progressive policies adopted by a county government after its Complete Streets Policy Analysis 2010. Lee County's Resolution is one of fifteen top rated policies.

INCREASES IN ALTERNATIVE TRANSPORTATION MODE SHARES TRANSLATE TO REDUCED CARBON EMISSIONS AND TRAFFIC CONGESTION

Relieving congestion and moving people and goods efficiently in the coming years will require a multi-faceted transportation system. Bicycling and walking can reduce the number of vehicle miles traveled, which reduces both congestion and carbon emissions. According to the Brookings Institute Report, the Cape Coral-Fort Myers metropolitan area was the 6th worst among the 100 largest metros in the nation for carbon emissions by automobile transportation in 2005. One of the reasons for this large carbon footprint may be attributed to low usage of alternative transportation modes.

Since 2009, the Lee MPO and the Lee County Board of County Commissioners as well as the City of Fort Myers have adopted complete streets policies, required accommodation for bike/ped/transit in all road projects, incorporated complete streets and sustainability into land use planning, and adopted a countywide comprehensive bicycle pedestrian master plan. County officials also leveraged their ARRA (stimulus) funds as well as the annual Florida Department of Transportation work plan to increase investments in alternative transportation modes. The county has demonstrated its commitment to a balanced multi-modal transportation system and increasing alternative transportation mode shares is a part of that effort.

For many Americans, walking, bicycling and taking transit is a necessity, since approximately one-third of the population is unable to drive—because of age, disability, lack of income to buy and maintain a car, choice, or license restrictions. For example, in the City of Fort Myers, approximately 18% of households don't own cars. In addition, in Lee County, 22% of our population is 65 or over which translates to approximately 130,000 residents. Based on a national average that 21% of Americans from this age group do not drive, the number of Lee County residents from this age group who do not drive is an estimated 27,300. A 2008 AARP survey of its members showed that two-thirds of respondents were limiting their daily driving in order to save money, with 15 percent bicycling more. A majority of AARP members said they would bike, walk, and use transit more if their neighborhoods were more accommodating.

As Floridians struggle to survive on limited incomes, they are choosing walking, bicycling, and transit as a transportation mode choice. The average American family spends 18 percent of its annual income on transportation. According to AAA's latest annual report (2010) on the cost of owning a car, it costs $9,519 a year to operate a mid-size car. With a Lee County median household income of $50,863 (2008), that's almost 19% of a family's income tasked to transportation if it's a one-car family and 38% in a two-car family. Investing in bicycling and walking is a low-cost way to provide transportation alternatives to these families.

The data collected on the use of alternative modes of transportation comes in two different measures: modes used to commute (journey) to work; and use of these modes for all travel. Although journey to work data from the 2000 Census is the only reliable source at the local level, commuting represents only 16% of all trips (NHTS 2009). Given the high level of retirees living in Southwest Florida, the commute to work numbers are most likely to be significantly lower than 16% of all the trips in Lee County.

Thus, a better focus for Lee County's efforts to increase mode share would be to focus on all trips taken, not just commute to work trips. However, the data on all travel (not just commuting to work) comes from the National Household Travel Survey which is only national data, not state or local data. To estimate the mode shares of all travel for Florida and Lee County, we've used the ratios between the national commute to work and all trips taken numbers and applied those ratios to calculate an estimate for all travel for Florida and Lee County.

Currently, Lee County's use of alternative transportation modes except for biking is low compared to both the national numbers & the Florida data as shown in Table 8, Page 42, so there are major opportunities for shifting some of the current auto trips to biking or walking, especially the 43% of all driving trips that are 3 miles or less (28% of all trips are less than 1 mile). (Source: 2009 National Household Travel Survey).

Table 8 Mode of Transportation - Commuting to Work and Total Use National, Florida, Lee County						
	Commuting to Work			All Travel		
Mode	National	Florida	Lee	National	FL (Estimate)	Lee (Estimate)
Transit	5.0%	2.0%	1.0%	1.9%	0.8%	0.4%
Walk	2.9%	1.6%	0.9%	10.5%	5.8%	3.3%
Bike	0.6%	0.6%	0.7%	1.0%	1.0%	1.2%

Commuting data from 2012 Alliance for Biking and Walking Benchmarking Report 3-year average ACS data (2007-2009) & Lee County from ACS 2007-9 ACS reports, with biking share of "other means" from 2010 ACS data for Cape Coral, which was 0.7%, from LAB analysis). All Travel: national numbers from 2009 National Household Travel Survey, with FL and Lee County percentages estimates based on national ratios.

Based on analysis by the League of American Bicyclists, we know that mode shares can be increased significantly. Since 2005, the 38 Bicycle Friendly Communities among the 70 largest cities saw a 95 percent increase in bicycle commuting. In contrast, the 32 non-Bicycle Friendly Communities (among the 70 largest cities) grew 46 percent. Since 2000, large Bicycle Friendly Communities grew 78 percent compared to 55 percent for large non-BFCs.

With increased investments in bike/ped/transit facilities that Lee County is beginning to make, programs and education the usage of the three alternative modes can be significantly increased in Lee County. It is possible for us to double or even triple the use of walking, biking and public transportation in Lee County.

The above piece was prepared exclusively for this report by Darla Letourneau of BikeWalkLee.

Sources:

Updated statistics on various factoids on first page came from Darla Letourneau testimony for House Committee on Transportation and Infrastructure, March 27, 2011.
Highlights from the National Household Travel Survey, released on Jan. 8, 2010, by League of American Bicyclists
Alliance for Biking and Walking: Bicycling and Walking in the United States: 2012 Benchmarking Report, issued January 2012.
Analysis of Lee County trends (compared to national and state trends) in modes of transportation to work: 2000-2009, prepared by Darla Letourneau and posted on BikeWalkLee blog on 10/11/10.
League of American Bicyclists--2010 Bike Commuting Data Released

.

COMMUTER ASSISTANCE PROGRAM

FDOT's Commuter Services has been working with local governments and transportation partners in Southwest Florida to help build better communities that offer a wider range of transportation choices such as bicycling and walking, better accessibility for carpools and vanpools, and transit services. These efforts are helping this region reduce traffic congestion and improve the quality of our environment.

As a result of the efforts of the Florida Commuter Services, the Lee County Board of County Commissioners, Lee County Clerk of Courts, Lee County DOT Operations, Florida Gulf Coast University, Department of Environmental Protection and have all received Best Work Places for Commuters Gold level partner status. These agencies offer incentives including preferred carpool parking, emergency ride home, transit subsidies, bike racks/showers, emission reduction and trip-saving policies for fleet vehicles, alterative work schedules like compressed work weeks and teleworking programs, and participates in more than four outreach or transportation events and intermodal campaigns every year. Employee participation in these programs is high.

Another Commuter Services partner - South Seas Island - is the only entity in Lee County to receive Platinum Level Partner status . South Seas Island offers innovative commuter benefits, has incorporated alternative transportation modes into Green Team/Sustainability efforts, and has significantly reduced the number of drive-alone commuters. Nearly 90% of South Seas Island Resort employees use alternative transportation including company-sponsored vanpool services, carpooling, or choosing to live in onsite housing. During the National Best Workplaces for Commuters (BWC) Race to Excellence Virtual Awards Ceremony, Commuter Services FL District One was awarded the "Gold

Supporting Agency" and the "Best of Supporting Agency Award." South Seas Island Resort was awarded the National "Gold Employer Award."

LeeTran who is also a partner operates a vanpool service called CONNEXUS with 6 vehicles that provides connections to employers in Sanibel. Other significant partners include Arthrex, Chico's FAS, Lee County Health Department, Lee County Port Authority, Lee County School District, Lee County Supervisor of Elections, Keiser University, Hodges University, Shell Point, Office of the Public Defender - 20th Circuit, BikeWalkLee, Edison State College, Goodwill Industries of SWFL, Lee County MPO, Lee County Tax Collector, LeeSar Inc., U.S. Fish and Wildlife Service, J.N. "Ding" Cypress Darling Wildlife Refuge. In the last two months Arthtrex has committed to 9 new Commuter Services vanpools that provide connection to employees in Ave Maria and Fort Myers.

The statistics in Table 9 below are for commuters/employees officially registered with the FDOT Commuter Services Program. Drive alone commuters are registered with the program, but have not identified themselves as using an alternative commute. That does not mean they don't use an alternative mode on occasion. The reports are updated monthly or twice per year as QC (calls or emails) are implemented to commuters. This way if employees have left their place of employment (retired, down sized, relocated), or have graduated from a partner school, the records are removed and the database updated.

Table 9
LEE COUNTY REGISTERED COMMUTERS BY MODE

Month and Year	Drive Alone	Carpool	Vanpool	Bike	Bus	Walk	Telework	Unknown	Total
6-2010	1,504	626	3	30	42	7	7	42	2,261
6-2011	1,974	756	96	68	88	121	7	22	3,132
6-2012	2,309	931	235	77	99	120	8	18	3,699
6-2013	2,538	1,020	150	81	110	123	10	17	4,051
6-2014	2,896	1,199	284	83	116	229	15	16	4,840

For more information on the CAP Program, contact Christine Diaz at Christine.diaz@dot.state.fl.us. Information is also available at www.commuterservicesfl.com

LANDUSE STRATEGIES

LEE PLAN POLICIES There are specific policies in the Lee County Comprehensive Plan (Lee Plan) restricting rezoning, issuance of residential development orders, and issuance of building permits if they threaten to increase traffic on constrained facilities in the unincorporated areas.

Policy 14.2.2 of the Lee Plan restricts further rezoning on Pine Island Road when traffic on this road between Burnt Store Road and Stringfellow Road reaches 810-peak hour, annual average two-way trips. If it reaches 910-peak hour, annual average two-way trips, the existing regulation would restrict further issuance of residential development orders, or kick in other measures to maintain the adopted level of service, until improvements can be made in accordance with the Lee Plan.

Policy 37.2.2 of the Lee Plan does not allow issuance of building permits that will cause the maximum volume to capacity (v/c) ratio to exceed 1.85 in constrained facilities in the unincorporated areas identified by the County. Permits will only be issued when capacity enhancements and operational improvements are identified and committed for implementation that will maintain the v/c ratio on the constrained facility at or below 1.85. *No constrained facility was expected to approach v/c ratio exceeding 1.85.*

Policy 7-1-2 of the Town of Fort Myers Beach Comprehensive Plan identifies a methodology to measure the minimum acceptable level of service standard for Estero Boulevard based on the roadway's peak capacity of 1,300 vehicles per hour. As per the policy, the minimum level of service shall be that average monthly traffic flows from 10 am to 5 pm during each month do not exceed the peak capacity for more than four calendar months in any continuous 12 month period. *This standard was not exceeded in any month in 2012, nor was it expected to exceed in 2013 during any four (4) calendar months.*

These policies are also referenced in pages 54 and 55 of the 2013 Lee County Concurrency Report.

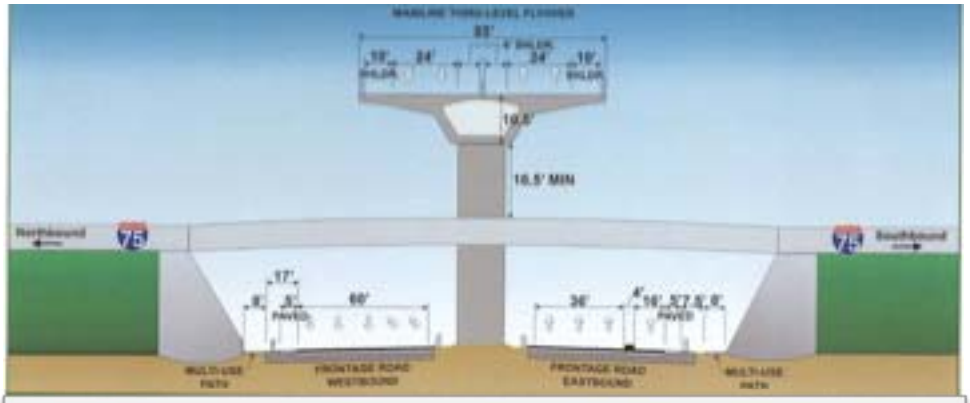
TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA) (Identified under the Future Land Use and Transportation Elements of Cape Coral's Comprehensive Plan)

Cape Coral Downtown TCEA: The City of Cape Coral calls for the establishment of a Downtown TCEA in its Comprehensive Plan, and has language in both the Future Land Use and Transportation Element to that effect. The TCEA is expected to enhance the City's ability to undertake activities including urban redevelopment, urban infill development, increasing retail and commercial services, as well as employment opportunities within the Downtown area thereby reducing vehicle trips to Fort Myers, access to a variety of transportation choices for downtown residents and visitors, and opportunities for mixed use communities, etc. All such activities confined to the TCEA will be exempted from transportation concurrency requirements as long as they incorporate any of five (5) provisions including (1) preferential parking for carpools, vanpools, and/or multiple occupancy vehicles with the object of increasing the average vehicle occupancy for trips generated by the development (2) parking price structures favoring carpools, vanpools, and/or multiple occupancy vehicles, with the object of increasing either the average vehicle occupancy for trips generated by the development, or increasing transit ridership (3) flexible work schedules for employees of the development, with the object of decreasing peak hour automobile trips generated by the development (4) payment of a subsidy to LeeTran to support an increased level of transit service within the TCEA (5) payment into one or more funds, to be established by the City or the CRA with the fund(s used to support programs and/or capital projects designed to provide additional parking and/or to enhance bicycle, pedestrian, and transit mobility within the TCEA (6) the provision of transit shelters, built to City of Cape Coral specifications, within the development (7) the provision of a safe and convenient internal pedestrian and bicycle circulation system within the development, including the placement of bicycle racks or bike lockers (8) The provision of transit turn out lanes on heavily traveled roadways (9) the provision of structured parking for use by residents, patrons and employees of the development (10) clustering buildings within the development, or otherwise designing the development to achieve maximum residential density or non-residential intensity at the development site in a manner, which preserves open space, enhances multi-modal opportunities and provides transit oriented densities or intensities (11) where feasible, the construction of new roadway or alleyway facilities to reduce congestion on major roadways and to provide alternate access to the development (12) any other innovative transportation related modifications or standards submitted by the developer and acceptable to and approved by the City of Cape Coral.

VIII. HIGHWAY AND TRANSIT CAPACITY, AND TRAFFIC FLOW STUDIES

COLONIAL EXPRESSWAY PD&E STUDY

The Colonial Expressway PD&E study for four elevated expressway lanes and multi-lane at grade frontage roads from McGregor to east of I-75 commenced in 2007 following the recommendations of a corridor study. Several alternatives were developed as part of the study including a No Build Alternative, Alternative A - Expressway with Retaining Wall, Alternative B - Expressway on Structure (Same as Alternative A except that bridges over the cross roads are lengthened), Alternative C – Tolled Expressway with Retaining Wall, Alternative D - Tolled Expressway on Structure, Alternative E – Multi-Level Expressway (Segment 1 only) and Alternative F – Segmental Expressway (Segment 1 only). Segment 1 is Colonial from west of McGregor to US 41. In Alternative E, the frontage roads are located below the bridge structure.



Mainline Third-Level Flyover at I 75

Various reports were developed as part of this study and approved by the FHWA. The study was still underway when the Lee County MPO voted at its October 22, 2010 meeting not to include the Colonial Expressway in its 2035 Transportation Plan, and not to consider any flyovers in that corridor for the next 15 years. Subsequently, the Lee County BOCC stopped the ongoing PD&E Study and reallocated the committed funds to other projects.

SECOND STREET PD&E STUDY

A PD&E Study for the four-laning of Second Street from Fowler Avenue to Seaboard was initiated in 2006. Expansion of Second Street from 2 to 4 lanes, and making it a two way street will enable the conversion of First Street to a two way street as well. First Street was widened to accommodate its transition to a two way street in the future. The cost of widening Second Street is estimated at $39 million in 2006 dollars. The project is currently on hold.

SR 31 PD&E STUDY AND SR 31 STATE ENVIRONMENTAL IMPACT REPORT

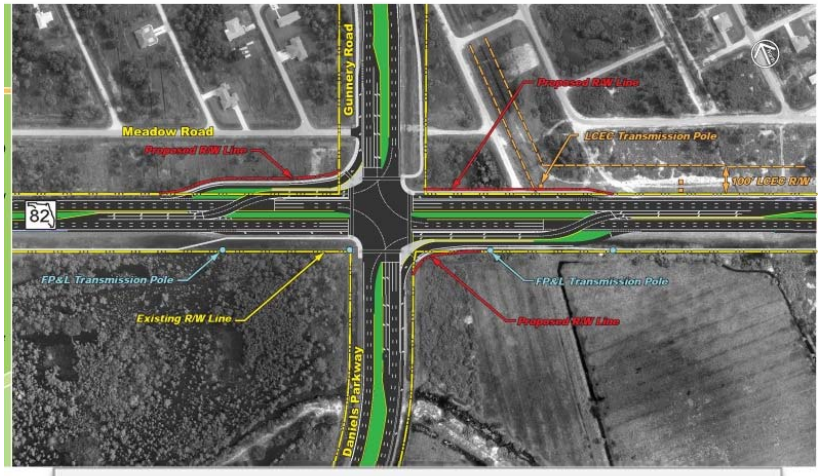
SR 31 is anticipated to provide future access to the proposed Babcock Ranch Development of Regional Impact (DRI). In addition, the corridor serves as an important truck route and is identified by the Florida Division of Emergency Management as a primary state evacuation route.

SR 31 is proposed to be widened from a two-lane undivided segment from south of SR 80 to North River Road (CR 78) to a four-lane divided facility to address traffic impacts resulting from the development of the Babcock Ranch community. The project length is approximately 3.2 miles. The PD&E Study is currently on hold pending the execution of an agreement on the placement of an FGT line that currently runs along SR 31. The signatories to the agreement include FDOT, Babcock Ranch and FGT.

North of CR 78 to north of Cook & Brown Road, in Charlotte County, SR 31 is also proposed to be widened to a four-lane divided facility, expandable to six lanes. The project length is approximately 4.5 miles. A State Environmental Report on the proposed widening is also on hold pending the execution of the agreement on the placement of the FGT line. The agreement is anticipated to be executed before fall 2014.

SR 82 VALUE ENGINEERING STUDY

A value engineering study on the proposed SR 82 design from Lee Boulevard to SR 29 was conducted by FDOT District One in October 2011. The proposed design is the design proposed in the SR 82 PD&E Study that was completed in August 2009. The recommendations from the Value Engineering Study are as follows:



Plan of Continuous Flow Intersection
SR 82 @ Daniels Pkwy/Gunnery Rd

- *Construct Segment 1 from Lee Boulevard to Shawnee Road as six lanes with sidewalks*
- *Construct Segment 2 from Shawnee Road to Lee/Hendry County line as six lanes with sidewalks from Shawnee Road to Alabama Road, and as 4 lanes with sidewalks from Alabama Road to Lee/Hendry County line*
- *Construct Segment 3 from Lee/Hendry County line to SR 29 as 4 lanes with sidewalks*
- *Use box culverts instead of bridges*
- *Either use the Continuous Flow Intersection with advance left turn lanes on all 4 legs of the SR 82/Daniels intersection with an increased cost of $316,473, or a diverging diamond interchange with an increased cost of $5,316,008*
- *A value engineering alternative for stormwater retention/right of way that would save $25.9 million as compared to the FDEP Statewide Stormwater Rule proposed in the PD&E study.*

Currently, design is under way for all 3 segments. Bicycle pedestrian facilities in the design now include bicycle lanes, a sidewalk on the north side, and a 12' wide shared use facility on the south side. Construction on SR 82 from Lee Boulevard to Daniels Parkway (Segment 1) is funded in FY 2018, while ROW is funded in FY 2015 through FY 2018 from Shawnee Road to Homestead Road. Construction phase from Shawnee Road to Alabama is identified in the SIS 2nd Five Year Plan in FY 2022, while the construction phase from Homestead to Hendry County line is identified in the 2040 SIS Plan in the FY 2025 – FY 2030 time frame. Construction phase is not currently identified in the SIS Plans.

SR 82 PD&E STUDY

The PD&E Study for widening SR 82 from a 2 to 6-lane roadway from Colonial/Lee Boulevard to SR 29 was completed in August 2009. A preferred build alternative was selected which was divided into three segments – Segment 1 is from Lee Boulevard to Shawnee Street, Segment 2 is from Shawnee Street to the Lee/Hendry County Line, and Segment 3 is from the Lee/Hendry County line to SR 29. Typical cross sections include 12' travel lanes, 5' paved shoulders, 5' sidewalks, 30' median and swales.

SR 82 Typical Cross Section

A Continuous Flow Intersection (CFI) is proposed at the intersection of Daniels Parkway/Gunnery Road and SR 82 (See plan of CFI in the previous page). A CFI is an at-grade intersection that would involve moving the left turn movements on SR 82 from the intersection at Gunnery Road/Daniels Parkway to a point several hundred feet prior to the intersection. Since left turning traffic would not have to cross on-coming traffic at the main intersection, more of the traffic signal time can be given to the heavy SR 82 through movements. The CFI is anticipated to operate at LOS "D" and its estimated construction cost is $18.6 million. Currently, preliminary engineering is under way for all three segments. Construction is programmed for the CFI and the 82 widening from Lee Blvd to Shawnee Road in FY 2018. ROW is programmed in the same fiscal year for the segment from Shawnee Road to Alabama Road and FY 2015/16 for Alabama Road to Homestead Road.

STUDIES CONDUCTED BY THE NOW DISSOLVED SW FLORIDA EXPRESSWAY AUTHORITY

In response to unprecedented growth in Southwest Florida, and the lack of adequate and alternate north south routes, the Southwest Florida Expressway Authority (SWFEA) pursued the construction of additional tolled lanes on I-75 in Lee and Collier Counties beyond the construction of six lanes on I-75. Early growth and traffic projections pointed to the need of additional capacity by the year 2015. The SWFEA accordingly conducted an Investment Grade Toll and Revenue Study with 5 alternatives – Alternative A from Collier County line to Alico Road with 4 general use and 6 express lanes, Alternative B from Collier County line to Daniels Parkway with 4 general use and 6 express lanes and a new interchange and connector at SW Florida International Airport, Alternative C from the Collier County line to Colonial Boulevard with 4 general use and 6 express lanes and a new interchange and connector at the SW International Airport, Alternative D from Immokalee Road to Alico Road with 6 general use and 4 express lanes, and Alternative E from Immokalee Road to Daniels Parkway with 6 general use and 4 express lanes. The study showed that traffic counts that were thought likely in 2015 appeared to be more likely to occur in 2018-2020 as a result of the down economy with net present value of 30 year revenue stream covering capital and operating costs of the 6XL alternatives but not the 4XL alternatives. More importantly, the study demonstrated that potential projects are difficult to finance owing to lower revenue in the first half and much higher in the second half. The SWFEA was dissolved in the early part of 2011 by the Lee and the Collier County BOCCs respectively after the Authority made a determination that the tolling of Interstate 75 between Lee and Collier County was no longer viable due to the economic downturn. 4XL in I 75 from the Collier County line to SR 82 is currently identified in the MPO 2035 Needs Plan. 8 general use lanes are identified in the Needs Plan for the rest of I 75 from SR 82 to Charlotte County line.

The SWFEA had also considered implementation of a reversible 7th lane project in the median to potentially fund an expansion in the future. The reversible lane would switch direction between the morning and afternoon rush hour traffic. The directional split that would normally warrant the reversible lane was not strong enough and the idea was dropped.

BONITA BEACH ROAD AND US 41 PD&E STUDY

A PD&E Study to improve traffic flow for all modes of transportation at the Bonita Beach Road and US 41 intersection is currently on hold until the MPO Board takes a vote at its August meeting to continue or stop the study. Project limits include US 41 from just north of Beaumont Road to Boston Road, and Bonita Beach Road from Windsor Road to Spanish Wells Boulevard. The intersection experiences over 40,000 cars and trucks daily leading to traffic congestion in all directions especially during season. Various improvement alternatives will be studied to address congestion including No Build, turn lane expansion, grade separated overpass, etc. Traffic data collection was underway when the study was put on hold. The anticipated completion date of study is September 2015.

BONITA BEACH ROAD CORRIDOR ANALYSIS

The City of Bonita Springs, contracted URS to analyze existing traffic conditions on the Bonita Beach Corridor from Imperial Street to Bonita Grande Drive and recommended short term improvements. The consultant completed the analysis and the findings and recommendations were presented at the July 18, 2007 City Council meeting. Following were the findings of this analysis:

- *LOS at the intersection of Bonita Beach Road and the I-75 northbound ramp is "E"; Eastbound left is operating with a delay of 68.5 seconds with traffic backups in this direction extending beyond the southbound I-75 ramp intersection.*
- *LOS at the intersection of Bonita Beach Road and Bonita Grande is "E".*
- *Westbound direction of the corridor operates at LOS "E" in the pm peak hour.*

Recommendations include: *Optimization of signal timings and phasing along the corridor, addition of a second eastbound left turn lane combined with optimization of signal timings, phasing, and widening of Bonita Beach Road from Imperial Street to Bonita Grande Drive to add a continuous left turn lane in either direction. The analysis shows that the existing span of the road can accommodate four 11' wide travel lanes by relocating the existing sidewalks. If the improvements are implemented now, the LOS is going to fail in 5 years based upon 3% historical growth. The improvements do not take into consideration traffic from potential new developments in the study area.*

Subsequently, FDOT contracted URS to conduct a traffic study on the I-75/Bonita Beach Road Interchange. URS recommended a Phase I improvement to be undertaken in 2012 including addition of a lane in each direction along Bonita Beach Road plus ramp improvements. The completion of the improvements will maintain an acceptable level of service (LOS) D until approximately 2016. The cost estimate is $11.34 million. Phase II improvements to be undertaken in 2018 include the replacement of the I-75 bridge structures over the Bonita Beach Road and an additional lane in each direction along Bonita Beach Road. The cost estimate is $43.4 million.

FDOT completed the Phase I improvements in spring of 2011 using federal funds originally earmarked for the new I-75/Coconut Road interchange (Rest of the earmarked money was spent to offset the additional expenses required for the Immokalee Road interchange improvements). Phase II improvements are not currently funded and are identified in the Lee MPO 2035 Needs Plan as a critical needs interchange.

NORTH CAPE EAST WEST CORRIDOR ASSESSMENT STUDY

The City of Cape Coral completed a preliminary assessment corridor study that assessed the feasibility of developing a new east west corridor north of SR-78. The new corridor will be in the form of a controlled access facility that will connect US 41 to Burnt Store Road. Diplomat Parkway and Kismet Parkway were the two roadways that were under consideration for the alignment of this new facility. If the new east west corridor is developed it will relieve traffic on Pine Island Road by providing an alternative route to get to US 41 and I 75. Step 2 will include a full blown corridor study along Diplomat Parkway that will conduct feasibility studies, potential alignments, recommended alignment, preliminary design, environmental studies, permitting, right of way acquisition and construction. The corridor study will commence in fall 2015.

CHIQUITA BOULEVARD TRAFFIC ANALYSIS

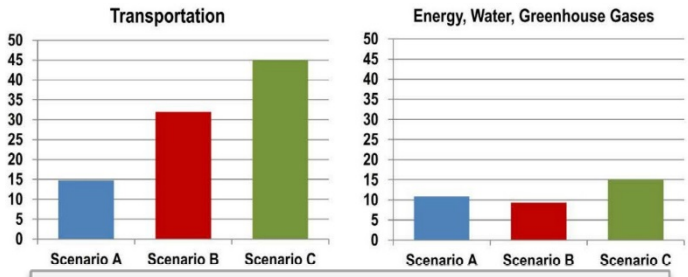
In January 2008, a Traffic Operations Analysis on Chiquita Boulevard from El Dorado Parkway to Embers Parkway was completed by the City of Cape Coral. Recommendations included widening Chiquita Boulevard from a 4-lane to

a 6-lane roadway from Cape Coral Parkway to Pine Island Road by 2020, 8-laning from Gleason Parkway to Veterans Parkway by 2030, and signalizing the intersections of Chiquita Boulevard at Beach Parkway, Mohawk Parkway, and Embers Parkway by 2020. Other significant recommendations included installation of a single point urban interchange at its intersection with Veterans Parkway and adding/extending left turn lanes at its intersections with Cape Coral Parkway, Savona, Gleason, Veterans, Trafalgar and Pine Island Road. Some of the recommendations from the traffic analysis have been incorporated in the design of the Chiquita Boulevard improvements which are expected to improve safety and traffic flow through the area. The project involves the widening of the existing roadway from 4 to 6-lanes from S.R. 78 (Pine Island Road) to Cape Coral Parkway. The project is designed in two phases - Phase I is from Veterans Memorial Parkway to S.R. 78 (Pine Island Road) and Phase II from north of Cape Coral Parkway to Veterans Memorial Parkway. Both Phase I and Phase II design are complete. The designs have three, 12-foot travel lanes, 6-foot sidewalks, landscaping, new traffic signals and street lighting. Construction is estimated at $38 million in Year of Expenditure dollars, and is not currently funded. The project is identified in the MPO Cost Feasible Plan with construction shown in FY 2016-20 time frame.

To preserve the new capacity with the proposed widening over the long term, an access management study was also conducted in 2008 along Chiquita Boulevard from El Dorado Parkway on the south to Embers Parkway on the north. Implementing the access management plan is expected to improve vehicular safety, but will not compromise accessibility to adjacent properties.

LEE MPO LAND USE SCENARIO STUDY The Lee MPO recently completed a land use study that identified and analyzed future land use scenarios that the County could grow that would reduce or shorten vehicle trips and increase alternative travel options. Three alternative scenarios were examined - Scenario A encouraged outward expansion and was modelled closely on the land use scenario used to create the MPO's 2035 long range transportation plan, Scenario B was modelled after current comprehensive plans with an assumption that considerable intensification takes place as encouraged by those plans (but not required), and Scenario C assumed that intensification encouraged by current plans is more successful than it is in Scenario B. Scenario C also intensifies land use patterns on College Parkway and along north south transportation corridors to take advantage of public transit along the rail corridor or U 41 and recent improvements to the north south road network such as the Michael G. Rippe/Metro Parkway and Three Oaks/Parkway.

Scenario C scored best in reducing vehicle miles travelled, access to transit, diverse housing options, access to jobs and shopping, walking and bicycling, energy use, rural land retention, water use, and reduced greenhouse gas emissions. At its June 20, 2014 meeting, the Lee MPO Board picked Scenario C as the preferred scenario for application during the development of the Lee MPO 2040 Long Range Transportation Plan.



Transportation Indicator: VMT, Access to transit, Bicycling & Walking
Energy Indicator: Energy and water use, Greenhouse gas emissions

DOWNTOWN FORT MYERS TRAFFIC CONCURRENCY EXCEPTIONS AREA TRANSPORTATION MOBILITY STUDY

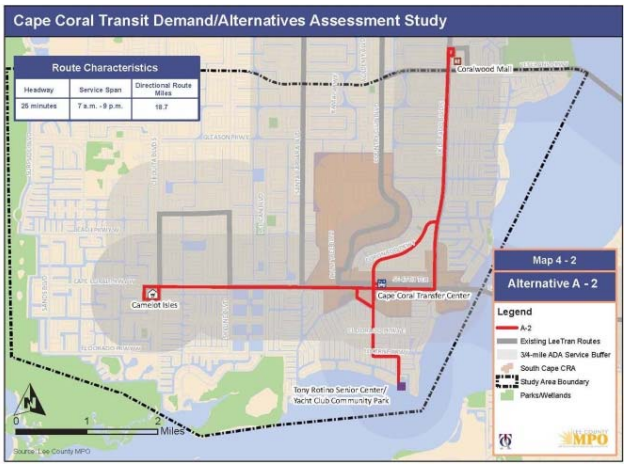
As part of this effort, the City is researching and evaluating land use and multimodal transportation strategies and measures to reduce reliance on the automobile and foster alternative modes of transportation, such as transit, trolleys and bicycle/pedestrian facilities. The mobility plan is hoped to support the revitalization of Downtown Fort Myers. The mobility strategies and measures being considered include establishing a trolley circulator to serve Downtown businesses and residents, eliminating gaps in the bicycle and pedestrian network to improve connectivity, improving

pedestrian street crossings to encourage walking, improving connections between modes of travel, establishing integrated multimodal corridors, establishing a bicycle sharing program for people who arrive by bus, boat or car enhancing the potential for transit-ready development in higher density areas, maintaining two-way operations, rather than one-way, on Downtown streets, and maintaining two-lanes on Downtown streets and expanding to four-lanes only if needed. A public workshop was held on March 2012 to get public input into the development of the Plan. The Plan will establish mobility strategies, and provide data and analysis in support of a Comprehensive Plan amendment necessary for the implementation of a Transportation Concurrency Exception Area similar to the one that has been established in the City of Cape Coral. The Study is anticipated to be completed in December 2015.

Downtown Fort Myers Mobility Study Area

CAPE CORAL TRANSIT DEMAND/ALTERNATIVE ASSESSMENT STUDY

The MPO completed the Cape Coral Transit Demand/Alternative Assessment Study in June 2012 in response to citizen complaints of a lack of transit circulator service connecting to activity centers in the downtown area. The study area extended beyond the downtown and adjacent areas to include Surfside Boulevard to the west and the Veterans Parkway to the north. On the south and west, the study area extended to the Caloosahatchee River. The consultant analyzed the potential transit demand and developed a set of three potential transit service alternatives. A sketch level evaluation of the three alternatives was performed to prioritize and identify the top two alternatives. Following are the recommendations:

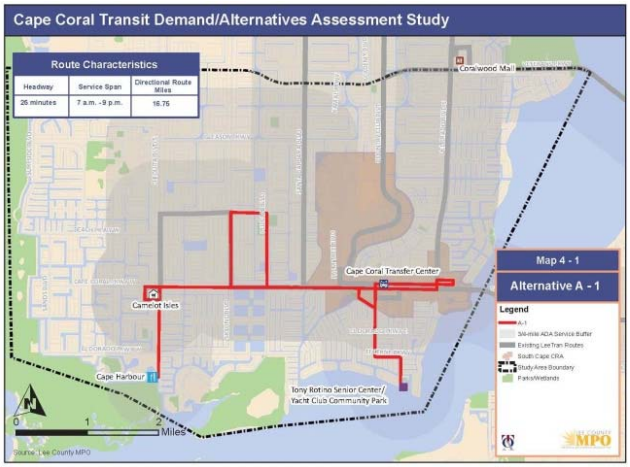


- The MPO select a locally preferred alternative from among the top two priorities to run transit services. These alternatives included Alternative A-2 that features a circulator service along Downtown/Coralwood Mall/Coronado Parkway/Yacht Club/Camelot Isles (Priority #1), and Alternative A-1 that features a circulator service along Downtown/Mohawk Parkway/Yacht Club/Camelot Isles/Cape Harbor (Priority #2)

- Develop a detailed transit operations plan for the locally preferred alternative that the MPO selects after also identifying a service provider (e.g. LeeTran, Cape Coral Mini Bus Service etc.).

- The MPO determine the ADA Service approach that is required on any new fixed route bus transit service. The choices include (a) provide ADA services only in those areas currently not served by either LeeTran or Cape Coral Mini Bus Services (b) Eliminate coverage in areas with no ADA service coverage including the Yacht Club/Tony Rotino Center (c) Establish service as deviated fixed route which is defined as transit service that operates along a fixed alignment or path at generally fixed times but may deviate from the route alignment to collect or drop off passengers who have requested the deviation (d) Establish service as flex route which is a hybrid type combining the predictability of a fixed route service with the flexibility of demand response services. Passengers transferring from a fixed route bus to the flex route simply board the vehicle and tell the driver their destination within a designated flex service area of about 7 square miles in size. Passengers travelling from a designated service area to connect to a fixed route bus must call and make a reservation.

- Identify a steady funding long term funding source to implement the transit alternative within a reasonable time frame which could be sales tax, property tax, transit tax or a mix of federal, state and local funding sources. In the short term, local and private funding sources could be identified to implement the recommendations and run the bus service, and once the service is running the MPO, LeeTran and FDOT could partner to ensure maintaining the service.



The MPO approved the study at its June 22, 2012 meeting and concurred with a consultant suggestion that the recommendations from the study be shared with Cape Coral residents through public meetings/workshops and have them select the locally preferred alternative.

THE CITY OF CAPE CORAL DOWNTOWN CRA AND SURROUNDING TRAFFIC STUDY

This study was conducted in 2007 by the City of Cape Coral. It was necessary as the Cape was experiencing growth to the west and north of the downtown resulting in increasing traffic through the major arterials in the study area especially during the peak hours. The specific area of concern then and still is the high volume intersection of Del Prado Boulevard/Cape Coral Parkway which feeds traffic to and from the tolled Cape Coral Bridge over the Caloosahatchee River into Fort Myers. The study had recommended short term, mid-term and long term improvements. Some of the short term improvements from that study were:

- *The widening of Cape Coral Parkway from 4 to 6 lanes from Coronado Parkway to Del Prado Boulevard using the outside parking lane/right turn lane*
- *Extend the eastbound left turn lane on Cape Coral Parkway to northbound Coronado Parkway*
- *Change the Cape Coral Parkway left turn lane signals from protected only to protected/permissive*
- *At the intersection of Cape Coral Parkway and Del Prado Boulevard, change the eastbound right turn lane on to a shared through and right turn lane to provide three through lanes, and an additional westbound through lane by reducing the median width*
- *Installation of two southbound left turn lanes on SE 17th Place to eastbound Cape Coral Parkway*

Some of the proposed mid-term improvements for reducing traffic delays were:

- *Widening SE 46th Lane from 2 to 4 lanes and extending it to Santa Barbara Boulevard*
- *Widening the intersection of Del Prado Boulevard and SE 46th Lane to provide 1 left turn lane, 2 through lanes, and one right turn lane on SE 46th Lane*
- *Install two eastbound left turn lanes and extend the eastbound left turn lane on Cape Coral Parkway*
- *Installation of a free flow northbound right turn lane from Waikiki Avenue to Cape Coral Parkway*
- *Installation of roundabouts to cash in on benefits like reduction in crashes and vehicle delay*

Some of the long term improvements were as follows:

- *Widening the Cape Coral Bridge from 4 to 8 lanes*
- *Installation of a two lane southbound left turn flyover from Del Prado Boulevard to eastbound Cape Coral Parkway*
- *Installation of two eastbound right turn lanes on SE 46th Lane to northbound Del Prado Boulevard*

Of all of the above recommendations, only the eastbound right turn lane at the Cape Coral Parkway/Del Prado intersection was converted to a shared through and right turn lane. This has actually created traffic backups and safety issues as motorists rush through the intersection to beat the slow moving traffic on the left through lane before the lanes drop from three to two. This was reported in the MPO's Congestion Survey from April.

San Carlos Blvd Existing Conditions

SAN CARLOS BOULEVARD TROLLEY LANE STUDY

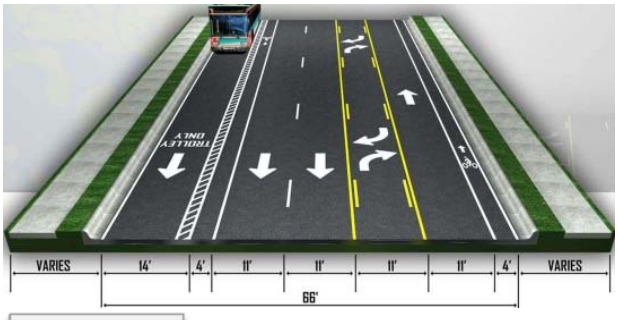
Leetran Sketch Level Anaysis: In October 2010, LeeTran presented the results of a sketch level study (at a Lee County Board M&P meeting) which examined enhanced trolley lane options along San Carlos Boulevard and Estero Boulevard. These options included (1) Rerouting the Summerlin Square Park and Ride service so that it terminated at the Times Square area on Estero Blvd (and not on Bowditch Park) using new transfer locations, before returning back to Summerlin Square. Bowditch Park would be served only by the Beach Trolley route (2) Capital improvements within the existing right-of-way of San Carlos Boulevard to incorporate a trolley lane using three different alternatives. Alternative 1 would operate a trolley service along the existing center lane during rush hour traffic only; Alternative 2 would modify the existing 66' right of way so that it accommodated four travel lanes (two in the northbound and two in the southbound direction), a southbound trolley-only lane, no center turn lane, and Alternative 3 would modify the right of way to accommodate for four travel lanes (two in the northbound and two in the southbound direction), a center turn lane, and a southbound trolley-lane (3) Capital improvements to Estero Boulevard to accommodate a combination of mixed-flow and free-flow trolley service on the corridor, and to install bus stops.

Trolley Lane Feasibility Analysis: FDOT followed up with a more refined analysis in February 2012 focusing only on San Carlos Boulevard from Matanzas Pass Bridge to Summerlin Road. The analysis increased the number of alternatives studied under the capital improvements to five (5), and examined the alternatives for congestion and transit time impacts. In addition, Alternative 3 would now require additional right of way to accommodate 4' bike lanes, a 12' (instead of 10') trolley lane, and a 11' (instead of 10') center lane. Alternative 4 included a cross section with one 11' northbound travel lane, one 11' center turn lane, two 11' southbound travel lanes, one 14' southbound trolley lane, and bike lanes. Alternative 5 included a cross section with a 11' travel lane and a 12' trolley lane in each direction, 4' bike lanes and a 11' bi-directional center turn lane. All five alternatives were examined in terms of traffic operational efficiency, safety and construction practicality followed by a benefit cost analysis. Subsequently, Alternative 1 was eliminated due to safety issues while Alternative 3 was eliminated due to environmental impacts and costs. The remaining alternatives reduced the existing queue (9,100 feet on average during the mid-day peak) by 34-39% and reduced transit travel times in the corridor by 2-7 minutes/trip. Benefit-cost ratios ranged from 1.1 to 1.63.

Alternative	Travel Time Savings Benefit	Crash Reduction Benefit	Fuel Savings Benefit	Transit Revenue	Total Benefit	Annualized Construction Cost	Annualized Transit Cost	Total Annualized Cost	Benefit/ Cost Ratio
Alt-1	$1,014,737	$146,558	$180,958	$31,620	$1,373,873	$385,951	$517,155	$903,106	1.52
Alt-2	$1,337,993	-$439,674	$143,272	$31,620	$1,073,211	$389,662	$517,155	$906,817	1.18
Alt-3	$1,263,178	$146,558	$150,809	$31,620	$1,592,165	*$607,890	$517,155	$1,125,045	1.42
Alt-4	$967,884	$293,116	$192,423	$31,620	$1,485,044	$391,517	$517,155	$908,672	1.63
Alt-5	-1,746,079	$439,674	$127,558	$31,620	-$1,147,227	$393,373	$517,155	$910,528	-1.26

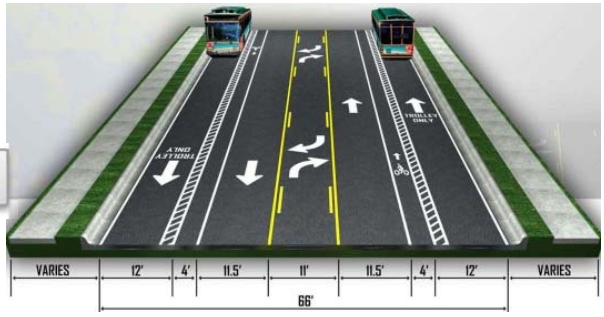
* Does not include right-of-way cost

Analysis Results



Alternative 4

A trolley lane PD&E Study is now programmed in FY 2015 that will study a range of alternatives including an option to add right of way and widen San Carlos Boulevard. Doing a PD&E Study is a necessary first step to tap into federal funds for project implementation.



Alternative 5

BUS RAPID TRANSIT FEASIBILITY STUDY

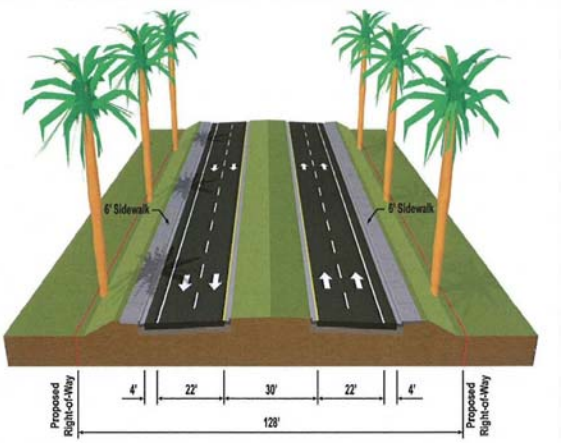
A Bus Rapid Transit (BRT) is a premium bus service that operates in mixed-flow or exclusive running way that combines the speed, reliability and amenities of rail based transit systems with the flexibility of buses. A BRT study was conducted in 2007 to evaluate four specific corridors for potential BRT implementation within the 2030 planning horizon. The study resulted in a recommendation of one north/south BRT line along the US 41 corridor and one east/west line along the Colonial Boulevard corridor, which could go through preliminary design, engineering, right-of-way acquisition and construction for future BRT service. The study included a route structure analysis (single vs. overlapping routes), route limits, ROW preservation needs, an analysis of segments with the potential for dedicated running ways and a future land use strategy to create transit-supportive users near future BRT corridors.

Since then the four BRT lines from the study were reevaluated with modifications during the development of the MPO 2035 Transportation Plan. The modifications resulted in proposed BRT lines along the US 41, Veterans Parkway/Colonial Boulevard/Lee Boulevard, MLK Jr. Boulevard/Lee Boulevard, Palm Beach Boulevard/Second Street corridors. A fifth one along the Sanibel Boulevard/Seminole Gulf Railroad (SGLR)/US 41 (in Collier County) corridor was also studied. All five corridors were evaluated as a combination of exclusive running ways, mixed traffic and express bus operations. These BRT services were identified only in the Needs Plan. Subsequently, LeeTran developed a 10 year (FY 2012 – 2021) Transit Development Plan where only the US 41 BRT line from the Rosa Parks Center to Gladiolus was evaluated with services proposed to operate on 10-15 minutes frequencies, and 5 days a week between the hours of 6:00 am and 8:00 pm. Although the BRT service is identified only in the Needs Plan, the premium services goal does have an objective requiring BRT services to be available in 2021.

COMPREHENSIVE OPERATIONS ANALYSIS

A Comprehensive Analysis (COA) was completed by LeeTran in October 2010. The COA used the existing budget limitations as its starting point, then, route-by-route, evaluated how each could be more efficient and effective. The evaluations were based on (a) *Boardings per Revenue Mile* that gauged service effectiveness by route, and is the ratio of daily passenger trips to total daily revenue miles of operation, and (b) *Operating Cost Per Boarding* that gauged service efficiency, and is the daily operating expenditures divided by daily ridership. The recommendations from this study made its way into the 2012-2021 TDP resulting in the implementation of a new transit network that has greatly reduced duplication of routes and is freeing up enough funding to improve frequencies on the most popular routes. Some of the changes resulting from the introduction of the new network include the new LinC (Route 600) service connecting Lee and Collier counties, realigning Route 150 in Bonita Springs, splitting Route 110 to Lehigh Acres into two routes, etc.

Hancock Bridge Pkwy Cross Section



HANCOCK BRIDGE PARKWAY EXTENSION ALIGNMENT STUDY

This study was completed in September 2010. The purpose of the study was to identify a preferred alternative alignment for the extension of Hancock Bridge Parkway from US 41 to Business 41. The extension is expected to alleviate the current traffic congestion during morning and afternoon peak periods by redistributing east/west traffic between the Edison

Bridge and the Caloosahatchee Bridge. Three corridor alternatives were developed for evaluation. They included an alternative where the existing Hancock Bridge Parkway is extended east through vacant commercial buildings and along Oak Street to Business 41, a second alternative that also extends Hancock Bridge Parkway east through the vacant buildings, then north to connect with Cabana Avenue and then to Business 41, and a third alternative which widens Pondella Road from US 41 to Business 41 from 4 to 6 lanes without extending Hancock Bridge Parkway. Based on comments received from the public and evaluations of engineering and environmental factors, the study recommended the third alternative to meet the future traffic needs of North Fort Myers. The typical section is a 6-lane divided urban arterial with six 11-foot travel lanes and a 6-foot sidewalk on both sides. Dual left turn lanes would be accommodated at the intersections. This project is however not identified in the MPO 2035 Transportation Plan.

ALICO ROAD CONNECTOR ALIGNMENT STUDY

This study was completed in July 2009. The project called for an alignment to provide a north south connection to SR 82 and to Lehigh Acres via Sunshine Boulevard. The preferred alternative is along a southwest/northeast path aligning with the existing portions of Alico Road and extends through Florida Rock and Jamerson Farms property to SR 82. The total 2009 cost including right-of-way and construction is $168.8 million based on an ultimate 6-lane facility. The ultimate cross section is a suburban cross section with 11' lanes, paved shoulders, raised curb medians, flush shoulders (no curb & gutter), open drainage and sidewalks on both sides. No project development funds are currently funded. A 4-lane roadway improvement is identified in the MPO Cost Feasible Plan with ROW and construction funded in FY 2031-2035 time frame. Total cost of the two phases is $126,180,000 in Year of Expenditure dollars.

Proposed Alico Road Connector

LUCKETT ROAD AND SUNSHINE BOULEVARD CORRIDOR EXTENSION STUDY

The original Luckett Road Corridor extension study was completed in June 2008. The study involved the widening and extension of Luckett Road from I-75 to Joel Boulevard in Lee County. A recommended alternative was finalized with a six-lane segment proposed from I-75 to Buckingham Boulevard and a 4-lane segment proposed from Sunshine Boulevard to Joel Boulevard. The typical cross section for both the 4 and 6-lane segment include a 22' wide median, 5' shoulders, 11' travel lanes and 5' sidewalks. The total cost including design, right-of-way and construction is estimated at $242.7 million. Project development phases are not currently funded. The proposed extensions are identified only in the MPO 2035 Needs Plan.

The study area for the Sunshine Boulevard extension study area extended from Lehigh Acres at 59th Street West north to SR 80. The final recommendation for the Sunshine Boulevard extension was a No-Build alternative.

The final alignments of the recommended alternative and technical reports for Luckett Road extension can be viewed online at www.luckettsunshine.com.

DING DARLING ALTERNATIVE TRANSPORTATION IN PARKS AND PUBLIC LANDS STUDY

The City of Sanibel, the J.N. Ding Darling National Wildlife Refuge and LeeTran recently completed the Ding Darling Alternative Transportation in Parks and Public Lands Study. The Study was funded through a $1,600,000 Alternative Transportation in Parks and Public Lands grant. The objective of the study was to evaluate alternative transportation options to reduce the number of vehicles entering environmentally sensitive properties within the City of Sanibel and JN Ding Darling National Wildlife Refuge. This would establish island refuge carrying capacity thresholds for preserving wildlife habitat that humans seek to observe on the island, and predominantly within the refuge. The recommendations from the study were supported by the City of Sanibel at its June 5, 2012 Council meeting, and by the Lee County MPO

at its June 22, 2012 meeting. Some of the noteworthy recommendations include expanding the existing shuttle service to the satellite overflow parking lot and the Tarpon Bay Recreation Area, decreasing headways to 30 minutes during peak season, and providing a new non-guided shuttle service to Wildlife Drive. While study recommendations on improvements within the City's jurisdiction are not being actively pursued by the City at the moment, an environmental assessment on the improvements proposed within the Ding Darling Wildlife Refuge was completed last year. A few conceptual design approaches were also developed.

DUNES TRAFFIC ANALYSIS AND TRAFFIC CALMING STUDY

The City of Sanibel is undertaking a project that will collect traffic data in the public roadway system within the Dunes subdivision and surrounding roadway to analyze traffic volumes and speed. The project also calls for potential traffic calming options that may be implemented to address traffic related issues that may come out from the analysis.

TRAFFIC CALMING STUDY ALONG ATLANTA PLAZA

The City of Sanibel is working on a study to determine various traffic calming methods and street modifications that may be considered appropriate for use in the Atlanta Plaza Drive corridor and its intersection with Casa Ybel Road, as well as its intersection with several other intersecting residential streets. Each of the proposed methods will be ranked based upon effectiveness and estimated cost. The study is anticipated to be completed and a report with recommendations will be presented to the City Council for action in September.

DONAX AREA TRAFFIC STUDY AND CAUSEWAY BOULEVARD/PERIWINKLE WAY INTERSECTION DEVELOPMENT OPERATIONAL ANALYSIS

The Donax area traffic study was completed by the City of Sanibel in 2008. The study examined traffic conditions and potential options to address the problem of non-local traffic using Donax Street, Junonia Street, Nerita Street, and other local streets as alternate routes between Periwinkle Way and East Gulf Drive. The City had also conducted an operational analysis in 2005 that had recommended 2 alternatives to improve the traffic operation improvements at the 4 way stop at the intersection of Periwinkle Way, Lindgren and Sanibel Causeway. They included: Alternative 1 - A police controlled intersection with improvements that include a proposed realignment of west Periwinkle Way to directly connect with Causeway Boulevard while creating a T-intersection between east Periwinkle Way and Lundgren Boulevard, and by realigning Lindgren Boulevard to "T" with east Periwinkle Way; Alternative 2 - a roundabout at the intersection of west Periwinkle Way and Causeway Boulevard.

ESTERO BOULEVARD ANALYSIS AND DESIGN PROJECT – PHASE I AND PRELIMINARY DESIGN

Phase I was a County project that revaluated proposed cross sections from the Town of Fort Myers Beach Estero Boulevard Streetscape Master Plan. The cross sections were of the six segments in the Master Plan that divided the Estero Boulevard Corridor from the north to the south end within the Town limits (the reconstruction in the north end from San Carlos Boulevard to Bowditch Park was completed by the Town in 2010). Phase I also conducted right-of-way and topography surveys of the corridor and selected the segment from Ander Mar to Lani Kai as the first 1 mile section for design and reconstruction. Subsequently, the County has now developed 30% design plans (Preliminary Design) for the entire six mile section from Crescent Street to Big Carlos Pass Bridge. Proposed improvements include a center lane, accommodation of bicycle pedestrian facilities, bus pullouts, and landscaping.

Locations where chicanes used for bus stops

Next steps include working with property owners on ROW encroachments and conflicts in the first 1 mile section and development of final design plans for this section. Construction is programmed this fiscal year. Design and construction for the remaining segments will be completed as funds become available.

ESTERO BOULEVARD EXCLUSIVE BUS LANE STUDY

One of the proposals that were identified in the Town of Fort Myers Beach Congestion Mitigation Study (from 2002) was the provision of a dedicated bus lane on Estero Boulevard which could substantially improve the speed and reliability of transit service, thereby decreasing the number of internal trips made by the automobile. Since this option was studied at only a conceptual level, a feasibility study was completed in 2008 to evaluate the concept in greater detail. The feasibility study included evaluation of new technologies that may allow development of two-way transit capabilities within a very constrained cross section. According to the consultant hired for this study it was fairly well determined that "new technologies" were not feasible at the time of completion of the study, particularly in light of budget limitations and safety considerations. Nevertheless, Leetran's Trolley Lane Analysis from 2009 did consider a combination of mixed-flow and free-flow trolley service on Estero Boulevard, and to install bus stops as part of a proposed capital improvement to the corridor.

QUEUE JUMP STUDY

Lee County had conducted a Queue (Q) Jump feasibility study in 2000. The analysis had recommended building and operating toll charged Q - Jumps at the intersections of Metro Parkway and Colonial Boulevard, and Summerlin Road and San Carlos Boulevard. While the County proceeded to complete 60% design plans for a Q-Jump at the first location (with the idea that the plans would be updated and finalized once construction funds became available) it built a general use flyover at the second location. Subsequently, the proposed Q-Jump at Metro and Colonial was found to be economically viable only if built and operated as part of the proposed Colonial Expressway using traditional toll revenue bonds instead of operating it individually as a toll charged Q-Jump. However, with the MPO deciding not to include the Colonial Expressway in its 2035 Transportation Plan and its subsequent removal from the County's CIP, the County decided not to proceed with the Colonial/Metro Q-Jump.

REASON FOUNDATION STUDY ON REDUCING CONGESTION IN LEE COUNTY

An analysis of congestion in Lee County was conducted by Reason Foundation as one of several case studies as part of a broader project called the Galvin Mobility Project during the height of the housing boom in SW Florida. The study had concluded that even after implementation of cost feasible projects identified in the then MPO's Transportation Plan, congestion in Lee County would still be considerably worse than when the report was completed. The study had recommended additional improvements to address recurring and non-recurring congestion by 2030 to improve roadway level of service. Managed lanes on I-75 and on selected arterials were picked as the improvements to address recurring congestion while Ramp Metering, Freeway Management System and Incident Management System strategies were identified to address non-recurring congestion. For I-75 it was proposed that the phased expansion to 10 lanes by 2030 be carried out with all new lanes being managed lanes. The report also called for corridors with express lanes and queue jumps that would allow motorists to bypass congested intersections on an elevated lane or an underpass by paying a toll charged electronically. The scenario is different now. Traffic volumes have been down for the last 3 years as the Nation struggles to recover from the economic recession. Managed lanes on I 75 are identified as a needs only in the MPO 2035 Plan as traffic volumes necessary to produce a revenue stream to support managed lanes would probably not be available by 2020. A ramp metering system is not an identified need and I 75 already has a fully functioning freeway IMS while a Bridge IMS just became operational on the Edison and Caloosahatchee bridges. Lee County MPO voted not to include the Colonial Expressway in its 2035 Transportation Plan, and not to consider any flyovers in that corridor for the next 15 years.

The full report is available online at http://reason.org/news/show/1007110.html.

APPENDICES

Appendix A: Mobility Data for Cape Coral Urbanized Area

Appendix B: Congestion Reporting Forms

APPENDIX A

Performance Measure Summary - Cape Coral FL

There are several inventory and performance measures listed in the pages of this Urban Area Report for the years from 1982 to 2011. There is no single performance measure that experts agree "says it all." A few key points should be recognized by users of the Urban Mobility Report data.

Use the Trends – The multi-year performance measures are better indicators, in most cases, than any single year. Examining a few measures over many years reduces the chance that data variations or the estimating procedures may have caused a "spike" in any single year. (*5 years is 5 times better than 1 year*).

Use several measures – Each performance measure illustrates a different element of congestion. (*The view is more interesting from atop several measures*).

Compare to similar regions – Congestion analyses that compare areas with similar characteristics (for example population, growth rate, road and public transportation system design) are usually more insightful than comparisons of different regions. (*Los Angeles is not Peoria*).

Compare ranking changes and performance measure values – In some performance measures a small change in the value may cause a significant change in rank from one year to the next. This is the case when there are several regions with nearly the same value. (*15 hours is only 1 hour more than 14 hours*).

Consider the scope of improvement options – Any improvement project in a corridor within most of the regions will only have a modest effect on the regional congestion level. (*To have an effect on areawide congestion, there must be significant change in the system or service*).

Performance Measures and Definition of Terms

Travel Time Index – A measure of congestion that focuses on each trip and each mile of travel. It is calculated as the ratio of travel time in the peak period to travel time in free-flow. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak.

Planning Time Index - a travel time reliability measure that represents the total travel time that should be planned for a trip. Computed with the 95th percentile travel time it represents the amount of time that shouldbe planned for a trip to be late for only 1 day a month. Computed with the 80th percentile travel time it represents the amount of time that should be planned for a trip to be late for only 1 day a week. A PTI of 3.00 means that for a 20-minute trip in light traffic, 60 minutes should be planned.

Peak Commuters – Number of travelers who begin a trip during the morning or evening peak travel periods (6 to 10 a.m. and 3 to 7 p.m.). "Commuters" are private vehicle users unless specifically noted.

Annual Delay per Commuter – A yearly sum of all the per-trip delays for those persons who travel in the peak period (6 to 10 a.m. and 3 to 7 p.m.). This measure illustrates the effect of the per-mile congestion as well as the length of each trip.

Total Delay – The overall size of the congestion problem. Measured by the total travel time above that needed to complete a trip at free-flow speeds. The ranking of total delay usually follows the population ranking (larger regions usually have more delay).

CO_2 per Commuter - represents the pounds of additional CO_2 emissions generated by a commuter during a year due to traffic congestion.

Free-Flow Speeds -- These values are derived from overnight speeds in the INRIX speed database. They are used as the national comparison thresholds. Other speed values may be appropriate for urban project evaluations or sub-regions studies.

Excess Fuel Consumed – Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

Public Transportation – Regular route service from all public transportation providers in an urban area.

Operations Treatments – Freeway incident management, freeway ramp metering, arterial street signal coordination and arterial street access management.

Congestion Cost – Value of travel delay for 2011 (estimated at $16.79 per hour of person travel and $86.81 per hour of truck time) and excess gasoline consumption (passenger vehicles) and diesel (trucks) estimated using state average cost per gallon.

Urban Area – The developed area (population density more than 1,000 persons per square mile) within a metropolitan region. The urban area boundaries change frequently (every year for most growing areas). The annual change in miles traveled and lane-miles, therefore, includes both new travel and roads due to growth and travel and roads that were previously in areas designated as rural.

Number of Rush Hours – Time when the road system might have congestion.

The Mobility Data for Cape Coral FL

Inventory Measures	2011	2010	2009	2008	2007	2006
Urban Area Information						
Population (1000s)	473	465	464	465	460	440
Rank	83	83	82	81	81	82
Peak Travelers (1000s)	265	260	258	258	254	242
Commuters (1000s)	249	244	242	242	238	226
Freeway						
Daily Vehicle-Miles of Travel (1000s)	1,793	1,763	1,700	1,645	1,845	1,900
Lane-Miles	154	150	145	140	135	130
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	5,879	5,780	5,900	5,965	6,155	5,950
Lane-Miles	911	911	890	890	880	840
Public Transportation						
Annual Psgr-Miles of Travel (millions)	19.1	17.5	17.6	18.3	18.4	17.7
Annual Unlinked Psgr Trips (millions)	3.5	3.1	3.1	3.2	3.2	3.1
Cost Components						
Value of Time ($/hour)	16.79	16.30	16.01	16.10	15.47	15.06
Commercial Cost ($/hour)	86.81	88.12	89.75	81.52	82.56	80.43
Gasoline ($/gallon)	3.24	2.74	2.33	3.47	2.98	2.66
Diesel ($/gallon)	3.65	2.96	2.59	4.15	3.36	2.85
System Performance	**2011**	**2010**	**2009**	**2008**	**2007**	**2006**
Congested Travel (% of peak VMT)	43	42	41	40	41	41
Congested System (% of lane-miles)	40	39	38	37	37	37
Congested Time (number of "Rush Hours")	2.25	2.25	2.75	2.75	3.00	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	5,118	5,031	6,446	6,173	8,943	8,770
Rank	68	69	62	66	56	56
Fuel per Peak Auto Commuter (gallons)	15	15	18	18	29	29
Rank	48	48	33	33	9	9
Annual Delay						
Total Delay (1000s of person-hours)	9,964	9,795	9,621	9,277	12,206	11,958
Rank	74	76	78	73	68	71
Delay per Peak Auto Commuter (pers-hrs)	30	29	29	29	40	41
Rank	53	58	61	57	42	40
Travel Time Index	1.15	1.15	1.18	1.19	1.21	1.21
Rank	57	57	38	37	44	46
Commuter Stress Index	1.20	1.17	1.20	1.21	1.23	--
Rank	50	62	42	40	49	--
Freeway Planning Time Index (95th Pctile)	1.86	--	--	--	--	--
Rank	91	--	--	--	--	--
Freeway Planning Time Index (80th Pctile)	1.13	--	--	--	--	--
Rank	98	--	--	--	--	--
Excess CO_2 Due to Congestion						
Congested CO_2 (million pounds)	103	101	130	124	180	176
Rank	67	68	61	65	56	57
CO2 Per Peak Auto Commuter (pounds)	302	297	371	371	594	594
Rank	49	49	31	32	7	7
Truck Congestion Cost ($ millions)	53	52	51	46	64	--
Truck Commodity Value ($ millions)	6,033	5,962	5,881	5,801	5,723	--
Congestion Cost						
Total Cost ($ millions)	220	216	211	203	261	249
Rank	71	72	75	71	65	69
Cost per Peak Auto Commuter ($)	645	634	648	627	834	1,105
Rank	56	56	54	56	40	37

Note: Zeroes in the table reflect values less than 0.5.

The Mobility Data for Cape Coral FL

Inventory Measures	2005	2004	2003	2002	2001	2000
Urban Area Information						
Population (1000s)	410	390	370	345	325	305
Rank	84	85	85	87	89	91
Peak Travelers (1000s)	223	211	199	183	170	157
Commuters (1000s)	209	198	187	172	159	147
Freeway						
Daily Vehicle-Miles of Travel (1000s)	1,875	1,795	1,500	1,300	1,100	950
Lane-Miles	120	120	110	100	90	80
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	5,600	5,325	5,100	4,800	4,500	4,300
Lane-Miles	805	775	750	725	710	680
Public Transportation						
Annual Psgr-Miles of Travel (millions)	16.9	12.8	11.8	11.3	13.7	13.3
Annual Unlinked Psgr Trips (millions)	3.0	2.7	2.5	2.4	2.4	2.4
Cost Components						
Value of Time ($/hour)	14.58	14.10	13.73	13.43	13.22	12.85
Commercial Cost ($/hour)	78.05	74.17	72.23	70.86	71.38	70.47
Gasoline ($/gallon)	2.34	1.99	1.53	1.41	1.51	1.54
Diesel ($/gallon)	2.53	2.01	1.61	1.41	1.58	1.55
System Performance	**2005**	**2004**	**2003**	**2002**	**2001**	**2000**
Congested Travel (% of peak VMT)	36	35	35	35	34	30
Congested System (% of lane-miles)	32	32	32	32	32	27
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	7,138	6,674	6,328	5,691	5,194	4,321
Rank	62	66	65	70	70	75
Fuel per Peak Auto Commuter (gallons)	26	26	26	26	26	22
Rank	17	18	15	10	10	16
Annual Delay						
Total Delay (1000s of person-hours)	9,718	9,075	8,660	7,751	7,108	5,986
Rank	73	74	74	77	77	78
Delay per Peak Auto Commuter (pers-hrs)	36	35	35	33	33	29
Rank	56	56	56	55	50	65
Travel Time Index	1.18	1.18	1.18	1.18	1.16	1.15
Rank	58	58	56	57	60	64
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (80th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Excess CO_2 Due to Congestion						
Congested CO_2 (million pounds)	144	134	127	115	105	87
Rank	61	65	65	68	69	74
CO2 Per Peak Auto Commuter (pounds)	519	519	519	519	519	445
Rank	17	18	15	10	11	17
Truck Congestion Cost ($ millions)	--	--	--	--	--	--
Truck Commodity Value ($ millions)	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	194	171	156	136	125	103
Rank	72	73	74	76	76	78
Cost per Peak Auto Commuter ($)	921	856	819	766	742	659
Rank	53	54	54	53	54	60

Note: Zeroes in the table reflect values less than 0.5.

The Mobility Data for Cape Coral FL

Inventory Measures	1999	1998	1997	1996	1995	1994
Urban Area Information						
Population (1000s)	295	285	270	265	260	255
Rank	92	92	92	92	91	91
Peak Travelers (1000s)	150	143	133	128	124	120
Commuters (1000s)	140	134	124	120	116	112
Freeway						
Daily Vehicle-Miles of Travel (1000s)	850	700	550	400	350	340
Lane-Miles	70	60	50	45	45	40
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	4,100	3,900	3,650	3,595	3,465	3,100
Lane-Miles	640	605	585	550	530	515
Public Transportation						
Annual Psgr-Miles of Travel (millions)	10.9	9.7	8.2	7.7	9.3	10.2
Annual Unlinked Psgr Trips (millions)	1.9	1.7	1.5	1.4	1.6	1.8
Cost Components						
Value of Time ($/hour)	12.43	12.17	11.98	11.71	11.37	11.06
Commercial Cost ($/hour)	66.76	65.76	66.83	66.20	64.27	62.23
Gasoline ($/gallon)	1.14	1.07	1.17	1.30	1.20	1.08
Diesel ($/gallon)	1.19	1.20	1.27	1.40	1.30	1.17
System Performance	**1999**	**1998**	**1997**	**1996**	**1995**	**1994**
Congested Travel (% of peak VMT)	30	31	35	37	37	35
Congested System (% of lane-miles)	27	27	32	32	32	32
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	4,269	4,166	4,383	4,512	4,262	3,595
Rank	74	72	69	64	65	69
Fuel per Peak Auto Commuter (gallons)	22	22	26	26	26	22
Rank	14	14	6	5	5	9
Annual Delay						
Total Delay (1000s of person-hours)	6,072	5,984	6,242	6,479	6,089	5,139
Rank	78	78	73	71	69	74
Delay per Peak Auto Commuter (pers-hrs)	31	32	35	37	35	31
Rank	53	44	25	19	19	23
Travel Time Index	1.15	1.16	1.19	1.21	1.21	1.19
Rank	62	51	35	23	18	22
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (80th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Excess CO_2 Due to Congestion						
Congested CO_2 (million pounds)	86	84	88	91	86	72
Rank	73	71	68	63	63	68
CO2 Per Peak Auto Commuter (pounds)	445	445	519	519	519	445
Rank	16	15	8	5	5	9
Truck Congestion Cost ($ millions)	--	--	--	--	--	--
Truck Commodity Value ($ millions)	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	100	94	99	101	92	75
Rank	77	76	71	69	69	73
Cost per Peak Auto Commuter ($)	657	649	707	740	684	571
Rank	50	46	30	21	21	26

Note: Zeroes in the table reflect values less than 0.5.

The Mobility Data for Cape Coral FL

Inventory Measures	1993	1992	1991	1990	1989	1988
Urban Area Information						
Population (1000s)	250	250	245	245	240	235
Rank	90	89	89	89	88	88
Peak Travelers (1000s)	116	114	110	108	105	102
Commuters (1000s)	108	107	103	101	99	96
Freeway						
Daily Vehicle-Miles of Travel (1000s)	335	330	295	270	255	235
Lane-Miles	40	40	40	40	40	35
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	2,775	2,430	2,205	2,075	2,035	1,975
Lane-Miles	500	475	440	410	390	365
Public Transportation						
Annual Psgr-Miles of Travel (millions)	9.7	9.2	8.9	9.0	8.4	7.5
Annual Unlinked Psgr Trips (millions)	1.8	1.5	1.4	1.2	1.2	1.0
Cost Components						
Value of Time ($/hour)	10.78	10.47	10.17	9.75	9.25	8.83
Commercial Cost ($/hour)	60.84	59.01	57.31	55.03	52.81	50.04
Gasoline ($/gallon)	1.13	1.12	1.10	1.05	1.08	1.00
Diesel ($/gallon)	1.22	1.20	1.24	1.11	1.07	0.99
System Performance	**1993**	**1992**	**1991**	**1990**	**1989**	**1988**
Congested Travel (% of peak VMT)	31	28	26	26	28	29
Congested System (% of lane-miles)	32	32	32	32	32	32
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	3,020	2,317	1,963	1,812	1,845	1,956
Rank	70	73	74	75	72	66
Fuel per Peak Auto Commuter (gallons)	18	15	11	11	11	11
Rank	12	20	29	29	23	17
Annual Delay						
Total Delay (1000s of person-hours)	4,453	3,392	2,863	2,620	2,673	2,837
Rank	73	79	80	81	77	74
Delay per Peak Auto Commuter (pers-hrs)	27	21	18	15	17	18
Rank	28	47	50	59	44	32
Travel Time Index	1.18	1.15	1.13	1.13	1.15	1.16
Rank	18	30	37	31	23	17
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (80th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Excess CO_2 Due to Congestion						
Congested CO_2 (million pounds)	61	47	40	36	37	39
Rank	69	73	73	73	69	64
CO2 Per Peak Auto Commuter (pounds)	371	297	223	223	223	223
Rank	12	18	30	29	25	19
Truck Congestion Cost ($ millions)	--	--	--	--	--	--
Truck Commodity Value ($ millions)	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	63	47	38	33	31	33
Rank	73	79	78	80	77	74
Cost per Peak Auto Commuter ($)	489	361	301	263	260	268
Rank	32	50	53	54	44	33

Note: Zeroes in the table reflect values less than 0.5.

The Mobility Data for Cape Coral FL

Inventory Measures	1987	1986	1985	1984	1983	1982
Urban Area Information						
Population (1000s)	230	225	215	205	200	195
Rank	88	89	89	89	90	90
Peak Travelers (1000s)	99	96	91	87	84	81
Commuters (1000s)	93	90	86	81	79	76
Freeway						
Daily Vehicle-Miles of Travel (1000s)	225	210	205	190	180	170
Lane-Miles	35	35	35	35	30	30
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	1,810	1,745	1,650	1,590	1,470	1,400
Lane-Miles	340	325	300	280	260	250
Public Transportation						
Annual Psgr-Miles of Travel (millions)	6.5	5.0	5.1	5.1	5.1	5.1
Annual Unlinked Psgr Trips (millions)	0.8	0.7	0.8	0.8	0.8	0.8
Cost Components						
Value of Time ($/hour)	8.48	8.18	8.03	7.75	7.43	7.20
Commercial Cost ($/hour)	48.53	46.57	47.83	46.47	44.23	43.08
Gasoline ($/gallon)	1.00	0.98	1.28	1.29	1.32	1.38
Diesel ($/gallon)	0.99	0.97	1.27	1.28	1.31	1.37
System Performance	**1987**	**1986**	**1985**	**1984**	**1983**	**1982**
Congested Travel (% of peak VMT)	25	22	23	20	20	20
Congested System (% of lane-miles)	27	23	22	18	18	18
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	1,473	1,230	1,153	1,024	972	910
Rank	74	74	74	72	71	71
Fuel per Peak Auto Commuter (gallons)	11	7	7	7	7	7
Rank	14	34	31	25	18	17
Annual Delay						
Total Delay (1000s of person-hours)	2,125	1,759	1,636	1,491	1,427	1,352
Rank	79	81	80	81	78	78
Delay per Peak Auto Commuter (pers-hrs)	14	12	12	10	10	10
Rank	46	53	48	51	46	41
Travel Time Index	1.13	1.10	1.10	1.10	1.10	1.10
Rank	21	31	28	25	21	16
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (80th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Excess CO_2 Due to Congestion						
Congested CO_2 (million pounds)	30	25	23	21	20	18
Rank	71	72	72	70	69	69
CO2 Per Peak Auto Commuter (pounds)	223	148	148	148	148	148
Rank	14	36	33	26	20	16
Truck Congestion Cost ($ millions)	--	--	--	--	--	--
Truck Commodity Value ($ millions)	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	23	19	18	15	14	14
Rank	78	80	79	81	77	76
Cost per Peak Auto Commuter ($)	197	161	158	146	138	132
Rank	49	56	55	49	47	45

Note: Zeroes in the table reflect values less than 0.5.

Benefits from Public Transportation Service and Operations Strategies in Cape Coral FL

Operations Strategies	2011	2010	2009	2008	2007
Freeway Ramp Metering					
Percent of Roadway Miles	-	-	-	-	-
Annual Delay Reduction (1000 hours)	-	-	-	-	-
Freeway Incident Management					
Cameras					
Percent of Roadway Miles	6	6	6	6	8
Service Patrols					
Percent of Roadway Miles	85	84	84	84	83
Annual Delay Reduction (1000 hours)	7	7	7	27	25
Arterial Signal Coordination					
Percent of Roadway Miles	78	77	77	77	83
Annual Delay Reduction (1000 hours)	119	117	115	108	179
Arterial Access Management					
Percent of Roadway Miles	45	44	44	44	49
Annual Delay Reduction (1000 hours)	376	369	363	341	537
HOV Lanes					
Daily Passenger-miles of travel (1000s)	-	-	-	-	-
HOV User Delay Savings	-	-	-	-	-
Added Congestion if Operations Treatments were Discontinued					
Annual Delay Reduction (1000 hours)	501	493	484	475	741
Annual Delay Saved per Peak Auto Commuter (hrs)	2	2	2	2	3
Annual Congestion Cost Savings ($million)	11	11	13	13	19
Public Transportation Service	**2011**	**2010**	**2009**	**2008**	**2007**
Existing Service					
Annual Passenger-miles of travel (million)	19	18	18	18	18
Unlinked Passenger Trips (million)	4	3	3	3	3
Added Congestion if Public Transportation Service were Discontinued					
Annual Increase					
Delay (1000 hours)	173	170	167	171	220
Delay per Peak Auto Commuter (hours)	1	1	1	1	1
Congestion Cost ($million)	4	4	4	5	6

Note: Zeroes in the table reflect values less than 0.5.

APPENDIX B - Press Release

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

P.O. Box 150045, 815 Nicholas Parkway East, Cape Coral, Florida 33915
• (239) 244 2220 •

March 27, 2014

MEDIA RELEASE:

Media Contact: Ron Gogoi
Transportation Planning Administrator
(239) 330 2239

LEE MPO WANTS PUBLIC TO REPORT TRAFFIC CONGESTION

FORT MYERS, March 27, 2014 - The Lee County Metropolitan Planning Organization (MPO) is asking the news media to write/broadcast about the MPO's efforts to gather public input on traffic congestion on Lee County roadways, and its online interactive form posted at the MPO's Web Site where the public can report congestion. Newspapers and Radio/TV stations are also being asked to provide a link to this interactive form from their respective web sites. The web address to this interactive form is https://www.surveymonkey.com/s/2014LeeMPOCMS.

Public input on traffic congestion will be also gathered through a survey that will be published in the News-Press on March 29, 2014. Public input through these surveys have been collected annually since 1998 and has been responsible for funding tens of million dollars' worth of traffic operations improvements in Lee County. These traffic operations improvements together with highway capacity improvements on congested roadways called out through this public reporting process have substantially alleviated congestion and increased traffic safety in Lee County roadways over the years benefiting motorists, vulnerable road users, and public transit.

The MPO's Traffic Management Operations Committee will review the responses collected through the surveys and interactive forms, and address problem locations. Where congestion can be alleviated by simply retiming traffic signals, or restriping a travel lane, or other measures that can be conducted as part of routine operations and maintenance, problems may be corrected by local government agencies and the Florida Department of Transportation in a matter of months. Other strategies such as intersection improvements, countywide signal timing update and the more costly ITS deployments will be addressed through the MPO priority process, and implemented with federal funds sub allocated to the MPO.

Some of the improvements implemented as a result of this public reporting include extension of the northbound left turn lanes on US 41 to westbound Gladiolus Drive, the extension of southbound dual left turn lanes on US 41 to eastbound Six Mile Cypress Parkway, addition of a second left turn lane on westbound SR 82 to SB Daniels Parkway, and synchronized signal timings on several corridors such as US 41, SR 82, Chiquita and Santa Barbara. Examples of congestion management projects currently funded as a result of these surveys include addition of a southbound left turn lane on Veronica Shoemaker Parkway to eastbound Colonial, the modification of the Six Mile Cypress Parkway and US 41 intersection by adding a westbound through lane at its eastern approach, the addition of a WB left turn lane on Pine Island Road to SB Santa Barbara Boulevard, the extension of the existing WB left turn lane on WB Pine Island Road to SB Chiquita Boulevard, the modification of the McGregor Boulevard and AW Bulb intersection to add directional left turn lanes to enhance traffic safety and allow better traffic flow, and an Advanced Traffic Management System on the US 41 Corridor to ease congestion and provide better traffic flow. Additionally, the responses from these surveys have sustained the focus and priority on much needed capacity increase on several of our major roadways – I 75, 82, Daniels, Colonial, etc. - which have resulted in the roadways being widened, or they are in the project development phases now.

APPENDIX B - Copy of Survey Distributed to Public

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

TRAFFIC CONGESTION REPORTING SURVEY

Please identify traffic congested locations and describe any measures you think might help alleviate the congestion by filling out the form below and returning it to the Lee MPO *(For reporting multiple locations you may like to make multiple copies of this form). Or, you may choose to complete an interactive form[1] online at* https://www.surveymonkey.com/s/2014LeeMPOCMS.

PLEASE MAIL THE COMPLETED QUESTIONNAIRE TO THE LEE COUNTY MPO BY APRIL 18, 2014
Surveys should be mailed to P.O. Box 150045, Cape Coral, Florida 33915-0045, or faxed to 239 790 2695

1. Location of traffic back up: _____

2. Direction that becomes backed up:

   Northbound Southbound Eastbound Westbound

3. Time of day back up occurs:

   Morning Rush Hour Evening Rush Hour Other: _____

4. How often does back up occur: Daily Seasonally

5. What is the cause of the back up? (i.e. Traffic crashes, signal timing, inadequate turn lane storage, road work etc.)

6. What specific actions would you suggest to alleviate this back up?

7. Do you use any real time traffic information to plan your trip?

   a) Traffic Reports b) 511 c) Other drivers d) Other _____

8. How do you commute to work?

   a) Carpool b) Van pool c) Drive Alone d) Transit
   e) Bicycle f) Walk g) Other_____

9. How do you commute to school/college/university? (If you are enrolled in school)

10. What type of vehicles do you operate?

    a) Car b) Bus c) SUV d) Truck e) Semi-Truck f) Bicycles/Wheelchairs g) Other _____

11. If you have difficulty maneuvering your vehicle on certain roadways please list the locations and the types of movements you have problems executing? (i.e.: making u-turns, left turns, right turns, changing lanes due to lane drops, crossing intersections by bicycles/wheelchairs due to lack of marked crosswalks and pedestrian pushbutton signals, etc.)

12. If you have noticed inadequate sidewalk widths that do not address high volume pedestrian activity, please identify the locations:

[1] A QR code is provided at the top of the page in case you want to use your smart phone and fill an interactive form online by clicking on the Traffic Congestion Reporting Survey icon in the MPO Web Site

APPENDIX B - News- Press Published Copy

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

Here is your chance to gripe about congested locations

The Lee County Metropolitan Planning Organization (MPO) needs your help in identifying congested roads for which it may be able to identify relatively low-cost or "quick fix" improvements to improve the operation and safety of the existing transportation system. Low cost improvements include realigning minor roadways, road signing or striping, installing or synchronizing traffic signals, adding or extending turn lanes at intersections, installing bicycle/pedestrian facilities that encourage non-motorized transportation etc. If you are aware of congested locations, please fill out the questionnaire below, clip and mail it using the above address, or fax to (239) 790-2695, or complete an interactive form online at https://www.surveymonkey.com/s/2014LeeMPOCMS. (***If you have multiple locations to report please make multiple copies of this questionnaire first before filling it)***

1. **Location of traffic back up:** _____

2. **Direction that becomes backed up:**
   Northbound Southbound Eastbound Westbound

3. **Time of day back up occurs:**

   Morning Rush Hour Evening Rush Hour Other: _____

4. **How often does back up occur:** Daily Seasonally

5. **What is the cause of the back up?** (i.e. Traffic crashes, signal timing, inadequate turn lane storage, road work etc.)

6. **What specific actions would you suggest to alleviate this back up?**

7. **Do you use any real time traffic information to plan your trip?**

   a) Traffic Reports b) 511 c) Other drivers d) Other _____

8. **How do you commute to work?**
   a) Carpool b) Van pool c) Drive Alone d) Transit
   e) Bicycle f) Walk g) Other_____

9. **How do you commute to school/college/university?** (For students only)
   a) Car b) Bus c)Walking d)Bicycling
   e) Other_____

10. **What type of vehicles do you operate?**
    a) Car b) Bus c) SUV d) Truck e) Semi-Truck f) Bicycles/Wheelchairs g) Other _____

11. **If you have difficulty maneuvering your vehicle on certain roadways please list the locations and the types of movements you have problems executing?** (i.e.: making u-turns, left turns, right turns, changing lanes due to lane drops, crossing intersections due to lack of marked crosswalks and pedestrian pushbutton signals if you are riding a bicycle or walking, etc.)

12. **If you have noticed inadequate sidewalk widths that do not address high volume pedestrian activity, please identify the locations:**

PLEASE MAIL OR FAX THE COMPLETED QUESTIONNAIRE BACK TO THE MPO BY APRIL 12, 2014

P.O. Box 150045, Cape Coral, Florida 33915-0045 • 239-244-2220 • www.leempo.com

DLetourneau 8/14/14

Comments to Ron & Don re: draft MPO 2014 Congestion Monitoring Report

Thanks for asking me to provide comments on this draft report, specifically on the alternative transportation sections. I always find it interesting to read these annual reports, as they both provide an overview of the transportation projects that have been completed and their intended benefits (very helpful info) AND they remind me how much we're still approaching transportation from the old paradigm of "congestion", LOS, as if expanding lanes is the solution to all problems, a definite auto-centric focus, vs. transportation as access to where people want to go.

I'm sharing with you some comments/thoughts as I've read the report.

II. Road Improvements (p. 2-4)--on all road projects you highlight (just noting these here but the comment goes to the entire report), you should include the bike/ped/transit facilities that were included in those road projects. For example, the discussion of the **Metro Parkway extension project**, it should include the shared use path & bike lanes and providing add'al facilities for walkers & bikers...all modes of transportation.

Three Oaks Parkway--when is the Oriole Rd. extension supposed to be constructed? is it programmed/funded?

Ben Hill Griffin/Treeline--again, this has bike/ped facilities that were included and should be mentioned here.

Veronica Shoemaker/Plantation rd extension: here's what I mean about the "language" we're using in report and message it sends: "In order for traffic to really pick up along the entire stretch and for the corridor to operate as a fully functioning north south alternative, the existing segments with two lanes have to be widened in the future."

Alico Green Meadows--Do we really talk about this as an "expressway"? Don't think this project should be justified as needed to alleviate congestion on Daniels during baseball games..smarter/less costly ways to address that problem, such as transit and bike/ped, etc. Suggest deleting this sentence.

External Factors (p. 4). You cite national data re: reduction in VMT. Don't we have any Lee County-specific data? there's no estimate given here (check the TIGER application, I think it's in there.)...thought MPO had something they were using for LRTP.

Traffic Counts. It's troubling that the actual traffic counts and count sites are down drastically (from 310 sites in 2008 to 84 sites in 2013), making our road traffic counts (which drive the modeling for LRTP) are increasingly not based on real data. As they say, garbage in, garbage out. Is MPO or County doing anything about trying to get more funding to do more site counts so we have better numbers? Without it, we are flying blind and proposing major expenditures for road projects that we don't know whether traffic counts justify them. How concerned is MPO about this?

Concurrency Report. for the past couple of years, I've reviewed and provided public comments on these concurrency reports and your write up is missing the key point...which is...based on this narrow auto-LOS measure (which inherently overstates the need for roads), 91% of Lee county's 342 road segments meet or exceed the LOS standards. this context needs to be given before listing the "failing" roads. I think the constrained roads should be deleted from this list or at least separated into 2 lists so you've got a more accurate list of the roads that are considered "congested" as defined by the one auto-LOS standard. (see my Nov. 2013 comments attached at end)

Daniels by JetBlue Stadium: Good to see discussion of alternative transportation ways to address problems here, and thanks for inclusion of BWL's bike corral demonstrating the interest in biking to facility.

Estero Blvd. & San Carlos Blvd.--here and elsewhere you need to broaden the label you've given the PD & E for San Carlos...it's no longer an "exclusive trolley lane" proposal, it's about redesigning corridor for bike/ped/transit enhanced access. also change label on p. 28 table. I've had this conversation with Don, Carmen, and Ned and I think they were in agreement and were going to change the label.

Gladiolus/Six Mile Cypress--I think one of the reasons that the Metro extension hasn't relieved traffic here is that lots of people have no clue that the Metro extension gives them an alternative to this other route. I think we should be mounting a major education campaign, providing maps online, etc. re: alternative routes that our new roads allow...also need to get GPS features updated quickly because a lot of people just punch it in their GPS and take whatever route it gives them. Do we know if the new road is being factored into the GPS maps ? Good way to test is simply plug in a trip that involves this area and see whether it will take you on Metro extension vs. this bad intersection. I'd like to see your report make some recommendation in this direction.

VI. Traditional Congestion Mitigation Measures

Your first sentence identifies the "problem" I mentioned at beginning of my comments, but doesn't really take it anywhere:

"Road expansion and new roads increase highway capacity and have always been a popular way to address traffic congestion in Lee County." Just because it's been popular doesn't mean it's the most cost effective or consistent with the county's vision, or only way to address the "congestion problem".

After this statement, you then go thru the list of all the widening projects that have been implemented. As mentioned earlier, you should include the add'al bike/ped/transit facilities that were provided with each of these projects so you can see that we've enhanced other modes of transportation facilities in the process...all of them can address "congestion" and give people choices of the mode of transportation they take to access where they want to go.

Roundabouts: p. 32. "Roundabouts are suddenly becoming more acceptable in the US because.." I would suggest revising this sentence...it hasn't been "sudden", and I don't think it's about being "more acceptable"...I think the multiple benefits of roundabouts have been demonstrated and more & more

communities around the country are using them. (Lee County is coming a bit late to the party)..good idea to have clear statement of all the benefits of roundabouts (missing from your list is cost-effectiveness)...think safety improves for everyone, not just bike/ped...reduces fatalities because speed is lower.

Public Transit (p. 38)--your report touts the increased ridership in LeeTran in 2013; however, our 2014 record has been a major step backwards due to the budget cuts, which you note...you can now add the July numbers (see blog post at end with actual ridership number trends for 2014 thru July). Interesting that you are using BWL statements tying budget cuts and loss in ridership...is that because LeeTran isn't authorized to say that? I'm ok with statement...I view it more than "a theory" (assume your sentence in yellow is coming out ("there is no technical analysis to back up this theory.") Your tables on the 2 routes just use 2013 data. would it be useful to add the 2014 data? Last sentence in section (p. 39) re; transit task force...you know it's really defunct now and county doing nothing with their recommendations...not sure how you want to deal with it for report.

Walking and Biking (p. 39-40); I think this is the section I wrote for you back in 2012. It needs to be updated (which I certainly don't have time to do), which I think you can do fairly easily by taking the TIGER application "selection criteria " section which I worked on. All the facts were updated and fact checked as of May 2013. You should use updated figures from there. Below are a few comments/suggested changes in what you've written up:

First sentence, last word should be plans (plural) since you're talking about several local governments. I would delete the sentence "While new roadways...." it is confusing and doesn't add anything.

On your paragraph about the Lee County Comp Plan update (Horizon 2035), you need to frame it differently because the proposed Horizon 2035 plan (of the transportation element is a part) is still not approved and hasn't even gone to the Board yet...hopefully in Fall and 2015. So all these great changes are still just in proposed stage.

Your statement that "FDOT and LCDOT now accommodates bike lanes in resurfacing projects" is not accurate, at least in terms of LCDOT. They do a "complete streets review" which identifies complete streets needs and makes recommendations for future projects. since their resurfacing projects can't expand width of lanes or deal with any permitting issues, unless the road width is already there and they're simply painting the lines differently when they resurface, bike lanes are not being installed as part of resurfacing projects. It's possible that there's been an exception to their process, such as the Daniels widening which put in bike lanes because it was a CIP project, not a regular resurfacing project.

On p. 40, on the CCBP project, I think it's supposed to be completed this November, which you might want to mention. Also, you should include a paragraph on FMB's bike/ped safety committee (It might have been written up in the BPSAP), Bonita's establishment on a bike/ped advisory committee last year, and the City of Fort Myers' important step in implementing their complete streets policy--developing a complete street design manual (like one in Broward) under leadership of their BPAC, which is nearing completion. I think all these types of local accomplishments are contained in BWL's 2013

Accomplishment report (here's link: http://www.bikewalklee.org/BWL_PDFs/BWL_facts/2013accompBWL.pdf)

Under paragraph about recognitions, you need to add the second BWL 2013 Complete Streets Champion of the Year award--the one to the City of Cape Coral and CCBP for the 90 mile bike route. again, you can find write-up about that in our accomplishments. On the BFC designation for Sanibel, you may want to mention that city has just applied for continuation of designation (existing from 2010-2014).

Section of Increases in Alternative transportation mode shares: p. 41

In second paragraph, you should add that Bonita Springs City Council is now developing a complete streets program (voted on 8/12/14 to instruct staff to develop a complete streets ordinance for their consideration).

Third paragraph, see if TIGER has updated data..or check Google for AARP updated report...same with the AAA report cited in next paragraph.

With respect to ACS and Household surveys, the reports are done every year and there will be a 2013 or 2014 one up on the Census website. Note that the table on p. 42 needs to be updated...the Alliance for Biking and Walking has a 2014 Benchmarking Report (I gave Andy Getch my extra copy of it).

Land Use section (p. 44)

I see you have a write up on the Cape Coral TCEA. What about the CRA in downtown Fort Myers? the new CRA-type structure for downtown Bonita?

Section on PD & E studies, p. 45-47

Interesting to read all of these together and to see how many of these studies are on hold, were canned, i.e. collecting dust. On the Second Street P D & E study (FM), could you remind me why this is on hold? isn't it connected to something else that the city asked the MPO to explore? If so, should probably mention here.

Bonita changes--p. 48

Lots of changes in Bonita that mean you need to update both the BB Rd/US 41 PD & E study (will have exact language after the 8/22 MPO Board meeting); on Bonita Beach corridor issue, think you need to add re: Bonita's vote to stop their funding contributions to Phase II of BB Rd. widening project; and the action they've taken to fund a BB Rd. vision study.

Cape transit study, p. 50-51

You say that study was completed in June 22, 2012 and that city was supposed to select preferred alternative. have they done that? think report should provide status.

FMB/San Carlos Trolley studies, p. 51-52

Again, I think the name of the newest "trolley lane study" should be changed throughout and incorporate here.

Sanibel traffic studies (p. 55)

the 2 traffic calming studies mentioned here have been completed so you may want to get update from city and include.

Reason Foundation study (p. 56)

If you have to include this study, you should add a date of the study...it's clearly been overtaken by events and the new funding realities.

DLetourneau

BikeWalkLee Comments on 2013 Annual Concurrency Report

11/19/13 BoCC Agenda Item #2A

- Transportation Concurrency report provides a functional assessment of the condition of our roadways, that is directly relevant to the walk-on item on today's agenda.

- This report measures roadway performance against the County's established Level of Service or LOS standards--standards based exclusively on automobile congestion.

- This exclusive focus on auto-LOS has resulted in over-designed roads to handle capacity that only occurs at the **very heaviest travel periods -** the most congested hour of the most congested month of the year.

- It is like designing shopping mall parking lots to handle the volume of traffic on Christmas Eve or Black Friday--peak shopping days.

- Many states and communities around the country are moving away for primary reliance on auto LOS for transportation planning.

- Understanding the inherent bias embedded within this measure, which overstates the need for road capacity, let's look at what this Concurrency Report tells us about the state of "congestion" on our roads.

- Lee County has 342 road segments - **91% of them were built beyond the capacity established by even these biased LOS standards.**

- **Not only are most of our roads overbuilt, the extent to which they are overbuilt is by a wide margin, when actual traffic is measured against the capacity of the road.**

- **This means our current roadways can carry a great deal more traffic than they are currently carrying before any new lanes or roads would be needed.**

- Specifically, here's what the report says about the four road projects in your CIP agenda item in terms of road capacity versus actual traffic levels last year.

    - Estero Blvd. has traffic counts that are 83-90% of capacity. (90% if you extrapolate from 1 segment of updated traffic counts to the other 3 segments that had no new counts).
    - Burnt Store Rd. traffic is currently at 55% of capacity.
    - Homestead Rd. is at 48% of capacity.
    - Alico Rd. is only at 18%.

- **The concurrency report confirms that you are making the right decision to make and keep the Estero Blvd. improvement project your #1 priority.**
    - Note that Estero Blvd. is constrained road, so the improvements are to provide multi-modal solutions to traffic, not expand lanes.

- On the other hand, it also confirms the position of BikeWalkLee, LPA, CSAC, and others, that the Alico Rd. project is not needed at this time.

- With the exception of Estero Blvd., none of the other projects are addressing an urgent need, as measured by the county's own standards....standards that already overstate the need for road capacity.

DLetourneau 11/17/13

Thursday, August 7, 2014

LeeTran ridership numbers continue to slide

Since the budget cuts in November which reduced evening and weekend LeeTran services, BikeWalkLee has been tracking the monthly ridership numbers and has continued to express our concerns about the impact of these cuts. July numbers are now in and the trend continues.

At the Aug. 7th MPO committee meetings, LeeTran reported that in July, ridership was down 4.72% (compared to the same month the previous year). The following are the monthly numbers (compared to the same month the previous year):

October 2013: +2.49% (before cuts)

Nov. 2013: -3.55%

Dec. 2013: +1.95%

Jan. 2014: -8.36%

Feb. 2014: -2.19%

March 2014: -4.55%

April 2014: -0.09%

May 2014: -7.50%

June 2014: -1.65%

July 2014: -4.72%

The consistent ridership reductions are **e**vidence of the negative impact these cuts are having on the transit system overall and on individual lives of our citizens who rely on transit to get to work and lead independent and productive lives. Since the cutbacks went into effect in mid-November,

ridership numbers have fallen for the first time in years, after several years of record-breaking increases in ridership**.**

BikeWalkLee has consistently opposed cuts in LeeTran services and has called on commissioners to restore these cuts in next year's budget (see links below). The County's draft budget includes an option for restoring the FY 13-14 cuts to transit, adding $358K to the "continuation" budget. BikeWalkLee supports the adoption of the county's draft budget transit proposal. To date, the Board has been receptive to restoring last year's transit cuts but no vote has been taken so this is still an outstanding issue for the Board to decide.

On Aug. 12th, the County Commissioners will hold a budget meeting exclusively to hear public input on the proposed budget. It is important that the commissioners hear from the public on this issue before making their decision. Click here for BikeWalkLee's Action Alert about the Aug. 12th meeting for details about how to participate.

Previous BikeWalkLee communications on transit:

See BikeWalkLee's July 26th blog post, BikeWalkLee's May 25th blog post, BikeWalkLee's April 18th blog post, BikeWalkLee's April 10th blog post, and BikeWalkLee's April 8th letter to BoCC members, requesting the Board to restore the LeeTran service cuts in the County's "continuation budget" for FY 2014-15.

Posted by Darla at 8:38 PM

Agenda Item 4
BPCC 8/26/14

REPORT ON FINDINGS OF THE LCSO BICYCLE PEDESTRIAN EDUCATION/ ENFORCEMENT EVENTS

RECOMMENDED ACTION: This is not an action item. The LCSO will report the results and findings from bicycle pedestrian education and enforcement events that they recently conducted.

The Lee County Sheriff's Office (LCSO) had attended the June BPCC meeting to seek input on local agency partnerships in a High Visibility Awareness, Education and Enforcement Campaign. The objective of this state funded effort was to reduce traffic crashes and fatalities involving pedestrians and bicyclists by picking four "hot spot" crash locations and conducting selected traffic enforcement and education. The four high crash locations were selected based on crash data from 2007 through 2013. The LCSO has now completed all the events tied to this Campaign.

At the August 26th BPCC meeting, Lieutenant Petracca from the LCSO will report the results and findings from these events.

Agenda Item 5
BPCC 8/26/14

REPORT ON SR 78 AND DEL PRADO BOULEVARD SITE REVIEW

RECOMMENDED ITEM: This is not an action item. A report on the findings of the Lee County Community Traffic Safety Team Site Review will be provided to the committee.

The Lee County Traffic Safety Team conducted a site review at the Pine Island Road (SR 78) and Del Prado Boulevard intersection on May 28th. The site review was conducted in response to bike/ped issues at this intersection. Chairman Jansen will provide a report on the findings of the site review at the August 26th BPCC meeting.

Agenda Item 6
BPCC 8/26/14

PRESENTATION ON THE BICYCLE/PEDESTRIAN SAFETY AUDIT REPORT

RECOMMENDED ITEM: This is not an action item. Staff will provide a presentation on the recommendations of the **attached** Bicycle/Pedestrian Safety Audit Report.

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

1. SR 78 (SW Pine Island Rd.) at Santa Barbara Boulevard [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 Boulevard at Six Mile Cypress Parkway/Ortiz Avenue [City of Fort Myers]

FDOT has now developed a final draft of the audit report after taking input from the participating agencies. Staff will present the recommendations from the report at the August 26th BPCC meeting.

Tabulation of Safety Issues and Suggestions:
The following tables present a summary of the issues and safety suggestions identified during the bicycle/pedestrian Road Safety Audits for the four locations. The issues are presented by location and then divided into three tables, short-term issues, mid-term issues and long-term issues.

SR 78 (Pine Island Road) and Santa Barbara Boulevard

Short-term Issues:

Issue	Suggestion	Responsible Entity
Influence of Intersection Skew and Corner Radii on Speed of Right Turns	With respect to the high speed northbound-to-eastbound turning movement and the position of the bicycle lane within the acceleration taper, consider installing additional pavement markings at the corner to delineate a turning radius which eliminates the acceleration taper and guides the turning vehicle directly into the eastbound travel lane. This should moderate turning speeds and reduce potential conflicts with bicyclists within the marked bike lane. (See photo at right for similar treatment on SR 78.)	FDOT
Configuration of Raised Islands and Orientation of Corner-to-Island Crosswalks	1. Consider installing regulatory TURNING VEHICLES YIELD TO PEDESTRIANS signs (R10-15) in advance of the intersection at each of these two right turn lanes. These will be visible to all approaching drivers and remind them of their obligation to yield to pedestrians within the crosswalk. In conjunction with the R10-15 signs, consider installation of triangular yield lines in advance of the crossing to complement the signs. 2. Consider moving the marked crosswalk between the corner and the island further up the right-turn lane (toward approaching traffic) to place it more in the direct line of sight of the approaching driver.	FDOT
Lack of Connectivity Between Businesses and Corner Crosswalks	As part of any short-term effort to implement suggested safety countermeasures, consider contacting the Taco Bell and Walgreens management to ascertain their willingness to provide a suitable pedestrian pathway from the business portal to the right-of-way line/back of sidewalk. The City of Cape Coral and/or FDOT could then complete the connection to the corner sidewalks within the public right-of-way, as necessary.	Lee County, City of Cape Coral, FDOT
Portions of Block Wall on Sidewalk	As part of the previous short-term suggestion regarding seeking cooperation from Walgreens to improve pedestrian access, seek a means to stabilize the wall or replace it with a monolithic structure.	City of Cape Coral
Low Hanging Foliage	Trim branches to a height above eight feet.	City of Cape Coral

Mid-term Issues:

Issue	Suggestion	Responsible Entity
Absence of Sidewalks on SR 78	Consider constructing sidewalks along both sides of SR 78, at least from Nicholas Parkway NW on the west to Cultural Park Boulevard on the east, a distance of 1.8 miles. (There is a Sam's Club development underway on the north side of SR 78 at its intersection with Hancock Bridge Parkway which will provide a five-foot sidewalk throughout its frontage.) Sidewalks between these flanking intersections would provide a much safer	FDOT

Issue	Suggestion	Responsible Entity
	pedestrian and bicycle access to the intersection from nearby businesses and connectivity to surrounding residential neighborhoods.	
Configuration of Raised Islands and Orientation of Corner-to-Island Crosswalks	Consider reconfiguring the raised islands to eliminate the curved alignment of the turn lane in favor of a narrower, triangular design which better orients the driver to judge traffic approaching from the left and to improve sight lines between driver and pedestrian.	FDOT
Non-conforming Manhole Cover	Consider replacing the nonconforming manhole covers in the vicinity of these two intersections where there is pedestrian activity.	City of Cape Coral

Long-term Issues:

Issue	Suggestion	Responsible Entity
Influence of Intersection Skew and Corner Radii on Speed of Right Turns	Consider physically reducing the corner radii and eliminating the acceleration tapers on the northwest and southeast corners. This will not only moderate turning speeds and reduce potential conflicts with bicyclists; it will also shorten the length of the east and west crosswalks, thereby reducing pedestrian crossing distance.	FDOT
Configuration of Raised Islands and Orientation of Corner-to-Island Crosswalks	In the future, should pedestrian and bicycle traffic volumes increase substantially and crash experience related to the free-flow right turn lanes develops, consider removing the raised islands, reducing the corner radii, and bringing the two right turn movements under signal control. This would allow elimination of the two unprotected crosswalks to the islands and result in shorter pedestrian crossing distances. (Consideration of any significant intersection modifications should include a thorough assessment of overall traffic operations and safety and the relative needs to service bicyclists/pedestrians and vehicular traffic.)	FDOT
Lack of Connectivity Between Businesses and Corner Crosswalks	Consider developing and employing effective strategies to strengthen site development ordinances and codes to ensure businesses provide suitable and safe pedestrian walkways to fronting sidewalks and nearby crosswalks at corner properties.	Lee County, City of Cape Coral, FDOT

SR 80 (Palm Beach Boulevard) and Marsh Avenue

Short-term Issues:

Issue	Suggestion	Responsible Entity
Location of East Leg Crosswalk	Consider installing a regulatory TURNING VEHICLES YIELD TO PEDESTRIANS sign (R10-15) in advance of the intersection. This will be visible to all approaching drivers and remind them of their obligation to yield to pedestrians within the crosswalk.	City of Ft. Myers
Location of West Leg Crosswalk	Consider installing a regulatory TURNING VEHICLES YIELD TO PEDESTRIANS sign (R10-15) in advance of the intersection for southbound-to-westbound right turning vehicles.	City of Ft. Myers
Absence of Sidewalk on Marsh Avenue	Consider constructing a section of sidewalk along the west side of Marsh Avenue between Glenwood Avenue and the southwest corner of the SR 80 intersection. Steel posts at the boundary of the used car lot fronting this	City of Ft. Myers

Issue	Suggestion	Responsible Entity
	section suggest that there may be sufficient right-of-way to easily construct this improvement.	
Visibility of Crosswalk Markings	Consider restriping the crosswalks to improve their visibility and to conform to Department standards.	FDOT, City of Ft. Myers
SR 80 Speed Limit	Consider conducting speed studies in this section of SR 80 to determine if lowering the speed limit to 40 MPH is justified and prudent.	FDOT
Lack of Pedestrian Walkway Between Walgreens and Intersection Crosswalks	Consider contacting Walgreens management to ascertain their willingness to participate in improving intersection safety by providing a proper pedestrian pathway from the business portal to the corner sidewalk near the crosswalks.	Lee County, City of Ft. Myers, FDOT
Sight Obstructions at Alley-way	Consider enforcing any existing ordinances to remove or trim the shrubbery. (RSA team members noted that the bushes have been a concern for the United Way and Goodwill agencies whose employees and patrons utilize the parking lot.)	City of Ft. Myers
Sight Obstructions at Driveway	Consider enforcing any existing ordinances to remove or trim the shrubbery.	City of Ft. Myers
Signal Back Plates and Reflectorized Borders	Consider assessing the capability of the mast arm assemblies to accommodate reflectorized back plates for all signal heads to enhance their visibility to approaching traffic.	FDOT
Delamination of Tactile Warning Material	Repair delaminated area.	FDOT

Mid-term Issues:

Issue	Suggestion	Responsible Entity
Location of East Leg Crosswalk	Consider repositioning the east leg crosswalk to move the southern terminus much closer to the corner. Ideally, the two crosswalks converging at the south east corner would be aligned such that they would be in line with the approaching sidewalks. The absence of drainage structures on the corner radius may allow this to be easily accomplished for both the east leg crosswalk and the south leg crosswalk. The northeast corner has a large radius to accommodate truck turning movements to industrial areas north of the intersection. Therefore, opportunity to align the crosswalk with the northeast sidewalk is limited unless the radius was greatly reduced. The approximate crosswalk length after repositioning would be about 100 feet; the current pedestrian signal countdown period is 25 seconds, which would have to be increased by 4 seconds.	FDOT
Location of West Leg Crosswalk	Consider repositioning the west leg crosswalk to move the northern terminus closer to the corner. If repositioned to align with the sidewalk on the west side of Marsh Avenue, the existing pedestrian signal countdown period would be adequate. (The east crosswalk length will dictate the north-south WALK and countdown periods.)	FDOT
Mid-Block Crossings at Bus Stops Near Glenwood Avenue	Consider assessing the practicality of constructing a small, raised island within the center lane (southern portion of northbound left-turn lane) on Marsh Avenue, just south of Glenwood Avenue. The island would have an at-grade pass-through for pedestrians and curb ramps and sidewalk tie-ins on each side of Marsh Avenue. (A major consideration would be the shortened northbound left-turn storage length, especially since the left turns from Marsh Avenue are protected only. Conversion to protected-permissive might allow left	City of Ft. Myers

Issue	Suggestion	Responsible Entity
	turning vehicles in the queue to clear the intersection each cycle.)	
Nighttime Visibility of Crosswalks	There are traffic signal mast arm assemblies located on the northeast and southwest corners of the intersection. Consider assessing the possibility of installing additional light fixtures atop the support columns to provide enhanced illumination of the crosswalks.	FDOT, City of Ft. Myers
Depression in Sidewalk	Consider replacing the depressed section of sidewalk and regrading the utility strip to improve runoff.	FDOT
Overhead Street Name Signs	Consider the installation of internally illuminated street name signs on the mast arm assemblies per FDOT standards.	FDOT
Signal Back Plates and Reflectorized Borders	Consider assessing the capability of the mast arm assemblies to accommodate reflectorized back plates for all signal heads to enhance their visibility to approaching traffic.	FDOT
Brightness of School Crossing Signs	Consider scheduling replacement of existing sign panels with new panels.	FDOT

Long-term Issues:

Issue	Suggestion	Responsible Entity
Sidewalk and Inlet Top Grade Differential	As part of some future project, consider adjusting the grade of the inlet top to match the surrounding sidewalk grade. In the interim, maintain the quality of the yellow markings.	FDOT
Slope of Curb Ramps	With the addition of a raised edge at the back of sidewalk, it appears that the grades on the curb ramp and adjoining sidewalk could be modified to lessen the slope. As part of some future project, consider adjusting the grades of the ramps.	FDOT

Colonial Boulevard and Six Mile Cypress Parkway

Short-term Issues:

Issue	Suggestion	Responsible Entity
Configuration of Raised Islands and Orientation of Corner-to-Island Crosswalks	Consider installing TURNING VEHICLES YIELD TO PEDESTRIANS regulatory signs (R10-15) adjacent to the right turn lanes on the eastbound, westbound and southbound approaches. These will be visible to all approaching drivers and remind them of their obligation to yield to pedestrians within the crosswalk. In conjunction with the R10-15 signs, consider installation of triangular yield lines in advance of the crossing to complement the signs. 2. Consider moving the marked crosswalk between the corner and the island further up the right-turn lane (toward approaching traffic) to place it more in the direct line of sight of the approaching driver.	FDOT
Lack of Connectivity Between Businesses and Corner Crosswalks	Consider contacting the management of the Walmart plaza and Colonial Corners to determine their ability and willingness to provide suitable pedestrian pathways from the parking areas to the roadway right-of-way/back of sidewalk at the corners with Lee County and/or FDOT completing the connection on public right-of-way, as necessary. Such pathways might include piped berms with sidewalks or elevated walkways.	Lee County, City of Ft. Myers, FDOT
Multiple YIELD Signs	Assuming that the TURNING VEHICLES YIELD TO	FDOT, Lee County

Issue	Suggestion	Responsible Entity
	PEDESTRIANS regulatory signs (R10-15) are installed in advance of the crosswalks, consider placing a single YIELD sign to regulate right turning vehicles per MUTCD requirements. Also, consider installing triangular yield line pavement markings in advance of the three crosswalks.	
Trip Hazard in Raised Island	Replace the missing concrete section.	FDOT
Condition of Colonial Boulevard Bus Stop	Consider regrading and resodding the grassed shoulder to restore proper drainage of storm water.	FDOT, LeeTran, Lee County
Right Turn Movements from Rolfes Road onto Colonial Boulevard	Consider physically narrowing the throat of the exit by realigning the curb to form a definitive single lane exit. The crosswalk length could also be shortened. (Bringing the northbound-to-eastbound right turn under signal control at the main intersection should create sufficient gaps in traffic to ease the queuing at the Rolfes Road exit onto Colonial Boulevard.)	FDOT, City of Ft. Myers
Pushbutton Orientation on Pedestrian Signal Assemblies	As part of upcoming Lee County right-turn lane project, which will install additional pedestrian signals, consider having the signal contractor rotate each pedestrian signal pole 90 degrees and reset signal displays to orient the pushbuttons and sign panels in accordance with MUTCD guidelines.	FDOT

Mid-term Issues:

Issue	Suggestion	Responsible Entity
Configuration of Raised Islands and Orientation of Corner-to-Island Crosswalks	Consider reconfiguring the raised islands to eliminate the curved alignment of the turn lane in favor of a narrower, triangular design which better orients the driver to judge traffic approaching from the left and to see the pedestrian crossing. (District One staff advised that their roadway design engineers are currently developing such an island design.)	FDOT
Poor Condition of Intersection Pavement	Consider resurfacing the intersection and its approaches to reduce the skidding potential. (Subsequent to the RSA field review, Lee County Department of Transportation personnel advised that there is a County resurfacing project scheduled for this section of Six Mile Cypress Parkway in FY 2015.)	FDOT
Location of Bicycle Warning Signs	Consider replacing the existing BICYCLE warning signs with fluorescent yellow-green combination BICYCLE/PEDESTRIAN (W11-15) warning signs and DIAGONAL DOWNWARD ARROW plaques (W16-7P). The more vibrant signs will have a higher target value and will more accurately represent the type of traffic likely to be encountered at the crosswalk. If practical, a strategy to place the signs on the raised islands to the left of turning vehicles would place the sign in direct view of the approaching driver. Regardless of the signing strategy employed, it would be beneficial to adopt standard area wide treatments for uncontrolled crosswalks which serve multi-use paths between corners and raised islands.	FDOT, Lee County
Alignment of Shared Use Path	As part of some future project, consider curving the path to provide better alignment toward the crosswalk terminus on the corner.	FDOT, Lee County
Condition and Pattern of Crosswalk Markings	Apply new markings at the intersection as needed, including high emphasis crosswalk markings at the free flow right turn lane crossings.	FDOT
Condition of Colonial Boulevard Bus Stop	Consider construction of modern bus shelter with ADA-compliant paved landing area and connection to shared	LeeTran

Issue	Suggestion	Responsible Entity
	use path.	
Grade of Shared Use Path	Consider reconstructing that portion of the shared use path, raising the grade to eliminate the standing water which impacts the travel of pedestrians and bicyclists.	FDOT, Lee County

Long-term Issues:

Issue	Suggestion	Responsible Entity
Configuration of Raised Islands and Orientation of Corner-to-Island Crosswalks	In the future, should pedestrian and bicycle traffic volumes increase substantially and crash experience related to the free-flow right turn lanes develops, consider removing the raised islands, reducing the corner radii, and bringing the three presently unsignalized right turn movements under signal control. This would allow elimination of the three unprotected crosswalks to the islands and result in shorter pedestrian crossing distances. (Consideration of any significant intersection modifications should include a thorough assessment of overall traffic operations and safety and the relative needs to service pedestrians/bicyclists and vehicular traffic.)	FDOT
Lack of Connectivity Between Businesses and Corner Crosswalks	Local development review agencies and FDOT access management officials are encouraged to adopt ordinances and/or policies which ensure suitable and safe access for pedestrian traffic as well as vehicular traffic on future site development plans.	Lee County, City of Ft. Myers, FDOT

US 41 (Tamiami Trail) and Six Mile Cypress Parkway

Short-term Issues:

Issue	Suggestion	Responsible Entity
Absence of Pedestrian Signals at Dual Right Turn Crosswalk	Consider the installation of pedestrian signals for the dual right turn crosswalk at the earliest opportunity.	FDOT
Intersection Signing for Shared Use Path	Consider installing fluorescent yellow-green combination BICYCLE/PEDESTRIAN (W11-15) warning signs and DIAGONAL DOWNWARD ARROW plaques (W16-7P) on the islands in the northwest and northeast corner of the intersection. This appears to be the dominant crosswalk utilized by recreational bicyclists. The more vibrant signs will have a high target value and warn drivers that they should be watchful for bicyclists and pedestrians at or near the islands.	FDOT, Lee County
Lack of Connectivity Between Businesses and Corner Crosswalks	Consider contacting the management of the businesses on the corners of the intersection to determine their ability and willingness to provide suitable pedestrian pathways from the parking areas to the roadway right-of-way at the corners. Such pathways might include piped berms with sidewalks or elevated walkways.	Lee County, FDOT
Deep Drainage Ditch Behind LeeTran Bus Stop	Consider installing a section of pedestrian handrail to shield transit users from the ditch slope.	FDOT, LeeTran

Mid-term Issues:

Issue	Suggestion	Responsible Entity
Raised Island Design	As part of the District One project to construct a third through lane on the westbound Six Mile Cypress	FDOT

Issue	Suggestion	Responsible Entity
	Parkway approach, consider removing the three aforementioned islands, replacing them with more modern, contoured islands which will not collect debris and will better accommodate bicyclists travelling in pairs.	
Position of Bicycle Lanes	Consider a more thorough assessment of this situation, and other similar situations that may exist in the Ft. Myers area, to determine the best marking strategy for bicyclist safety. With six, 12-foot through lanes and a wide median on US 41, there may be an opportunity to create a wider bike lane or bike track separated from travel lanes by striped buffer zones.	FDOT, Lee County
Reflectorized Signal Back Plates	Consider installation of reflectorized back plates for all signal heads in the next project involving signalization at the intersection.	FDOT
Ponding on Shared Use Path	Consider regarding the grassed slopes adjacent to the shared use path to allow water to flow into the retention area.	Lee County
Overhead Street Name Signs	Consider the installation of internally illuminated street name signs on the span wire columns in place of the aluminum panel signs.	FDOT
Pedestrian Handrail Terminus	Consider retrofitting a flared widening of the sidewalk at the pole to allow bicyclists to easily steer around the light pole without risking impact with the handrail.	FDOT

Long-term Issues:

Issue	Suggestion	Responsible Entity
Absence of Sidewalk on Gladiolus Drive	Consider constructing the missing section of sidewalk/pathway on the south side of Gladiolus Drive to complete the continuous network of pathways which exists on both sides of these two principle arterials for many miles from their intersection. (A shared use path on the south side of Gladiolus from US 41 to Maida Lane (1.1 miles) is among a number of projects on the Lee County MPO Bike Ped Plan priority list which will be evaluated later this year by the Lee County Bicycle/Pedestrian Advisory Committee.)	Lee County
Lack of Connectivity Between Businesses and Corner Crosswalks	Local development review agencies and FDOT access management officials are encouraged to adopt ordinances and/or policies which ensure suitable and safe access for pedestrian traffic as well as vehicular traffic on future site development plans.	Lee County, City of Ft. Myers, FDOT

Agenda Item 7
BPCC 8/26/14

STAFF UPDATE ON ONGOING PROJECTS

RECOMMENDATION: This is not an action item. Staff will provide updates on ongoing projects.

MPO staff will provide updates on ongoing projects including the Countywide Bus Pullout Study, the US 41 Corridor Bus Queue Jump Study, and the LCCSI Implementation project.

INFORMATION AND DISTRIBUTION ITEMS

1. City of Sanibel's Federal Lands Access Program Grant Application

Eastern Federal Lands Access Program Project Application

BASIC PROJECT INFORMATION

Project Name (Please provide a brief project description): J. N. "Ding" Darling NWR Access & Safety Improvements

Local Route Number (or nearest road): Sanibel Captiva Road

Agencies with Jurisdiction (authority to control traffic): City of Sanibel

Agency currently maintaining facility: City of Sanibel

What are the Primary Visitor Destinations? J. N. "Ding" Darling National Wildlife Refuge

Do FLMA, StateDOT and facility owner agree that the project is an Economic/Visitation Generator? ☑ Yes ☐ No

Do FLMA, StateDOT and facility owner agree that the project is a priority? ☑ Yes ☐ No

Functional Classification:

☐ National Highway System ☐ Arterial ☐ Major Collector ☐ Minor Collector ☑ Local Road ☐ Other

Termini (mileposts or landmarks): State N/A if Not Applicable

Begin: Tarpon Bay & San-Cap Rd. End: Wulfert Rd. & San-Cap Rd.

Project Length: 2,530' Miles: see attached exhibit

Road/Facility Width, Existing: n/a Road/facility width, Proposed: 8'

Posted speed limit of facility: n/a Proposed speed limit of facility: n/a

Design speed: n/a

Project is designed to the following standard:

☐ AASHTO ☐ State ☑ Local Government ☐ Federal Lands Highway (FLH) ☐ Other

Project will be delivered by: ☑ Local Public Agency ☐ State DOT ☐ Eastern Federal Lands ☐ Other

Public land unit(s) involving FLMA:

J. N. "Ding" Darling National Wildlife Refuge

Location of Project

City: City of Sanibel

County: Lee County

State: FL

Congressional District(s): 19th - Vacant

Latitude/longitude: Lat 26.4451757 Long -82.11349469999999

Federal Land Management Agencies managing the above unit(s):

- ☐ Bureau of Land Management
- ☑ Fish and Wildlife Service
- ☐ Forest Service
- ☐ National Park Service
- ☐ U.S. Army Corps of Engineers
- ☐ Other (e.g. DOD, BOR)

If Other, specify:

☑ Signature of acknowledgement by FLMA

Printed Name: Paul Tritaik, Refuge Manager

Phone: 239-472-1100

E-mail: dingdarling@fws.gov

Type of Project Proposed: Check all that apply

- ☑ Design
  - ☑ Preliminary Engineering
  - ☑ Environmental (NEPA document)
  - ☑ Right of Way
- ☑ Construction
  - ☑ Paving, road base or surface course projects
  - ☑ Safety enhancements or structures
  - ☐ Minor drainage structures (culverts)
  - ☐ Major concrete structures/bridges
  - ☑ Bicycle/pedestrian facility
  - ☐ Construction Contract
  - ☐ Construction Engineering Services
- ☐ Planning/Technical Study or Research
- ☐ Other (e.g. Intermodal or transit facilities, transit staffing, ITS, environmental mitigation, education/outreach)

If Other, specify:

Eastern Federal Lands Access Program Project Application

Right-of-Way Acquisition:

Is Right-of-Way acquisition, including easements, required? If Yes, please explain. If No, then proceed to Utilities item. ☑ Yes ☐ No ☐ Not Applicable

Yes, additional ROW from the NWR to widen and/or create the space for a Path.

Classification of right-of-way required for project:

☐ Extensive (5 or more owners) ☑ Minor (1-4 owners)

How does the applicant plan to acquire and pay for right-of-way?

Donation from the NWR.

Estimate of how long it will take to acquire right-of-way or easements? Describe key issues and circumstances

We estimate six months in order to account for all the layers of approval necessary. Issues or concerns are not anticipated.

Utilities: Identify Utilities in the roadway corridor: Relocation of minor pedestal cable boxes.

Would relocation be required? ☑ Yes ☐ No

What funds will be used for utility relocation? local match

Estimate how long it will take to coordinate or relocate utilities? Describe the key issues and circumstances.

We estimate that the utility issues can be handled within six weeks.

Project History:

☑ Application is for a new project where none currently exists.
☐ Application is for an expansion or enhancement of an existing project.
☐ Application is for rehabilitation, replacement, etc. of an existing project.
☐ Application is for "other" type of project. Describe:

What is the project's status? Recommended action from a comprehensive study.

Does the project have preliminary engineering? Yes ☐ No ☑

Is the project shovel ready? Yes ☐ No ☑

Anticipated NEPA Document Type? Environmental Assessment

Are environmental documents ready? Yes ☐ No ☑

What permits are anticipated for this project? Possible Florida DEP Environmental Resources Permit for mangrove removal along Tarpon Road. None for the Refuge exit.

Have any permits been acquired? Yes ☐ No ☑

Has any permit agency coordination been conducted? Yes ☐ No ☑

What is the amount and source of project match: $ 125,500 Sanibel Capital Improvement Fund

Does the project have additional funding more than the required 20%? Yes ☑ No ☐

How much is the additional match? $ $6400 or 1% (Between 21-30%)

Eastern Federal Lands Access Program Project Application

Access Program Funding Requested	Total Capital Cost of Project at Completion (All sources)
$ 470,000	$ 595,500

Is funding available from sources other than Access Program funds? ☑ Yes ☐ No
If answer "Yes," please specify funding levels per source below:

State $	Local $ 125,500	Federal (other sources) $	Private sources $

CONTACT PERSON FILLING OUT THE APPLICATION (REQUIRED)

Name: Keith Williams	Phone: 239-472-6397
Position: Director of Public Works	E-mail: Keith.Williams@mysanibel.com

Address: 800 Dunlop Road, Sanibel, FL 33957

OTHER PROJECT SPONSORS (in addition to funding recipient)

PRIORITIZATION FACTORS (check all that apply)

☑ If a State, Tribal, or local government entity is proposing the project, the applicant is submitting a letter of support from the Federal land management agency or agencies affected.
☑ The project is consistent with the metropolitan, statewide and/or regional planning process.
☐ The project is currently on the Statewide Transportation Improvement Plan (including transit, bike and pedestrian projects)
☑ The project is consistent with agency plans.
☑ If this is an implementation project, all reasonable alternatives, including a non-construction option, were analyzed before proposing this project.

BASIC PROJECT DATA

Number of Visitors (Annual): over 700,000 Daily Number of Visitors (Peak season): 2,290

What time of the year does your land unit experience Peak Visitation?
☐ Spring ☐ Summer ☐ Fall ☑ Winter

Provide any available traffic data from recent counts or other documented sources:

	Current	20-Year Projection	Data Source
Average Daily Traffic (ADT)	1,800	2,255	Refuge
Seasonal Average Daily Traffic	2,290	2,750	Refuge
Recreation Visitor Days (RVD)	365	365	Refuge
% ADT as FLMA visitors/users	100 %	100 %	Refuge

Note: If no data (i.e., counts) are available, please estimate range. (<200, 200-500, 500-1000,>1000 vehicles per day)
The refuge is at its full capacity for parking--not determined for visitation.

What percent of that capacity is the site operating at during peak periods? 90+ % ☐ Not Applicable

Eastern Federal Lands Access Program Project Application

BASIC PROJECT DATA (CONTINUED)

Current parking shortages during peak visitation: The parking on-site is 100% full. Off-site parking is available.

Current Number of Persons who use the alternative transportation system (if one already exists): 195 bikes/day (average number of visitors/daily at peak) OR (annual number of users/riders)

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: 220/d (average number of visitors/daily at peak) OR (annual number of users/riders)

Does not apply: This does not include pedestrians who also use the Path system.

Is there an anticipated increase in impervious surface with this project? ☑Yes ☐No

If "Yes," please provide anticipated area of increase: 20240 square feet

Is there an anticipated increase in wildlife habitat connectivity? ☐ Yes ☑ No

If "Yes," approximately how many acres would be connected by the project?

What context-sensitive designs will be utilized to reduce visual resource impacts from parking and roads on visitor experience?

Extensive planting of native landscaping.

Is there an anticipated reduction of noise impacts from transportation facilities on visitor experience?
☑Yes ☐No

Resource Protection:
Please identify any known natural, cultural or physical resources associated with this project:
Check all that apply

Negative Impact	Positive Impact	
☑	☐	Wetlands/Water Resources
☐	☑	Threatened & Endangered Species
☐	☑	Species of concern/state listed
☐	☑	Other biological resources (fisheries, rookeries)
☐	☐	Wild & Scenic River (or other state classifications)
☐	☑	Non-attainment areas (air quality)
☐	☐	Historic & archeological resources
☐	☐	Native American areas/concerns
☐	☑	Wilderness or roadless areas
☐	☑	Parks & recreation areas/wildlife refuge [Section 4(f) 6(f)]
☐	☐	Hazardous materials; List:
☐	☑	Air, noise, and/or visual impacts; List:
☐	☐	Other, please explain:

Executive Summary

Please provide an executive summary that introduces the public land unit and/or applicant and summarizes the need for the proposed project. Problem Statement: What purpose does this facility serve? What is the need for the project? Who will this project serve (i.e. skiers, hikers, communities...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, anticipated changes in facility use, safety problems, capacity issues, structural bridge deficiencies, pavement condition, etc. (Maximum 500 words)

Attracting about 700,000 visitors each year, J. N. "Ding" Darling National Wildlife Refuge (Refuge) serves as a major attraction for tourists coming to Sanibel Island, Florida. Spanning over 6400 acres in Southwest Florida, primarily within the City of Sanibel (City), the Refuge is one of the most visited national wildlife refuges in the country. Roseate spoonbills, reddish egrets, snowy egrets and a variety of other species are found in abundance throughout the mangrove environment. As one of the top birding hot spots in the nation, the Refuge has received extensive publicity from professional wildlife photographers and environmental writers.

The Refuge struggles with the fragile balance of protecting and conserving its critical habitat and wildlife population while offering maximum visitation to the public. While the disturbance of a single visitor may be small, the cumulative impact by nearly a million people a year is large. The sound of car engines, car doors opening and closing, tram speakers, telephones and human voices multiplied into a cacophony, combined with the sight of many people in close proximity, can contribute to a level of disturbance to wildlife. But access to the Refuge is critical to teaching first-hand the wonder of Florida's natural environment and the importance of preserving and protecting habitat for wildlife.

The City of Sanibel has a historical and ongoing commitment to promoting non-motorized transportation to mitigate traffic congestion, while protecting the environment and encouraging fit lifestyles. Per capita and per area, the City of Sanibel has one of the most extensive and utilized Shared Use Path (SUP) systems in Florida. The SUP system consists of 23 miles of paved paths ranging from 5 feet to 10 feet wide. It is designed and maintained in a manner that provides maximum access to frequently visited Island destinations and is attractive and consistent with the City's character as a barrier island sanctuary and small town community. The Lee County MPO Bicycle Pedestrian Master Plan recognizes the City's SUP along Sanibel-Captiva Road as a primary network on its Network Map. In 2009, the City of Sanibel completed an update of the City's Shared Use Path Master Plan recommending a SUP extension on Wulfert Road and Wildlife Drive from the Refuge Exit to Sanibel-Captiva Road (.62 miles).

In May 2006, the Refuge, in partnership with the City of Sanibel and Lee County, received a federal grant to complete the Paul S. Sarbanes Transit in Parks Program Alternative Transportation Study (Study). The Study provided an opportunity to examine environmentally sensitive solutions to manage visitation through funding of capital and planning expenses for alternative transportation on federal lands. The Study sought to evaluate alternative transportation solutions to alleviate Refuge and Island congestion and circulation issues Refuge by visitors. Public input was robust and central throughout the study. The Study and its recommended findings were unanimously endorsed by the Lee County MPO on June 22, 2012. One of the Study's recommended elements was a new trail connecting the Refuge's Tarpon Bay Recreation Area to the City's Shared Use Path system.

Project Description

Please provide a detailed description of the proposed project activities that would be funded with Access Program funds and any other information essential to the application. Detailed description of the proposed work: Describe the overall design concept, any unusual design elements, design standards and any work affecting structures (bridges and major culverts). Include widths, surfacing type, earthwork needs or roadside safety features. Include optimum year work should be done and year work needs to be done no later than. The description must include cost estimates. You may attach up to 10 pages of details such as cost estimates for each component, maps, illustrations or tables. (Maximum 500 words)

Two Shared Use Path (SUP) extensions are proposed to increase and extend access to federal lands by alternative forms of transportation to the Refuge:

Tarpon Bay Path extension:
The Sarbanes Study recommended a new trail connecting Tarpon Bay Recreation Area to the City's SUP system. This new trail for hikers and cyclists would include trail surface for non-motorized users; markings for obstructions and drop-offs near paths; improvements in signage and markings at path intersections.

The Tarpon Bay Path extension would begin at the intersection of Sanibel-Captiva Road and Tarpon Bay Road, starting at the existing SUP on the north side of Sanibel Captiva Road. The Tarpon Bay Path would be located in a right-of-way (ROW) previously secured by the City along Tarpon Bay Road (although the ROW will need to be widened to accommodate the Path.) The new trail requires constructing an eight-foot-wide path parallel to the west and south sides of Tarpon Bay Road, terminating at the entrance gate at the eastern end of the existing TBRA parking lot. The eight-foot-wide path would be separated from the edge of the road by a minimum three- to five-foot-wide vegetated buffer. A two-foot-wide flat, vegetated buffer would flank the west side of the path. Beyond the west side buffer, a maximum slope of 2:1 would be used to tie back to existing ground. The path would be built up to approximately the same elevation as the road to keep it from being inundated at higher tides. A boardwalk is proposed along the lowest and wettest area of the path to reduce wetland impacts. The boardwalk width would match the eight-foot-wide path. (Construction costs = $200,030.07)

Wulfert Road and Wildlife Drive Path extension:
This segment will be located at the exit of Wildlife Drive, a 4.25-mile Refuge loop road that accommodates pedestrians and hikers, cyclists, the guided tram, and personal vehicles. The Wulfert Road and Wildlife Drive Path extension from the Refuge exit to Sanibel-Captiva Road would begin at the Refuge exit on the west side of the City's portion of Wildlife Drive (beyond the Refuge exit gate). The new Wildlife Drive Exit Path would be located in a ROW previously secured by the City along the City's portion of Wildlife Drive (although additional ROW may be required in some areas.) The new Path would continue west and southwest along Wulfert Road. The eight-foot-wide path would be separated from the edge of the road by a minimum three- to five-foot-wide vegetated buffer. The Path extension would terminate at the end of Wulfert Road and Sanibel-Captiva Road by connecting to the existing Path that runs parallel to Sanibel-Captiva Road. (Construction costs = $165,061.50)

The City is prepared to move forward with both segments of project immediately. If awarded the grant, preliminary work would begin in 2014 with construction in 2015.

Access Program Project Application Proposal Justification

Implementation Evaluation Factors:

1. **Safety Benefits**

How will the project address issues related to safety? Please describe how this project will improve identified crash sites. Will the project improve identified hazardous conditions in Road Safety Audits (RSA) and/or Engineering Assessments? How will the project improve safety for a wide range of users? Describe how the project will consider safety for all users (pedestrians, bicycles, motor vehicles). (Maximum 250 words)

Large numbers of visitors attracted to the Refuge create peak season congestion and circulation issues January through April. High volume visitor traffic can have a negative effect on some species and habitat within and adjacent to the Refuge. Some mitigation can be achieved through utilizing non-motorized transportation. Both sites will construct new Shared Use Paths separated from, but adjacent to, the roadway to lessen vehicle-cyclist/pedestrian conflicts. The narrow shoulderless roadway, thick vegetation and reduced visibility contribute to potential user conflicts on the roadway, especially on Tarpon Bay Road. Current conditions are demonstrated on the attached photographs. Wildlife is also at risk to high volumes of vehicular traffic. The Clinic for the Rehabilitation of Wildlife (CROW) treated 91 animals in 2011 and 33 animals in 2012 for injuries due to vehicle collisions. Of the 91 animals treated in 2011, 15 were on Sanibel-Captiva Road and included threatened and endangered species. Of the 33 animals treated in 2012, six were on Sanibel-Captiva Road. There is evidence that the alternative SUP system would work. In part to improve access for cyclists, the City paved Tarpon Bay Road in 2012 and the Refuge paved Wildlife Drive in 2013. As a result, the number of cyclists on Tarpon Bay Road has increased during the tourist season by nearly 30 percent and the number of cyclists on Wildlife Drive have increased by over 40% over the previous season.

2. **Accessibility and Mobility Benefits**

Please describe how the proposed project identified routes are connected to an FLMA inventory route. Describe how the project addresses the need on the FLMA plan, State or County Comprehensive Plan. Will the project fill missing links in the network, remove travel restrictions or bottlenecks? How will the project improve mode choice, explore and enhance transit systems (i.e. operation and maintenance of transit facilities etc.)? Will the project reduce traffic congestion or enhance visitor mobility and accessibility? (Maximum 250 words)

The Refuge does not have sufficient on-site parking to handle the high levels of visitation during peak season. Refuge staff describes how personal vehicles are turned away, park in unauthorized areas (sometimes in sensitive habitat), or circle while searching for a space to become available, which has a negative impact on congestion, vehicle emissions, and habitat. Recent repaving of the entire length of the Refuge's Wildlife Drive from a very bike-unfriendly cold open grade emulsified mix to a smooth asphalt surface has significantly improved the conditions for bicycle riders to travel the Wildlife Drive. Additionally, signs and other wayfinding techniques will improve the connection of the Refuge to the City's SUP system and will increase visibility and access. Kiosks will display information and maps in relation to other island features and destinations. Enhanced signage can reduce impacts to Refuge habitats by focusing pedestrian movements, enhancing educational experiences, and supporting alternative transportation choices. Small information kiosks and directional signage made of durable materials will inform visitors of the Refuge's recreational opportunities and destinations in addition to other transportation and congestion information. Signage will be consistent with Refuge and Sanibel sign standards. Sanibel's SUP system are highly utilized by persons with mobility challenges and by families of all ages. Persons of various physical limitations have options to bring their own equipment or rent specially designed bicycles for physical challenges.

3. Preservation Benefits

Please describe how this project will improve the National Bridge Inventory System (NBIS) deficient bridge rating. How will the project improve surface conditions? Will the project reduce operating or maintenance costs? Will the project contribute to the long-term integrity of a locally or regionally significant trail, greenway, or bicycle route? How will the project contribute to the protection of specific natural, cultural, historic or scenic resources? (Maximum 250 words)

The Refuge does not have sufficient on-site parking to handle the high levels of visitation during peak season. Refuge staff describes how personal vehicles are turned away, park in unauthorized areas (sometimes in sensitive habitat), or circle while searching for a space to become available, which has a negative impact on congestion, vehicle emissions, and habitat.
Recent repaving of the entire length of the Refuge's Wildlife Drive from a very bike-unfriendly cold open grade emulsified mix to a smooth asphalt surface has significantly improved the conditions for bicycle riders to travel the Wildlife Drive.
Additionally, signs and other wayfinding techniques will improve the connection of the Refuge to the City's SUP system and will increase visibility and access. Kiosks will display information and maps in relation to other island features and destinations. Enhanced signage can reduce impacts to Refuge habitats by focusing pedestrian movements, enhancing educational experiences, and supporting alternative transportation choices.
(See attached page for remainder of 250 words)

4. Economic Development Benefits

Please describe how this project will attract tourism/visitation? Will the project significantly address more than one FLMA area accessed? Will other (non-Federal) public lands be directly or indirectly impacted? How will this project influence economic development? How will this project address, relating to visitor mobility and access, visitor experience, and the protection of environmental and/or cultural resources? (Maximum 250 words)

The National Wildlife Refuge Association reports that the Refuge returns $30 to the local economy for every $1 appropriated. A Department of the Interior study in 2011 found that the J.N. "Ding" Darling NWR contributed over $26 million to the local economy, supporting over 260 jobs. Sanibel is the sole "Gateway" to the Refuge.

This project will generate job growth in engineering, construction and maintenance as well as tourism-related activities. "Economic Benefits of Trails and Greenways", concludes that trails improve local economies, stimulate tourism and recreational related spending and become a focus of tourists spending. Two major economic studies, in Wisconsin and North Carolina, prove a nexus between paths, natural beauty and increased property values, and thus increasing tax revenues generated. A 2011 CFRPC study found the economic impact of 40 miles of linear trails was $42.6 million, 516 jobs, and $10 million in personal income. Average spending per trail user was $20 per visit, representing food and beverages, bike rentals and more.

(See attached page for remainder of 250 words)

5. Sustainability and Environmental Quality Benefits

Please describe how the proposed project contributes to environmental goals and objectives of the Federal Land Management Plan or other applicable land management plan. How will the project avoid/minimize/mitigate potential impacts to environmental resources (i.e. water, air, noise, visual pollution)? Will the project improve fish passage and/or wildlife connectivity? How does the proposed project contribute to the use of sustainable energy sources for transportation? (Maximum 250 words)

The Refuge is part of the U. S. Fish and Wildlife Service's (USFWS) National Wildlife Refuge System and the headquarters for a complex of refuges in Southwest Florida. USFWS owns and/or manages other properties on or adjacent to Sanibel Island including Tarpon Bay, Buck Key, Bailey Tract, the Perry Tract, the Botanical Site, and Wulfert Flats. The Refuge was established to "safeguard and enhance the pristine wildlife habitat of Sanibel Island, to protect endangered and threatened species, and to provide feeding, nesting, and roosting areas for migratory birds."

The project furthers the findings of the Sarbanes Study which examined environmentally sensitive solutions to manage visitation. The Study and its recommended findings were unanimously endorsed by the Lee County MPO on June 22, 2012.
(See attached page for remainder of 250 words)

Eastern Federal Lands Access Program Project Application

6. Funding Coordination and Cost

Project Cost Estimate

The applicant should provide a unit cost breakdown of your proposed project as an attachment to this application. The Project Cost estimating format and applicable unit cost values typically used by the State DOT, Local Public Agencies or recognized Planning Organizations will be acceptable. An alternate custom format may be utilized for projects that do not fit the typical cost estimating formats listed above.

In addition to the unit cost breakdown, provide the applicable estimated cost in the itemized list below:

ESTIMATED PRELIMINARY ENGINEERING COSTS	$ 30500
ESTIMATED CONSTRUCTION ENGINEERING COSTS	$ 30000
ESTIMATED CONSTRUCTION COST OF PROPOSED PROJECT	$ 365000
ESTIMATED RIGHT-OF-WAY COSTS	$ 20000
ESTIMATED OTHER COSTS (i.e. utility relocation, unique mitigation, etc.)	$ 150000
TOTAL PROJECT COSTS	$ 595500

City of Sanibel additional responses up to the 250 word count limit:

Preservation Benefits:

While most visitors use an automobile to get to the Refuge, bicycling and pedestrian rates have been increasing, in some cases exponentially. The City collected bicycle and pedestrian counts at six City intersections as part of its Shared Use Master Plan, and the high rate of use is striking. Between 2006 and 2012, the total number of bicycles counted over a two-day period increased more than 56 percent, from 2,979 to 4,650. During the same time period, the number of pedestrians increased more than 76% from 71 to 1,361.

A Phase 1 mitigation will be completed to protect and preserve an archaeological site along Tarpon Bay Road.

Economic Development Benefits:

A recent report by demonstrates that bicycle and pedestrian infrastructure projects create more jobs than a road alone project. Bikers and pedestrians use their own power and thus, as documented in the 2012 "Bicycle Tourism and Rural Community Development: An Asset Approach Study", burn calories and need plenty of hydration along the way.

Significant tracts of other (non-Federal) public lands will also benefit. Nearly 67% of the island is now protected as conservation land and much of this land is accessible via the City's Shared Use Path.

Sustainability and Environmental Quality Benefits:

The proposed new trail will enhance the visitor experience by providing a safe and scenic alternative for bicyclists and pedestrians via a direct connection between the Tarpon Bay Recreation Area and the Sanibel Shared Use Path as well as upon exit from the Refuge. The new paths could improve air quality by reducing automobiles by allowing an alternative to a motorized vehicle, reduce fossil fuel consumption, and encourage alternative transportation use by providing additional access to the Shared Use Path and supporting pedestrian and bicycle travel. The new trail will be designed for use by non-motorized users. Increased bicycle and pedestrian access will have less impact on wildlife than motor vehicles.

THE CITY OF SANIBEL
WILDLIFE DRIVE & TARPON BAY ROAD SHARED USE PATH
ROADWAY, SHARED USE PATH AND DRAINAGE IMPROVEMENTS

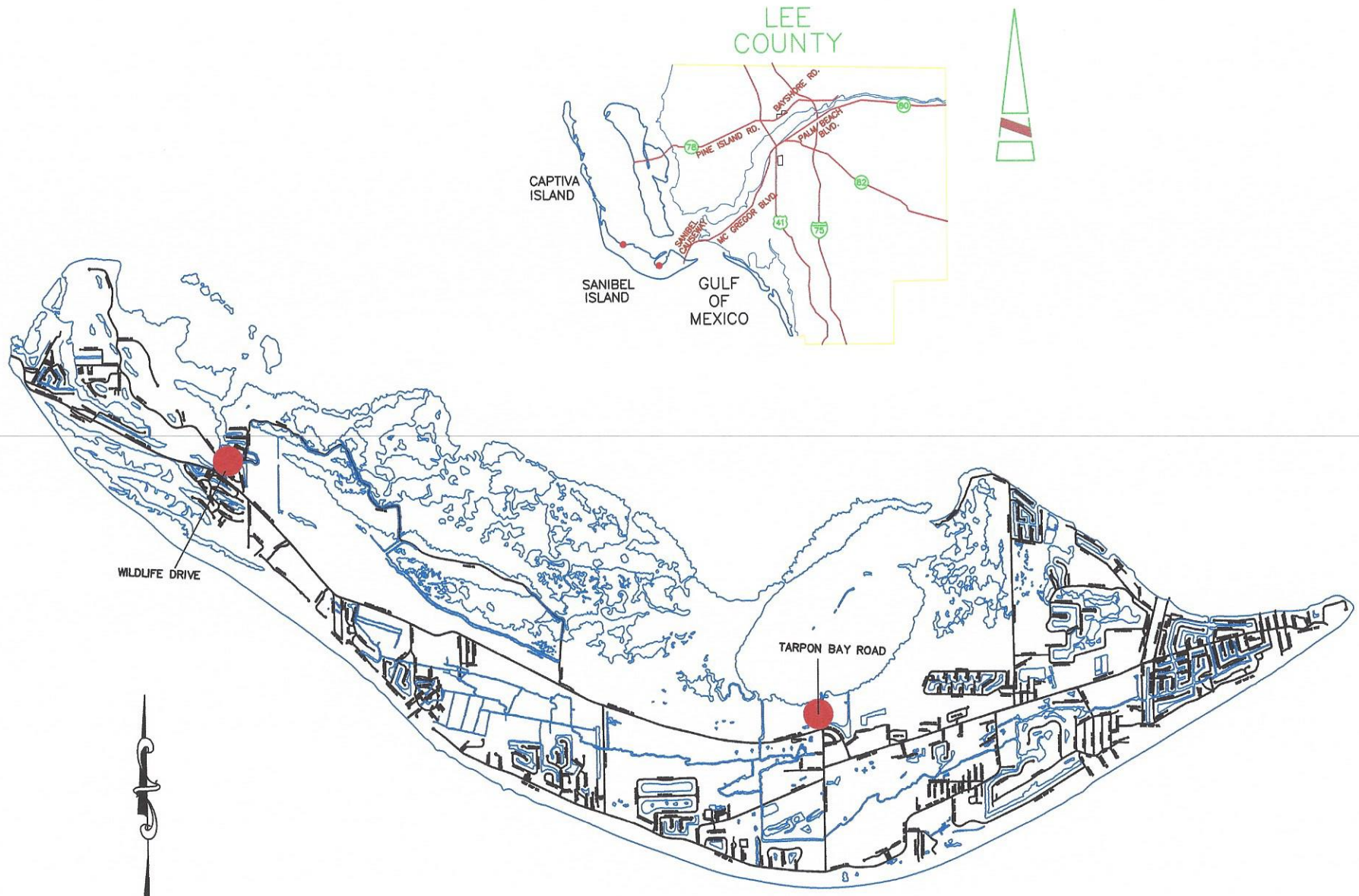
Tarpon Bay Road Shared Use Path

Description	Unit Price (Words)	Extended Price $ (Figures)
Mobilization		$ 26,250.00
Maintenance of Traffic		$ 14,175.00
Prevention, control and abatement of erosion and water pollution (silt fence)		$ 1,625.82
Excavation and Embankment		$ 74,130.00
Clearing and Grubbing		$ 30,000.00
Type S-I Asphalt Concrete (Base)		$ 39,690.00
Type S-III Asphalt Concrete Surface Course		$ 8,232.00
Adjusting Valve Box (1" Valve Riser Rings)		$ 341.25
Bahia Sod		$ 3,543.75
6" White Thermoplastic Solid Striping		$ 346.50
12" White Thermoplastic Solid Striping (Cross Walks and Path Stop Bars)		$ 330.75
Thermoplastic Pavement Message (4') (STOP)		$ 1,365.00
		$ 200,030.07

Wildlife Drive Shared Use Path

Description	Unit Price (Words)	Extended Price $ (Figures)
Mobilization		$ 26,250.00
Maintenance of Traffic		$ 14,175.00
Prevention, control and abatement of erosion and water pollution (silt fence)		$ 2,058.00
Excavation and Embankment		$ 23,625.00
Clearing and Grubbing		$ 30,000.00
Type S-I Asphalt Concrete (Base)		$ 52,920.00
Type S-III Asphalt Concrete Surface Course		$ 10,584.00
Adjusting Valve Box (1" Valve Riser Rings)		$ 341.25
Bahia Sod		$ 4,488.75
6" White Thermoplastic Solid Striping		$ 346.50
Thermoplastic Pavement Message (4') (STOP)		$ 273.00
		$ 165,061.50

$ 365,091.57



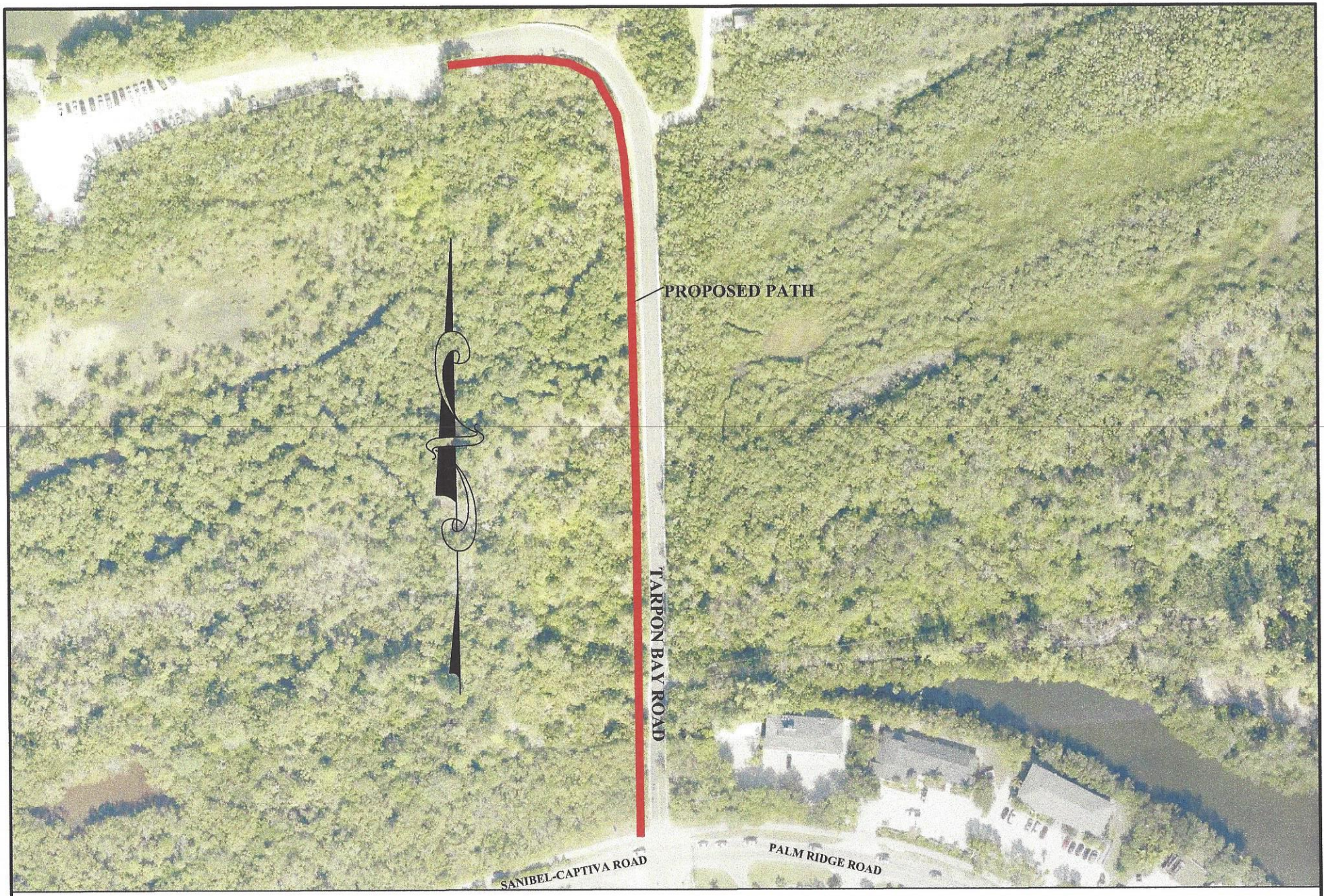
AREA LOCATION MAP

NO SCALE

City of Sanibel
800 Dunlop Road
Sanibel, FL 33957

Tarpon Bay Road & Wildlife Drive Shared Use Paths

DRAWN BY: JMH	APPROVED BY: KEITH L. WILLIAMS, P.E.		CHECKED BY: SBK
DATE: 5/19/2014	SCALE: N.T.S.	FILE NAME: Location Maps for Tarpon Bay Road and Wildlife Drive SUP	SHEET NO.: 1 of 3

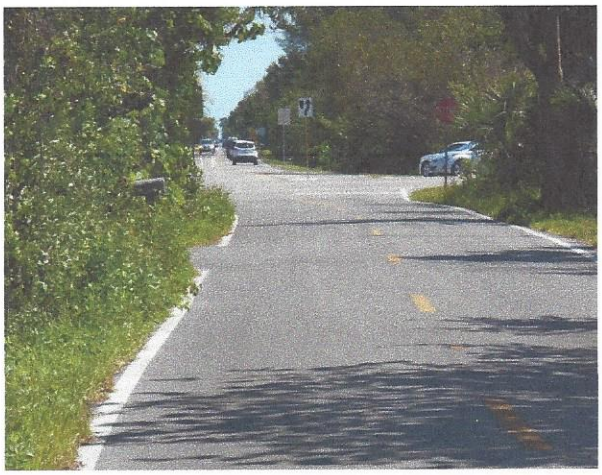


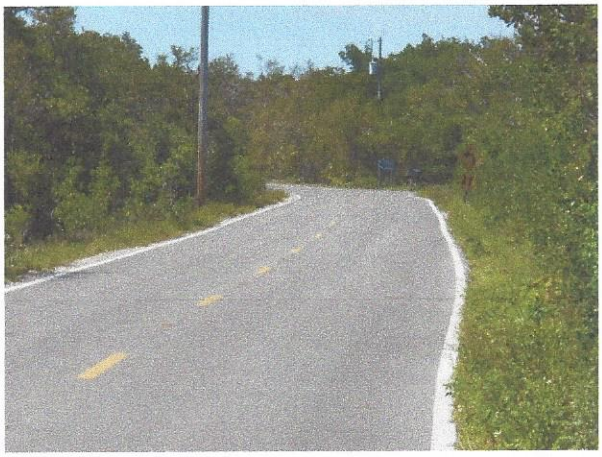
City of Sanibel
800 Dunlop Road
Sanibel, FL 33957

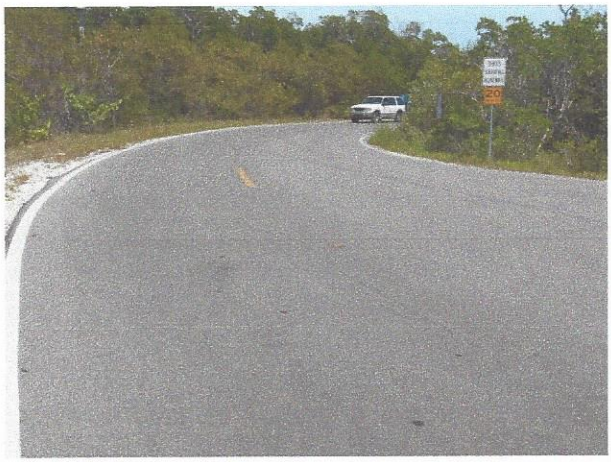
Tarpon Bay Road Shared Use Path

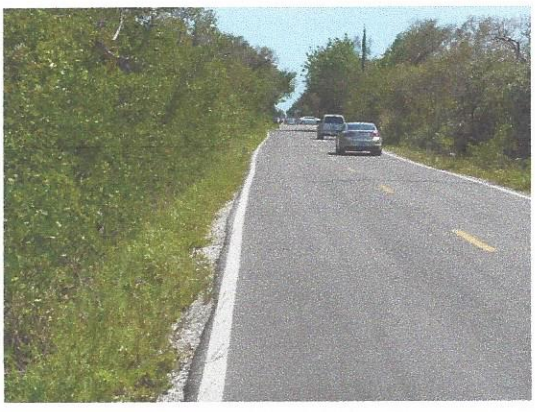
DRAWN BY: JMH	APPROVED BY: KEITH L. WILLIAMS, P.E.		CHECKED BY: SBK
DATE: 5/19/2014	SCALE: N.T.S.	FILE NAME: Location Maps for Tarpon Bay Road and Wildlife Drive SUP	SHEET NO.: 3 of 3

Tarpon Bay Road Segment – From the intersection with San-Cap Road to the end.









Tarpon Bay Road – winding, narrow, heavy vegetation and heavily traveled. The road is shared with large delivery and service trucks. There is little to no shoulder on the road and no room to pass if there is on-coming traffic or a curve in the road. The blind curves can cause vehicles to suddenly come upon bicyclists.

City of Sanibel
800 Dunlop Road
Sanibel, FL 33957

Wildlife Drive Shared Use Path

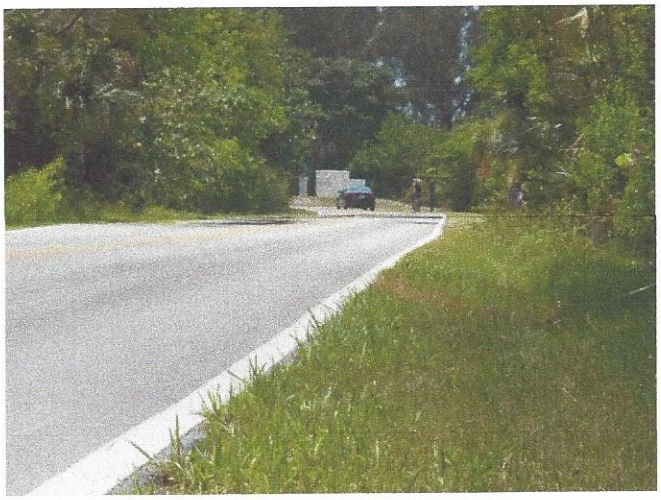
DRAWN BY: JMH	APPROVED BY: KEITH L. WILLIAMS, P.E.		CHECKED BY: SBK
DATE: 5/19/2014	SCALE: N.T.S.	FILE NAME: Location Maps for Tarpon Bay Road and Wildlife Drive SUP	SHEET NO.: 2 of 3

Wulfert Road Segment – From the exit of the Refuge at the intersection of Caloosa Lane along Wildlife Drive/Wulfert Road to the intersection with San-Cap Road.


Note the large vehicles on the road.


Photo above is the view from Caloosa Lane. Looking back towards the Refuge exit.

.

Wulfert Road – winding, narrow, dense vegetation and heavily traveled. There is no shoulder for bicycles and no room to pass if there is on-coming traffic or a curve in the road. The blind curves can cause vehicles to suddenly come upon bicyclists.

Evidence of usage of the Sanibel Shared Use Path system.

Birding at the Refuge

Type of report: Tube Count - Volume Data

LOCATION: Tarpon Bay Rd N of Palm Ridge Rd
SPECIFIC LOCATION: 0 ft from
CITY/STATE: Sanibel, FL

QC JOB #: 12473735
DIRECTION: NB/SB
DATE: Apr 14 2014 - Apr 20 2014

Start Time	Mon 14-Apr-14	Tue 15-Apr-14	Wed 16-Apr-14	Thu 17-Apr-14	Fri 18-Apr-14	Average Weekday Hourly Traffic	Sat 19-Apr-14	Sun 20-Apr-14	Average Week Hourly Traffic	Average Week Profile
12:00 AM	0	0	3	0	2	1	0	1	1	
1:00 AM	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	
3:00 AM	0	2	6	2	2	2	0	3	2	
4:00 AM	3	0	2	0	0	1	3	0	1	
5:00 AM	2	0	1	3	1	1	0	0	1	
6:00 AM	5	5	5	3	1	4	3	2	3	
7:00 AM	15	21	23	19	17	19	13	10	17	
8:00 AM	28	31	36	38	27	32	13	6	26	
9:00 AM	37	46	46	53	50	46	25	20	40	
10:00 AM	**72**	78	71	**85**	**71**	75	45	37	66	
11:00 AM	72	**84**	**88**	74	63	**76**	**65**	**49**	**71**	
12:00 PM	**75**	**88**	**107**	**103**	**79**	**90**	**67**	54	**82**	
1:00 PM	51	83	82	55	55	65	57	48	62	
2:00 PM	56	64	73	58	66	63	44	38	57	
3:00 PM	52	73	63	63	59	62	46	**59**	59	
4:00 PM	51	38	65	45	39	48	36	44	45	
5:00 PM	45	37	36	13	38	34	25	31	32	
6:00 PM	17	21	20	17	16	18	15	18	18	
7:00 PM	20	12	13	16	4	13	14	16	14	
8:00 PM	24	15	19	8	16	16	15	7	15	
9:00 PM	4	2	12	0	2	4	2	0	3	
10:00 PM	1	0	5	3	1	2	0	0	1	
11:00 PM	0	0	1	0	1	0	0	0	0	
Day Total	630	700	777	658	610	672	488	443	616	
% Weekday Average	93.8%	104.2%	115.6%	97.9%	90.8%					
% Week Average	102.3%	113.6%	126.1%	106.8%	99.0%	109.1%	79.2%	71.9%		
AM Peak Volume	10:00 AM 72	11:00 AM 84	11:00 AM 88	10:00 AM 85	10:00 AM 71	11:00 AM 76	11:00 AM 65	11:00 AM 49	11:00 AM 71	
PM Peak Volume	12:00 PM 75	12:00 PM 88	12:00 PM 107	12:00 PM 103	12:00 PM 79	12:00 PM 90	12:00 PM 67	3:00 PM 59	12:00 PM 82	

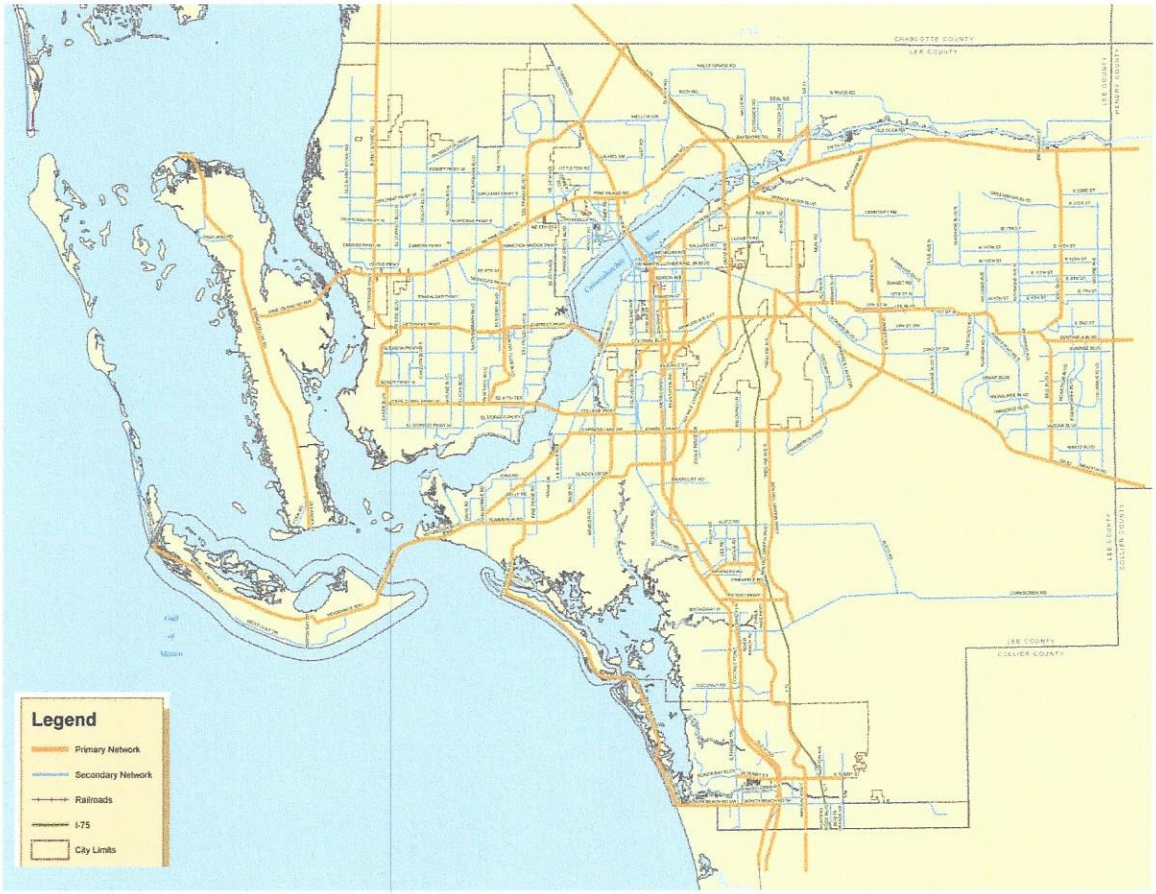
Comments: N

Report generated on 5/2/2014 6:46 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Executive Summary

Primary & Secondary Network Map



The Primary Network serves as the **backbone** from which a county-wide, interconnected system can evolve over time. The Primary Network represents the most immediate facility needs and establishes continuous corridors that interconnect local communities and provide access to transit and many of the area's most significant points of interest and employment centers.

The Secondary Network represents all other collectors and arterials in the County that feed into the Primary Network. Facilities along those roadways are deemed to be secondary priorities; however, should an immediate need be demonstrated or should special funding be available for a facility on the Secondary Network, this plan provides sufficient flexibility to allow this project to "jump up" the priority list.

City of Sanibel

800 Dunlop Road
Sanibel, Florida 33957-4096

www.mysanibel.com

AREA CODE - 239

CITY COUNCIL	472-4135
ADMINISTRATIVE	472-3700
BUILDING	472-4555
EMERGENCY MANAGEMENT	472-3111
FINANCE	472-9615
LEGAL	472-4359
NATURAL RESOURCES	472-3700
RECREATION	472-0345
PLANNING	472-4136
POLICE	472-3111
PUBLIC WORKS	472-6397

Recycled paper

May 19, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application for J. N. "Ding" Darling National Wildlife Refuge Access and Safety Improvements.

Dear Mr. Payne:

The City of Sanibel is the "Gateway" community to the J. N. "Ding" Darling National Wildlife Refuge. It covers more than 17.5 square miles with 24.5 miles of shoreline along the Gulf of Mexico and San Carlos Bay. Vehicular access to the Island is solely via a causeway over the San Carlos Bay. Of the total 11,600 acres that make up Sanibel Island, 7,200 acres have been designated conservation lands. In addition to the over 6,000 full time residents, the City also receives over 12,000 seasonal residents and another 13,000 day visitors—many traveling to the Refuge.

The Refuge draws approximately 700,000 visitors each year—making it one of the most visited Refuges in the nation. The Refuge experiences high traffic volumes, congestion, insufficient parking and offers limited transportation options for its visitors. Traffic associated with the Refuge has been viewed by residents and conservation land managers to have a negative impact on wildlife and the quality of habitat within and adjacent to the Refuge. Balancing an enjoyable visitor experience with potential disturbance to the environment, both within the Refuge and on Sanibel Island, can be achieved through alternative forms of transportation.

Residents and policy makers have identified the community's quality of life and environmental amenities as the characteristics that make Sanibel attractive. To protect these qualities, policies have been established to limit the impact of human activities on the natural environment. With regards to transportation, the City has specifically limited the allowable roadway capacity (two-lane rural roadways) and traffic control devices (stop controlled only) to achieve their identified goals.

One of the City of Sanibel's "crown jewels" is its 23 miles of Shared Use Paths that serve as a means for residents and visitors to move about the Island safely and easily under human power, reducing the need for motorized vehicles on city streets and roads. The Paths system is designed and maintained in a manner that provides maximum access to frequently visited island destinations and is attractive and consistent with Sanibel's unique character as a barrier island sanctuary and small town community. It is part of Lee County MPO's Bicycle Pedestrian Master Plan primary network.

Routine Bike Usage on Sanibel (grocery left, restaurant right)

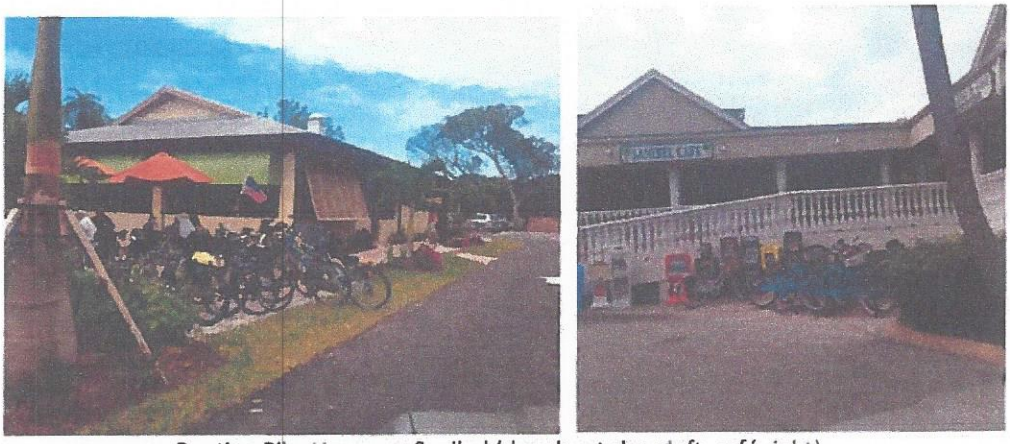
In May 2006, working in partnership with the Refuge and Lee County, the City conducted an alternative transportation study to examine environmentally sensitive solutions to manage visitation through funding of capital and planning expenses for alternative transportation in national parks and other federal lands. Public input was central to developing alternatives for evaluation and advancement. After considering both public input and technical evaluation, the final report recommended an extension of the existing Shared Use Path connecting to the Tarpon Bay Recreation Area. The Report and its findings were unanimously endorsed by the Lee County MPO on June 22, 2012.

In the City's 2009 Shared Use Path Master Plan, recommendations to the current Plan included an extension of the Path along Wulfert Road in order to improve safety for bicyclists and pedestrians as they exited the Refuge. Public input was also a central factor in developing the 2009 Master Plan—assuring strong public support for the Plan recommendations.

These two path extensions, as well as additional signage to provide directional information, constitute the proposed alternate transportation methods to reduce the heavy vehicular traffic to the Refuge.

There is evidence that the alternative Path system will work. The City completed bicycle and pedestrian counts as part of its Shared Use Master Plan, and the high rate of use is striking. Between 2006 and 2012, the total number of bicycles counted over a two-day period increased more than 56 percent, from 2,979 to 4,650. During the same time period, the number of pedestrians increased more than 76% from 71 to 1,361. By tying into the Sanibel Shared Use Path, the "crown jewel" of the island, the project encourages, promotes and simplifies access to the Refuge via the popular pathway system.

The City dedicates significant resources to the Shared Use Path each year and commits to the $125,500 (>21%) match required to complete this project. The funds will come from the City's Capital Improvement Fund, the Shared Use Path line item.



Routine Bike Usage on Sanibel (doughnut shop left, café right)

Sincerely,

Judith A. Zimomra
City Manager

United States Department of the Interior

FISH AND WILDLIFE SERVICE
J. N. "Ding" Darling National Wildlife Refuge Complex
1 Wildlife Drive
Sanibel, FL 33957

May 19, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel FLAP Application for Access & Safety Improvements at J.N. "Ding" Darling National Wildlife Refuge

Dear Mr. Payne:

The J. N. "Ding" Darling National Wildlife Refuge (Refuge) supports the City of Sanibel's (City) application to the Federal Lands Access Program for Access and Safety Improvements leading into the Refuge. This priority project is critical to the Refuge as a means to support and enhance our high number of annual visitors while reducing vehicular traffic, lessening traffic conflicts and decreasing the carbon footprint. The Refuge has taken great steps to encourage alternate forms of transportation—walking and cycling— and this project furthers the Refuge's efforts.

The refuge consists of over 6,400 acres of mangrove forest, submerged seagrass beds, cordgrass marshes, and West Indian hardwood hammocks. Approximately 2,619 acres of the Refuge are designated by Congress as a Wilderness Area. The Refuge is of the headquarters for a larger complex that encompasses the Caloosahatchee NWR, Matlacha Pass NWR, Pine Island NWR, and Island Bay NWR. The majority of the lands in these refuges are nesting and roosting islands. The entire complex is approximately 8,000 acres. This pristine and natural treasure has become a magnet for not only wildlife, but people as well. The Refuge supports a vibrant and robust world class tourism economy that attracts visitors from around the globe seeking this natural paradise and day travelers who value and cherish the Sanibel community. About 700,000 visitors are drawn to the J.N. Ding Darling NWR annually!

The Refuge strives to meet its conservation mission while providing a safe, enjoyable, and educational visitor experience. High numbers of visitors attracted to the Refuge create congestion and circulation

issues during the island's peak visitation period from January through April. High volumes of traffic associated with visitors can have a negative effect on some species and on the quality of habitat within the Refuge. Providing a safer and more enjoyable visitor experience with reduced disturbance to the environment, both within the Refuge and surrounding Islands, can be achieved through alternative forms of transportation.

In May 2006, the Refuge, in partnership with the City and Lee County, received a federal grant to complete the Paul S. Sarbanes Transit in Parks Program Alternative Transportation Study (Study). The Study provided an opportunity to examine environmentally sensitive solutions to manage visitation through funding of capital and planning expenses for alternative transportation on federal lands. The Study sought to evaluate alternative transportation solutions to alleviate Refuge and Island congestion and circulation issues. Public input was robust and central throughout the Study. The Study and its recommended alternative transportation findings were unanimously endorsed by the Lee County MPO on June 22, 2012.

The Refuge has begun implementing the Study's findings and promoting the use of alternative means of transportation, namely cycling and walking. Wildlife Drive, the main auto tour route through the Refuge, had been paved with an open grade emulsified mix (OGEM), which was particularly unfriendly to bicycle use. In 2013, the Refuge closed Wildlife Drive for five months while it resurfaced the road with asphalt. Since reopening in October, there has been increase in bicycle use in the Refuge.

The City's Shared Use Path (part of the Lee County MPO Bicycle and Pedestrian Master Plan) runs along the Refuge's boundary. The Refuge's Wildlife Drive is now bicycle-friendly. The missing connectors between the City's Shared Use Path and the Refuge will now be completed at two sites with this project. This is needed to improve cycling and pedestrian safety along the busy, narrow, winding, shoulderless, and heavily vegetated Tarpon Bay Road, as well as the busy Wulfert Road extension of Wildlife Drive. We understand that it may be necessary for the City to acquire necessary right-of-ways for the project and we are committed to assisting with this process.

The project also includes enhanced wayfinding to reduce visitor impacts to Refuge habitats by directing movements, providing education, and enhancing safety. Small information kiosks and directional signage made of durable materials will inform visitors of the Refuge's recreational opportunities and destinations in addition to other transportation and congestion information.

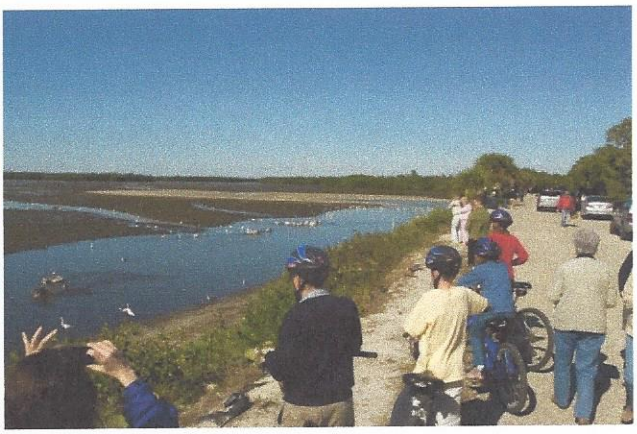
We have had a long and strong partnership with the City of Sanibel. The investment of new funds to improve transportation options and support alternative forms of transportation will serve the best interests

of our Refuge visitors and environment. These efforts will demonstrate to our visitors that the Refuge and City are committed to ensuring a safe and enjoyable experience, while preserving the natural quality of our community as our greatest asset.

Thank you for giving full consideration to this request.

Sincerely Yours,

Paul Tritaik
Wildlife Refuge Manager



LEE COUNTY MPO

P.O. Box 150045, Cape Coral, Florida 33915-0045 • (239) 244 2220 www.leempo.com

May 16, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

The Lee County MPO is the County's transportation partnership responsible for transportation planning in Bonita Springs, Cape Coral, Fort Myers, Fort Myers Beach, Sanibel, and Unincorporated Lee County. Our mission is to provide leadership in planning and promoting a comprehensive intermodal surface transportation system that will provide for regional mobility, encourage a positive investment climate and foster sustainable development sensitive to community and natural resources. The Lee County MPO's vision is to have a multi-jurisdictional, integrated multi-modal transportation system that safely and efficiently moves people and goods to, through, and within our area, and which enables Lee County and the surrounding areas to flourish in the global marketplace. The Lee County MPO strives to include and promotes public participation in every aspect of its' planning processes.

The MPO supports on-going bicycle and pedestrian planning by working with state and county agencies to implement multimodal urban/suburban mobility and pedestrian activities and facilities, to coordinate county, regional, and state pedestrian, bicycle, greenway and multi-purpose pathway projects, raise awareness and safety of pedestrian and bicycling in Lee County and provide staff support to the Lee County MPO Bicycle Pedestrian Coordination Committee (BPCC).

The City of Sanibel is seeking a grant from the Federal Lands Access Program to improve access to the J. N. "Ding" Darling National Wildlife Refuge through new shared use bicycle and pedestrian paths. The grant funds will be used to implement the findings of the Paul S. Sarbanes Transit in Parks Program (5230) Alternative Transportation Study completed in 2013. The study provided an opportunity to examine environmentally sensitive solutions to manage the heavy visitation traffic through alternative transportation methods to the Refuge. As one of the most visited Refuges in the nation, the Refuge struggles to meet its conservation goals while providing a positive visitor experience.

The Alternative Transportation Study was presented to the Lee County MPO on June 22, 2012 and the findings of the study were unanimously endorsed by the MPO. Therefore, the proposed project by the City is consistent with the regional planning process.

The Lee County MPO supports funding of this grant application and the City of Sanibel's actions to improve alternative transportation facilities with access to J. N. "Ding" Darling National Wildlife Refuge. This is an important project that reduces environmental impacts, encourages alternative transportation and provides an enhanced educational experience through greater signage.

It is important to note that the project has been vetted through a public process and that the project was supported by 77 percent of the public who commented.

Our support for the City of Sanibel in its application for shared use paths as an alternate form of transportation is without reservation. I encourage your favorable consideration of this request.

Sincerely,

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION

Donald Scott
Executive Director

LEE COUNTY
SOUTHWEST FLORIDA
BOARD OF COUNTY COMMISSIONERS

John E. Manning
District One

Cecil L Pendergrass
District Two

Larry Kiker
District Three

Brian Hamman
District Four

Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm. Wesch
County Attorney

Donna Marie Collins
Hearing Examiner

May 17, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

LeeTran is a department of Lee County government, responsible for operating the public transit system that serves the county. It operates 23 non-seasonal bus routes; a paratransit service for the disabled called Passport; and an employer vanpool program. LeeTran employs approximately 240 people and has a fleet of 50 full-size buses, 11 trolleys and 47 paratransit vans. Its headquarters is located off Metro Parkway in Fort Myers, and it owns three transfer stations: the Rosa Parks Transportation Center, 250 Widman Way, Fort Myers, the Cape Coral Transfer Center on 47th Terrace at 8th Street in Cape Coral, and the Edison Mall Transfer Center, 4125 Cleveland Ave in Fort Myers.

LeeTran, in cooperation with its partners, the J.N. "Ding" Darling National Wildlife Refuge and the City of Sanibel, Florida, was awarded two grants through the Federal Transit Administration under the Alternative Transportation in Parks and Public Lands Program "ATPPL" (now known as the Paul S. Sarbanes Transit in Parks Program). The program is designed to assist national parks and public lands (including wildlife refuges) in managing their visitation, while meeting the primary goal of providing sanctuary habitats for various wildlife. The goals of the ATPPL program are to:

1. Conserve natural, historical, and cultural resources
2. Reduce congestion and pollution
3. Improve visitor mobility and accessibility
4. Enhance the visitor experience

As one of the most visited refuges in the system, the J.N. "Ding" Darling National Wildlife Refuge experiences high traffic volumes. The ATPPL study was designed to explore appropriate and environmentally sensitive solutions for managing the volume of visitors and their transportation needs in order to achieve an appropriate balance between an enjoyable visitor experience and the potential resultant disturbance of wildlife. After an in-depth study of the possible alternatives that could be employed to reduce traffic flow within and to the refuge, and a series of public outreach initiatives, the Steering

Committee refined the project recommendations to seven elements—one of which is the project currently proposed by the City of Sanibel.

LeeTran supports funding of this grant application and the City of Sanibel's actions to improve transportation facilities with access to J. N. "Ding" Darling National Wildlife Refuge. This is an important project that reduces environmental impacts, encourages alternative transportation and provides an enhanced educational experience through greater signage. It is important to note that the project has been vetted through a public process and that the project was supported by 77 percent of the public who commented.

Our support for the City of Sanibel in its application for shared use paths as an alternate form of transportation to the J. N. "Ding" Darling National Wildlife Refuge is without reservation. I encourage your favorable consideration of this request.

Sincerely,

Steven L. Myers
Lee County Transit Director

cc: City of Sanibel

United States Senate
WASHINGTON, DC 20510-0905

BILL NELSON
FLORIDA

May 14, 2014

Mr. David Payne
Project Decision Committee
U.S. Department of Transportation
Federal Highway Administration
Eastern Federal Lands, Highway Division
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Grant

Dear Mr. Payne:

I am pleased to provide this letter in support of City of Sanibel's efforts to obtain a federal grant. The goal of their proposed project is to improve transportation facilities with access to the J.N. Darling National Wildlife Refuge. I respectfully request your consideration of this organization's application for federal funding.

The Refuge is an important destination for visitors on Sanibel Island and in Lee County and it attracts over 700,000 visitors annually. Because the amount of visitors traffic concerns are always present. The City is looking to address those concerns by improving access to the Refuge. If funded, the City of Sanibel will implement alternative transportation methods including new shared use paths.

Again, I encourage your consideration of this worthy cause. If I can be of further assistance in this matter, please do not hesitate to contact me at the address below.

Sincerely,

Bill Nelson

BN/jm

CC: Ms. Elizabeth King, Regional Director, U. S. Senator Bill Nelson

United States Senator Bill Nelson, Landmark Two, 225 East Robinson Street, Suite 410, Orlando, Florida 32801
Telephone: (407) 872-7161 • Toll-Free *in Florida Only* (888) 671-4091 • Fax: (407) 872-7165
http://billnelson.senate.gov

THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

COMMITTEES:
Gaming, *Chair*
Appropriations
Appropriations Subcommittee on Education
Appropriations Subcommittee on Health and Human Services
Banking and Insurance
Commerce and Tourism
Judiciary
Rules
Transportation

JOINT COMMITTEE:
Joint Legislative Budget Commission

SENATOR GARRETT RICHTER
President Pro Tempore
23rd District

May 15, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

The City of Sanibel is seeking a grant from the Federal Lands Access Program to improve access to the J. N. "Ding" Darling National Wildlife Refuge through new shared use paths. The grant funds will be used to implement the findings of the Paul S. Sarbanes Transit in Parks Program (5230) Alternative Transportation Study completed in 2013. The study provided an opportunity to examine environmentally sensitive solutions to manage the heavy visitation traffic through alternative transportation methods to the Refuge. As one of the most visited Refuges in the nation, the Refuge struggles to meet its conservation goals while providing a positive visitor experience.

I strongly support funding of this grant application and endorse the City of Sanibel's actions to improve transportation facilities with access to J. N. "Ding" Darling National Wildlife Foundation. This is an important project that reduces environmental impacts, encourages alternative transportation and provides an enhanced educational experience through greater signage. It is important to note that the project was supported by 77 percent of the public who commented.

The Refuge is an important destination for visitors on Sanibel Island and in greater Lee County. With over 700,000 visitors annually, traffic concerns are always present. I support additional shared use paths to provide additional access to the Refuge so that it continues to be a popular visitor destination without creating safety hazards or traffic issues.

My support for the City of Sanibel in its application for shared use paths as an alternate form of transportation is without reservation. I encourage your favorable consideration of this request.

Sincerely,

Garrett Richter

REPLY TO:
❒ 3299 E. Tamiami Trail, Suite 203, Naples, Florida 34112-4961 (239) 417-6205
❒ 404 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5023
❒ 25 Homestead Road North, Suite 42 B, Lehigh Acres, Florida 33936 (239) 338-2777

Senate's Website: *www.flsenate.gov*

DON GAETZ
President of the Senate

GARRETT RICHTER
President Pro Tempore

Subcommittees
Higher Education & Workforce Subcommittee,
Vice Chairman
Energy & Utilities Subcommittee
Healthy Families Subcommittee
Government Operations Appropriations Subcommittee

Delegations
Lee County Delegation

Committees
Joint Legislative Auditing Committee

Ray Rodrigues
Florida House of Representatives
District 76

May 15, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

I strongly support funding of the City of Sanibel's grant application to the Federal Lands Access Program to improve transportation facilities with access to J. N. "Ding" Darling National Wildlife Foundation. This is an important project that reduces environmental impacts, encourages alternative transportation and provides an enhanced educational experience through greater signage.

The City project improves access to the J. N. "Ding" Darling National Wildlife Refuge through new shared use paths. The grant funds will be used to implement the findings of the Paul S. Sarbanes Transit in Parks Program (5230) Alternative Transportation Study completed in 2013. The study provided an opportunity to examine environmentally sensitive solutions to manage the heavy visitation traffic through alternative transportation methods to the Refuge. As one of the most visited Refuges in the nation, the Refuge struggles to meet its conservation goals while providing a positive visitor experience.

The Refuge is an important destination for visitors on Sanibel Island and in greater Lee County. With over 700,000 visitors annually, traffic concerns are always present. I support additional shared use paths to provide additional access to the Refuge so that it continues to be a popular visitor destination without creating safety hazards or traffic issues. I also note that this project had support from 77% of the public who commented.

My support for the City of Sanibel in its application for shared use paths as an alternate form of transportation is without reservation. I encourage your favorable consideration of this request.

Sincerely,

Ray Rodrigues

LEE COUNTY OFFICE
Alico Lake Commons
17595 South Tamiami Trail, Suite 218
Fort Myers, Florida 33908
(239) 433-6501
Email: Ray.Rodrigues@MyFloridaHouse.gov

CAPITOL OFFICE
1302 The Capitol
402 South Monroe Street
Tallahassee, FL 32399-1300
(850) 717-5076
Website: www.myfloridahouse.gov

Florida House of Representatives

Heather Fitzenhagen

Tallahassee Office:
1302 The Capitol
402 South Monroe Street
Tallahassee, Florida 32399
Ph: (850) 717-5078

District Office:
2120 Main Street
Suite 208
Fort Myers, Florida 33901
Ph: (239) 533-2440

May 15, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

I strongly support funding of the City of Sanibel's grant application to the Federal Lands Access Program to improve transportation facilities with access to J. N. "Ding" Darling National Wildlife Foundation. This is an important project that reduces environmental impacts, encourages alternative transportation and provides an enhanced educational experience through greater signage.

The City project improves access to the J. N. "Ding" Darling National Wildlife Refuge through new shared use paths. The grant funds will be used to implement the findings of the Paul S. Sarbanes Transit in Parks Program (5230) Alternative Transportation Study completed in 2013. The study provided an opportunity to examine environmentally sensitive solutions to manage the heavy visitation traffic through alternative transportation methods to the Refuge. As one of the most visited Refuges in the nation, the Refuge struggles to meet its conservation goals while providing a positive visitor experience.

The Refuge is an important destination for visitors on Sanibel Island and in greater Lee County. With over 700,000 visitors annually, traffic concerns are always present. I support additional shared use paths to provide additional access to the Refuge so that it continues to be a popular visitor destination without creating safety hazards or traffic issues. I also note that this project had support from 77% of the public who commented.

My support for the City of Sanibel in its application for shared use paths as an alternate form of transportation is without reservation. I encourage your favorable consideration of this request.

Sincerely,

Representative Heather Fitzenhagen
District 78

Florida House of Representatives

Representative Dane Eagle

District 77

District Office:
1039 S.E. 9th Place
Suite #310
Cape Coral, FL 33990
239-772-1291

Tallahassee Office:
1302 Capitol
402 South Monroe Street
Tallahassee, FL 32399
850-717-5077

May 15, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

I strongly support funding of the City of Sanibel's grant application to the Federal Lands Access Program to improve transportation facilities with access to J. N. "Ding" Darling National Wildlife Foundation. This is an important project that reduces environmental impacts, encourages alternative transportation and provides an enhanced educational experience through greater signage.

The City project improves access to the J. N. "Ding" Darling National Wildlife Refuge through new shared use paths. The grant funds will be used to implement the findings of the Paul S. Sarbanes Transit in Parks Program (5230) Alternative Transportation Study completed in 2013. The study provided an opportunity to examine environmentally sensitive solutions to manage the heavy visitation traffic through alternative transportation methods to the Refuge. As one of the most visited Refuges in the nation, the Refuge struggles to meet its conservation goals while providing a positive visitor experience.

The Refuge is an important destination for visitors on Sanibel Island and in greater Lee County. With over 700,000 visitors annually, traffic concerns are always present. I support additional shared use paths to provide additional access to the Refuge so that it continues to be a popular visitor destination without creating safety hazards or traffic issues. I also note that this project had support from 77% of the public who commented.

My support for the City of Sanibel in its application for shared use paths as an alternate form of transportation is without reservation. I encourage your favorable consideration of this request.

All the best,

Dane Eagle

Committees:
State Affairs Committee; Business & Professional Regulation Subcommittee; Criminal Justice Subcommittee; Economic Development and Tourism Subcommittee; Education K-12 Subcommittee

www.myfloridahouse.gov

SCCF

Sanibel-Captiva Conservation Foundation

SCCF is dedicated to the conservation of coastal habitats and aquatic resources on Sanibel and Captiva and in the surrounding watershed through:

- Marine Research
- Land Acquisition
- Natural Resource Policy
- Native Plant Nursery
- Environmental Education
- Sea Turtle Conservation
- Wildlife Habitat Management

May 15, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

The Sanibel-Captiva Conservation Foundation is dedicated to the conservation of coastal habitats and aquatic resources on Sanibel and Captiva and in the surrounding watershed. SCCF manages over 1,300 acres of land on the islands. The SCCF Marine Laboratory actively conducts research in areas including seagrasses, mangroves, harmful algal blooms, fish populations and shellfish restoration. SCCF's RECON (River, Estuary and Coastal Observing Network) network of seven in-water sensors provides real-time, hourly readings of key water quality parameters – spanning a 90-mile area – which are available on our web site.

The pristine and natural backdrop of Sanibel Island has become a way of life that supports not only wildlife, but a vibrant and robust ***world class*** tourism economy that attracts visitors who value and cherish the Sanibel community. ***The Sanibel population swells to 30,000 in season—supported by the businesses of the 6,000 annual residents***. Many Sanibel residents have built their businesses in tandem with the natural setting—offering visitors opportunities to enjoy the waters and shores of the Island through fishing, paddleboarding, windsurfing, snorkeling, shelling, paddling, kayaking and other activities. Although fragile in its balance, the symbiotic relationship thrived--the Island community's strong investment in conservation and nature returned a steady stream of visitors by which the Islanders could earn a living.

The Sanibel Captiva Conservation Foundation strongly supports and endorses the City of Sanibel's application to improve transportation access to the J.N. "Ding" Darling National Wildlife Refuge. The City's project will help to ensure that over 6,400 acres of a variety of habitats is available to tourists and residents to support, learn, volunteer and visit. The objective of this project is to ensure that impacts on our fragile

3333 Sanibel-Captiva Road • P.O. Box 839 • Sanibel, Florida 33957-0839 • Phone: (239)472-2329 • Fax: (239)472-6421
SCCF is a 501(c)3 non-profit organization • E-mail: sccf@sccf.org • Website: www.sccf.org

Island ecosystem are kept to a minimum while allowing for maximum visitations. Encouraging alternate forms of transportation also helps to enhance the water quality of Sanibel's surrounding waters, including Pine Island Sound, Sanibel's Clam Bayou, San Carlos Bay, and lower Charlotte Harbor, which are located within the Caloosahatchee River watershed.

We have had a long and strong partnership with the City of Sanibel. The investment of new funds to improve alternative forms of transportation and decrease vehicular impact will maximize our investment in the Island. Thank you for giving full consideration to this worthy request.

Sincerely,

Erick Lindblad

Erick Lindblad, Executive Director
Sanibel-Captiva Conservation Foundation
3333 Sanibel-Captiva Road
Sanibel, FL 33957

May 15, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

BikeWalkLee is a community coalition raising public awareness and advocating for complete streets in Lee County, Florida -- streets that are designed, built, operated and maintained for safe and convenient travel for all users: pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. BikeWalkLee seeks to work with local governments, officials and staff to help create a culture of planning that works to complete Lee County's streets so that all users of our transportation networks are considered on the front end of any project or improvement. This effort includes attending and testifying at public meetings to raise awareness of complete streets, analyzing data and legislation to make the case for necessary enhancements and dangerous infrastructure gaps and helping to identify options and opportunities that would enhance Lee County's evolution into a model complete streets community.

It is our vision that innovative and integrated land use and transportation planning can enhance our county's livability while encouraging creative new development and redevelopment and that safe walking and biking conditions promote higher levels of activity and facility usage. Our vision is to increase both the real and perceived safety conditions so usage of new public and private facilities will continue to increase.

BikeWalkLee values walkable and bikeable communities that encourage interaction among citizens of all ages, incomes, and abilities and the freedom of choice in transportation, including the choice to safely walk, bike or use public transit.

BikeWalkLee strongly supports and endorses the City of Sanibel's application to fund a City of Sanibel project to offer new shared use paths to the J. N. "Ding" Darling National Wildlife Refuge. The City of Sanibel project will reduce transportation impacts on our roadways and offer alternative forms of access to the National Wildlife Refuge. The new shared use paths will improve the safety of bicyclists and pedestrians going to the Refuge and will provide greater signage and information.

The planned project has been through public participation processes and is contained within the 2009 Shared Use Master Plan and thePaul S. Sarbanes Transit in Parks Program (5230) Alternative Transportation Study completed in 2013. The projects will improve bicycle safety for all levels of bicycle

riders, pedestrians, and other non-motorized users. The diverse users employ the Shared Use Path for a variety of purposes—sight-seeing, exercise, birding and wildlife observation and travel. Shared Use Path User counts in the City of Sanibel show a sharp increase in use over the past years and a user count far in excess of other Florida communities.

Further, the City project includes signage to assist Shared Use Path users in finding their way around the Island. We feel this is an important aspect of the project. Many of the users are visitors to the Island and greatly benefit from the directional information. This assists all users of the path and makes it a more pleasurable experience.

We have a strong partnership with the City of Sanibel and we fully support this investment in our community. Thank you for giving full consideration to this request.

Sincerely,

Darla Letourneau

Darla Letourneau
on behalf of BikeWalkLee

Sanibel Bicycle Club
P.O. Box 951
Sanibel Island, Florida
sanibelbicycleclub.org

May 9, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

Sanibel is a beautiful, sub-tropical barrier island in the Gulf of Mexico, blessed with sunshine, beaches, lush vegetation, abundant wildlife, quiet streets and 23 miles of paved shared-use paths. In 2010, Sanibel was designated a "Bike Friendly Community" by the League of American Bicyclists, an award achieved by only 158 cities out of over 400 applicants. In short, Sanibel is a paradise for cycling.

The Sanibel Bicycle Club was formed in 1994 and over the years has grown to include several hundred members. The club has three distinct missions: 1. To promote cycling for recreation, transportation and health; 2. To advocate for improvements in the safety and infrastructure of Sanibel's shared-use path system, and; 3. To provide an opportunity for cycling enthusiasts to socialize together.

For this reason, the Sanibel Bicycle Club strongly supports and endorses the City of Sanibel's application to fund a City of Sanibel project to offer new shared use paths to the J. N. "Ding" Darling National Wildlife Refuge. The City of Sanibel project will reduce transportation impacts on our roadways and offer alternative forms of access to the National Wildlife Refuge. The new shared use paths will improve the safety of bicyclists and pedestrians going to the Refuge and will provide greater signage and information.

Further, a portion of this project has been planned and vetted in the City of Sanibel's 2009 Shared Use Path Master Plan which was funded in part by our organization. The other aspects of the application were closely examined in the Paul S. Sarbanes Transit in Parks Program (5230) Alternative Transportation Study completed in 2013. The study provided an opportunity to examine environmentally sensitive solutions to manage the heavy visitation traffic through alternative transportation methods to the Refuge.

We have a strong partnership with the City of Sanibel and we fully support this investment in our community. Thank you for giving full consideration to this request.

Sincerely Yours,

William L. Harlow

The Islands of
SANIBEL CAPTIVA
CHAMBER OF COMMERCE

May 15, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

The mission of the Sanibel Island and Captiva Islands Florida Chamber of Commerce is 'To promote the prosperity of our members and preserve the quality of life in our Community'. For more than 50 years, we have been dedicated to fostering the growth and prosperity of our business community, while nurturing the quality of life for all those who live, visit and work on our sanctuary islands. We offer a great variety of member benefits to help our members promote and develop their businesses, including marketing and business support services.

Sanibel and Captiva Islands are award winning destinations drawing visitors and strongly relying on a tourism economy. **Sanibel Island is 1 of the "Top 10 Best Florida Beach Towns" according to USA Today.** Our Chamber of Commerce Visitor's Center was named the #1 attraction by Trip Advisor for Sanibel Florida. Frommer's Travel Guide ranked Sanibel Island a #1 top tourist destination. The list just goes on and on.... The Sanibel Island and Captiva Island Chamber is the official source for information for tourists such as hotels and resorts, vacation condo rentals, restaurants, shopping, real estate and local events for tourists and locals.

The Chamber works on the local level to bring the business community together to develop strong local networks. We have found that representing Chamber member businesses in local government issues has proven to be an excellent way to foster local growth thru pro-business initiatives.

On behalf of the Sanibel and Captiva Islands' Chamber of Commerce, we strongly support and endorse the City of Sanibel's application to the Federal Lands Access Program to improve access to the J. N. "Ding" Darling National Wildlife Refuge. We strongly support all activities to encourage, promote and expand visitors to the Refuge while protecting our natural community. The Refuge draws over 700,000 visitors a year—a large economic stimulator for the Sanibel Island businesses.

We have a strong partnership with the City of Sanibel and we can assure you that we will work well together to maximize your investment in our community. Thank you for giving full consideration to this request.

Sincerely Yours,

Ric Base
President

1159 Causeway Road • Sanibel Island, Florida 33957 • 239-472-1080
office@sanibel-captiva.org • Sanibel-Captiva.org

"DING" DARLING WILDLIFE SOCIETY
SANIBEL FLORIDA
Friends of the Refuge

1 Wildlife Drive, P.O. Box 565, Sanibel, FL • tel (239) 472-1100 • fax (239) 472-7803 • www.dingdarlingsociety.org

May 15, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

"Ding" Darling Wildlife Society (Society), a non-profit Friends of the Refuge organization, supports environmental education and services at J.N. "Ding" Darling National Wildlife Refuge (Refuge). Established in 1982, the Society has more than 1,500 members whose membership fees and private contributions fund projects such as the Education Center, internships, interpretative signage, research, student education, and informational literature. The Society's support role for the Refuge has grown to include the financial support of interns, supporting new exhibits and trails, and advocacy efforts in Washington, D.C.

Nationally, the Society has won several prestigious awards: The National Voluntary Service Award in 1991 from the National Recreation and Parks Association, the Friends Group of the Year in 1999 from the National Wildlife Refuge Association, and the Southeast Regional Directors Award in 2009 for its help with distributing funds for refuge employees who were affected by Hurricane Katrina. In 2012, Lee County tourism awarded the Society its Chrysallis Award for Education, and the Society of American Travel Writers (SATW) bestowed upon the group its global Phoenix Award for conservation in tourism.

The "Ding" Darling Wildlife Society supports the City of Sanibel's FLAP application to construct alternative transportation pathways to and from the Refuge. This project is important to the Refuge as a means to support and enhance our more than 700,000 annual visitors while reducing vehicular traffic, lessening traffic conflicts and decreasing the carbon footprint. Enabling alternate forms of transportation—pedestrians and bicycles—is a perfect fit to the Refuge's goals of reducing greenhouse gas emissions and improving safety for visitors to the Refuge.

High numbers of visitors attracted to the Refuge create congestion and circulation issues during the island's peak visitation period, typically from January through April. High volumes of traffic associated with visitors can have a negative effect on some species and habitat within and adjacent to the Refuge. Providing a safer and more enjoyable visitor experience with reduced disturbance to the environment, both within the Refuge and

surrounding Sanibel and Captiva Islands, can be achieved through alternative forms of transportation.

Constructing new Shared Use Paths to connect the Tarpon Bay Recreation Area to the existing City Shared Use Path and to exit the Refuge from Wildlife Drive will help to encourage bicycles and pedestrians and reduce the level of vehicular traffic. Sanibel is known for its 23 miles of Shared Use Paths heavily utilized by both residents and visitors. Improving the connection of the Shared Use Path system to the Refuge will encourage users to access the Refuge through these alternative forms of transportation.

Another important aspect of the project is the enhanced signage along the Shared Use Path. The signs reduce visitor impacts to the Refuge by focusing pedestrian movements, providing an enhanced educational experience and supporting alternative transportation choices. Small information kiosks and directional signage made of durable materials will inform visitors of the Refuge's recreational opportunities and destinations in addition to other transportation and congestion information.

We have had a long and strong partnership with the City of Sanibel. The investment of new funds to improve transportation options and support alternative forms of transport will serve the best interests of our Refuge visitors and environment. These efforts will demonstrate to our visitors that the Refuge and City are committed to ensuring a safe and enjoyable experience, while preserving the natural quality of our community as our greatest asset.

Thank you for giving full consideration to this request.

Sincerely,

Birgie Miller, Executive Director

THE BEACHES OF
FORT MYERS
AND SANIBEL

May 15, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

The Lee County Visitor & Convention Bureau (VCB) serves the broader interests of the economy of Lee County by acting as an industry leader to market the entire area globally, facilitate travel to the area, and preserve and protect the area's unique attributes for the continual benefit of its residents and the travel and tourism industry. The VCB is devoted to maintaining and building year-round tourism in Lee County. To achieve this goal, the VCB works closely with the local industry to increase domestic and international visitation through integrated programs targeting key markets. Local tourism businesses are encouraged to actively participate in all of the programs and grass roots outreach efforts, such as marketing meetings, media initiatives and trade/consumer shows.

The VCB strongly supports and endorses the City of Sanibel's application to improve transportation facilities with access to J. N. "Ding" Darling National Wildlife Foundation. The J.N. "Ding" Darling National Wildlife Refuge is a highly popular destination for both visitors and residents of Southwest Florida. Attracting over 700,000 visitors each year, it is a driving force in the tourism industry on Sanibel Island. The TDC supports improvements to the access roads to the Refuge so that it continues to be a popular visitor destination without creating safety hazards or traffic issues. This important project reduces environmental impacts, encourages alternative transportation and provides an enhanced educational experience through greater signage. It is important to note that the project was supported by 77 percent of the public who commented.

We have a strong partnership with the City of Sanibel and we can assure you that we will work well together to maximize your investment in our community. Thank you for giving full consideration to this request.

Sincerely Yours,

Tamara Pigott

Tamara Pigott
Executive Director

Sanibel & Captiva Islands Fort Myers Beach Fort Myers Bonita Springs Estero Cape Coral Pine Island Boca Grande & Outer Islands North Fort Myers Lehigh Acres

LEE COUNTY VISITOR & CONVENTION BUREAU 2201 SECOND STREET, SUITE 600 FORT MYERS, FL 33901-3086
239.338.3500 800.237.6444 FACSIMILE: 239.334.1106 WWW.FORTMYERS-SANIBEL.COM

May 15, 2014

The International
Osprey Foundation

Mr. David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

The International Osprey Foundation strongly supports and endorses the City of Sanibel's application to reduce traffic and environmental impacts surrounding the entrance to J.N. "Ding" Darling National Wildlife Refuge. Encouraging alternate forms of transport—bicycles and pedestrians—will reduce the impact on our roadways and help to support our natural setting. Sanibel's reputation and international appeal stem from its commitment to its natural environment and native habitat. Sanibel is vigilant in the protection and enhancement of its sanctuary characteristics.

Sanibel Island's reputation for stewardship of its coastal barrier island natural resources has been earned by daily affirmation of its conservation ethic. Through the dedicated and thoughtful actions of its residents, the Island has maintained its natural beauty and native habitat and has attracted a wide variety of species, including many federally endangered species, to its surrounding waters, shores, wetlands and uplands.

This pristine and natural backdrop has become a way of life that supports not only wildlife, but a vibrant and robust ***world class*** tourism economy that attracts visitors who value and cherish the Sanibel community. ***The Sanibel population swells to 30,000 in season—supported by the businesses of the 6,000 annual residents***. Many Sanibel residents have built their businesses in tandem with the natural setting—offering visitors opportunities to enjoy the waters and shores of the Island through fishing, paddleboarding, windsurfing, snorkeling, shelling, paddling, kayaking and other activities. Although fragile in its balance, the symbiotic relationship thrived--the Island community's strong investment in conservation and nature returned a steady stream of visitors by which the Islanders could earn a living.

On April 20, 2010, the BP oil spill upset the fragile balance of Sanibel Island. The oil didn't reach Sanibel's shores, but the world's perception of harm to Sanibel's protected and nurtured

PO Box 250 • SANIBEL FL 33957-0250

coastal barrier island weighed heavily in the tourist's decision to travel elsewhere for vacation. Bookings were canceled, wedding parties were moved, visitors failed to appear and the industries that relied upon the Gulf waters struggled while the world waited to see the fallout.

The Sanibel project will remove great stresses on our transportation infrastructure while allowing for full visitor access to the Refuge. Sanibel's reputation as a pristine natural community rests on our active efforts to improve our native habitat. All of our actions must ultimately work to enhance the water quality of Sanibel's surrounding waters, including Pine Island Sound, Sanibel's Clam Bayou, San Carlos Bay, and lower Charlotte Harbor, which are located within the Caloosahatchee River watershed.

Thank you for giving full consideration to this request.

Sincerely Yours,

Jim Griffith, President
International Osprey Foundation

May 15, 2014

David Payne, PE, PG

FHWA – EFLHD Access Program Manager

21400 Ridgetop Circle

Sterling, Virginia 20166

RE: Federal Lands Access Program Application for City of Sanibel

Dear Mr. Payne:

Finnimores Bike and Beach Rental is the place for all your biking and beach needs. Family owned and operated on Sanibel Island since 1985, we pride ourselves on providing courteous, professional service along with low rental rates. We also offer bicycle repair and service. We are strong believers in bicycle and pedestrian use of the 23 miles of paved paths around Sanibel Island.

In 2009, the City prepared a Shared Use Path Master Plan that analyzed existing conditions and challenges and recommended changes and additions to the path system. The City also studied ways to promote alternative forms of transportation to the J. N. "Ding" Darling National Wildlife Refuge. The City of Sanibel proposed grant project is within these two studies and has been fully reviewed by the public. The new shared use paths will improve the safety of bicyclists and pedestrians going to the Refuge and will provide greater signage and information.

We support the new shared use paths because it is an economic stimulator for

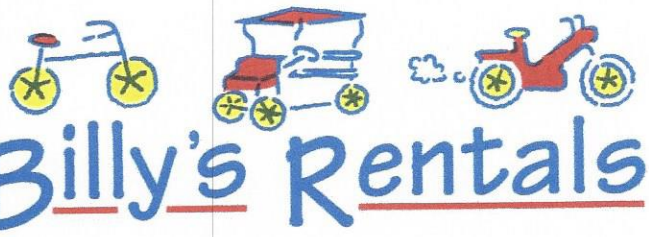
the bike rental business. It also supports all the businesses that have more traffic from visitors who ride the paths around the City.

We fully support the construction of new shared use paths in our community. Thank you for giving full consideration to this request.

Sincerely Yours,

Finnimore Cycle
Barbara K Craig, Pres.

Barabara Craig, Owner



May 15, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Shared Use Path Grant Application

Dear Mr. Payne:

Billy's Rentals has been on Sanibel Island renting sailboats, giving lessons, renting bikes and providing beach services at some of the best resorts for the past 30 years. For the past 20 years we've exclusively been on Sanibel and Captiva Islands. Billy's knows the area and how to best enjoy it. At our Periwinkle Way location we rent motor scooters, surreys, bikes, and all the extras including an array of beach equipment. The Shared Use Paths of Sanibel are the key to our successful bike rental business.

We strongly support the City of Sanibel's grant application to build new shared use paths to the J. N. "Ding" Darling National Wildlife Refuge. The new shared use paths will improve the safety of bicyclists and pedestrians going to the Refuge and will provide greater signage and information. Sanibel's reputation as a biking community as a pristine natural community rests on our active efforts to safeguard our natural resources and improve our native habitat. The objective of this project is to allow maximum visitation to the ever-popular Refuge while minimizing the impacts on the fragile ecosystems.

We have a strong economic interest in the promoting bike and pedestrian use of the paths. We fully support this investment in our community. Thank you for giving full consideration to this request.

Sincerely Yours,

Billy Kirkland, Owner

Your Fun in the Sun Experts
P.O. Box 539 • 1470 Periwinkle Way • Sanibel Island, Florida • 33957
(239) 472-5248 • Fax (239) 472-6224 • 1-800-575-8717
e-mail: info@billysrentals.com • www.billysrentals.com

Clinic For The Rehabilitation of Wildlife, Inc.

May 15, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

The Clinic for the Rehabilitation of Wildlife's (CROW) mission is "Saving Wildlife Through Care, Education, and Collaboration". CROW operates one of the country's leading wildlife rehabilitation facilities on its 12.5-acre campus on Sanibel Island, Florida. Each year, over 4,000 sick, injured and orphaned wildlife patients receive care from CROW's staff veterinarians, clinicians and volunteers, as well as from students enrolled in CROW's wildlife medicine programs.

Sanibel Island has gained a reputation as a World Class tourist destination with awards and designations from the finest organizations. Sanibel's community and individual conservation ethic is woven into every feature of the Island. It has earned a reputation for pristine waters and shores by its focused and dedicated efforts that remind, encourage, promote and require that all human actions be taken with the greatest of care and respect for the natural environment. Sanibel's 11 miles of beaches are worldwide renowned for their natural state and as a location to enjoy and appreciate rare and endangered wildlife. Naturally it follows that the Island and the surrounding Gulf habitat has remained one of the finest areas for outdoor recreation and enjoyment. Salt water fishing, kayaking, canoeing, sailing, swimming and shelling are just examples of the many ways residents and visitors enjoy the natural resources.

CROW strongly supports the City's proposed shared use path to provide an alternative form of access to the J. N. "Ding" Darling National Wildlife Refuge. It is critical that we manage our activities in a manner that balances the interests of our residents and visitors with the wildlife that shares our Island. The Refuge struggles to meet its conservation goals while providing a positive visitor experience. The new path will open greater access to bicycles and pedestrians and reduce the level of vehicular traffic. This project is supported by the Environmental Assessment (EA) under NEPA for the Paul S. Sarbanes Transit in Parks Program Alternative Transportation Study and by a large percentage of the public who participated.

This investment of new funds to help maintain our fragile Island balance is important to furthering CROW's mission. For this reason we support the city's project.

Sincerely Yours,

Melissa Congress

Melissa Congress
President, CROW Board of Directors

P.O. Box 150, Sanibel, Florida 33967 Phone 239-472-3644 Fax: 239-472-2334 www.crowclinic.org

May 15, 2014

David Payne, PE, PG
FHWA --- EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

Sanibel-Captiva Audubon Society

PO Box 957
Sanibel, Florida 33957

www.san-capaudubon.org

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

The Mission of the Sanibel-Captiva Audubon Society is to promote interest in wildlife on Sanibel and Captiva Islands, fostering the cause of conservation with emphasis on birds and their habitat. Sanibel's reputation and international appeal stem from its commitment to its natural environment and native habitat. Sanibel is vigilant in the protection and enhancement of its sanctuary characteristics.

The Sanibel-Captiva Audubon Society strongly supports and endorses the City of Sanibel's application to fund a City of Sanibel project to offer new shared use paths to the J. N. "Ding" Darling National Wildlife Refuge. The City of Sanibel project will reduce transportation impacts on our roadways and offer alternative forms of access to the National Wildlife Refuge. The new shared use paths will improve the safety of bicyclists and pedestrians going to the Refuge and will provide greater signage and information. Sanibel's reputation as a pristine natural community rests on our active efforts to safeguard our natural resources and improve our native habitat. The objective of this project is to allow maximum visitation to the ever- popular Refuge while minimizing the impacts on the fragile ecosystems.

We have a strong partnership with the City of Sanibel and we fully support this investment in our community. Thank you for giving full consideration to this project.

Sincerely Yours,

Jim Griffith, President

Tarpon Bay Explorers, Inc.
900 Tarpon Bay Road Sanibel, Florida 33957

May 15, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Shared Use Path Grant Application

Dear Mr. Payne:

Tarpon Bay Explorers is the licensed concessionaire of the J.N. "Ding" Darling National Wildlife Refuge, providing low impact recreational and educational opportunities to the public under contract with the U.S. Fish & Wildlife Service. Nestled within the J.N. "Ding" Darling National Wildlife Refuge on Sanibel Island, Tarpon Bay Explorers offers a variety of nature tours and rentals to help you make the most of your Florida vacation.

Tarpon Bay Explorers offers many guided tours designed to be both educational and fun! Birds, dolphins, manatees, and alligators are just some of the amazing wildlife found in the pristine native tropical and subtropical vegetation of Sanibel Island. We offer the opportunity to see wildlife up-close and discover the J.N. "Ding" Darling National Wildlife Refuge with an experienced naturalist by your side.

Our experienced naturalists help Refuge Tram riders spot wildlife most people would never see. As the road meanders past tidal mudflats and mangrove forests, roseate spoonbills, white ibis, little blue herons, reddish egrets, brown pelicans, osprey, and other colorful birds can be seen feeding, resting, and preening. There are many other species that make the migratory stopover of "Ding" Darling part of their annual flight corridor. And no trip on Wildlife Drive is complete without stopping by Alligator Curve, where visitors are almost sure to observe these prehistoric reptiles. It's not all about the wildlife, though. We educate through fascinating tales of the Calusa Indians and the early days of Sanibel and south Florida.

Taking the Refuge Tram Tour also benefits wildlife. Reducing the number of cars along Wildlife Drive helps to protect the animals from polluting exhaust fumes and noisy automobile engines. Plus, by leaving the driving to us, visitors have their hands free to capture those amazing photos or to peer through binoculars and gaze at the wildlife.

We strongly support the City of Sanibel's grant application to build new shared use paths to the J. N. "Ding" Darling National Wildlife Refuge. The new shared use paths will improve the safety of bicyclists and pedestrians going to the Refuge and will provide greater signage and information. Sanibel's reputation as a biking community and as a pristine natural community rests on our active efforts to safeguard our natural resources and improve our native habitat. The objective of this project is to allow maximum visitation to the ever-popular Refuge while minimizing the impacts on the fragile ecosystems.

The new Shared Use Path connections will allow visitors who rent our bicycles to more safely leave the Refuge and explore other Island destinations. Our bicycle rentals have been increasing in number since the bicycle-friendly paving of Wildlife Drive. We believe that increasing alternative forms of transportation will decrease impacts on the Refuge while allowing greater access to the public.

We have a strong economic interest in the promoting bike and pedestrian use of the paths. We fully support this investment in our community. Thank you for giving full consideration to this request.

Sincerely Yours,

W. Schnapp
Vice-President
Tarpon Bay Explorers
EcoErler@aol.com

THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

SENATOR LIZBETH BENACQUISTO
Majority Leader
30th District

COMMITTEES:
Appropriations, *Vice Chair*
Appropriations Subcommittee on Education
Appropriations Subcommittee on Health and Human Services
Banking and Insurance
Education
Ethics and Elections
Gaming
Governmental Oversight and Accountability
Rules

May 15, 2014

David Payne, PE, PG
FHWA – EFLHD Access Program Manager
21400 Ridgetop Circle
Sterling, Virginia 20166

RE: City of Sanibel Federal Lands Access Program Application

Dear Mr. Payne:

The City of Sanibel is seeking a grant from the Federal Lands Access Program to improve access to the J. N. "Ding" Darling National Wildlife Refuge through new shared use paths. The grant funds will be used to implement the findings of the Paul S. Sarbanes Transit in Parks Program (5230) Alternative Transportation Study completed in 2013. The study provided an opportunity to examine environmentally sensitive solutions to manage the heavy visitation traffic through alternative transportation methods to the Refuge. As one of the most visited Refuges in the nation, the Refuge struggles to meet its conservation goals while providing a positive visitor experience.

I strongly support funding of this grant application and endorse the City of Sanibel's actions to improve transportation facilities with access to J. N. "Ding" Darling National Wildlife Foundation. This is an important project that reduces environmental impacts, encourages alternative transportation and provides an enhanced educational experience through greater signage. It is important to note that the project was supported by 77 percent of the public who commented.

The Refuge is an important destination for visitors on Sanibel Island and in greater Lee County. With over 700,000 visitors annually, traffic concerns are always present. I support additional shared use paths to provide additional access to the Refuge so that it continues to be a popular visitor destination without creating safety hazards or traffic issues.

My support for the City of Sanibel in its application for shared use paths as an alternate form of transportation is without reservation. I encourage your favorable consideration of this request.

Sincerely,

Lizbeth Benacquisto
Senate District 30

REPLY TO:
❒ 1926 Victoria Ave, 2nd Floor, Fort Myers, Florida 33901 (239) 338-2570
❒ 330 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5030

Senate's Website: *www.flsenate.gov*

DON GAETZ
President of the Senate

GARRETT RICHTER
President Pro Tempore