

**MINUTES OF THE LEE COUNTY METROPOLITAN PLANNING ORGANIZATION
BOARD**

Held on January 16, 2015

The following members were present for the regular meeting of the Lee County Metropolitan Planning Organization Board on January 15, 2015 at the City of Cape Coral Council Chambers, 1015 Cultural Park Boulevard, Cape Coral, Florida.

LEE COUNTY	Present		
COMMISSIONER FRANK MANN	x		
COMMISSIONER BRIAN HAMMAN	x		
COMMISSIONER LARRY KIKER			
COMMISSIONER CECIL PENDERGRASS			
COMMISSIONER JOHN E. MANNING	x		
CITY OF FORT MYERS		ALTERNATES:	Present
COUNCILMAN THOMAS LEONARDO	x	COUNCILMAN JOHNNY STREETS JR	
MAYOR RANDY HENDERSON			
COUNCILMAN MIKE FLANDERS	x		
CITY OF CAPE CORAL			
MAYOR MARNI SAWICKI	x	COUNCILMAN RICHARD LEON	
COUNCILMAN JOHN CARIOSCIA	x		
COUNCILMAN JIM BURCH	x		
COUNCILMAN RICK WILLIAMS	x		
TOWN OF FORT MYERS BEACH			
COUNCILMAN ALAN MANDEL	x	COUNCILWOMAN REXANN HOSAFROS	
CITY OF SANIBEL			
MAYOR KEVIN RUANE		VICE-MAYOR MICK DENHAM	x
CITY OF BONITA SPRINGS			
MAYOR BEN NELSON	x		
VICE-MAYOR STEPHEN MCINTOSH	x	COUNCILMAN MIKE GIBSON	

CALL TO ORDER

Mr. Limbaugh called the roll and announced that a quorum was present.

Agenda Item #1 – Approval of the Minutes from the December Meeting

MOTION BY COMMISSIONER HAMMAN TO APPROVE THE MINUTES OF THE DECEMBER MEETING SECONDED BY COUNCILMAN BURCH. MOTION CARRIED UNANIMOUSLY.

Agenda Item #2 – Citizens Advisory Committee Meeting Report

Don Scott gave the CAC report that included the election of the Chair (Rick Anglickis) and Vice Chair (Bill Williams), the unanimous approval of the Transit Element scope of services, a discussion on the fair share analysis reports that the Board received at the last meeting, a discussion on the Long Range Transportation Plan update schedule and an overview on the status of the Bicycle Pedestrian Safety Action Plan recommendations. The CAC voted to ask FDOT to explain how the statutory fair share percentages are calculated. Specifically they want to know how Polk County's 80% statutory formula is 18.123% while Lee County is 19.114%. In addition, the CAC discussed David Urich's presentation about the proposed road connections to Babcock and the CAC voted (18 to 1 in favor) to ask staff to model a new road connection in Charlotte County from Babcock over to US 41 about a mile north of the County line and compare that with the traffic model projections for the proposed existing Del Prado Extension alignment and Interchange with I-75.

Agenda Item #3 – Bicycle Pedestrian Coordinating Committee Report

Don Scott gave an overview of the Bicycle Pedestrian meeting. The December meeting was cancelled but Don gave an overview of upcoming BPCC activities that included a joint coordination meeting with Collier on the Cross Florida pathway alignments in our area and the upcoming Bike Pedestrian Coordinating Committee agenda

Agenda Item #4 – Public Comments will be taken at each Item

Agenda Item #5 – Review and Approval of the Transit Element Scope of Services

Don Scott presented the item. This is a Board approval item for the scope of services for the update of the Transit Element of the Long Range Plan. This task includes updating what had been previously produced for Lee Tran during their development of the Transit Development Plan and the Vision Plan back in 2011/2012 along with adding some additional route analysis that they can use for their next update. In addition, the scope includes analysis of the Transportation Disadvantaged trip demand needs for inclusion in the Long Range Plan. The scope in the MPO packet includes the revisions that were recommended by LeeTran at the TAC meeting and the TAC and CAC approved the scope unanimously with those recommended changes.

MOTION BY COMMISSIONER MANNING TO APPROVE THE TRANSIT ELEMENT SCOPE OF SERVICES. SECONDED BY COUNCILMAN BURCH. MOTION CARRIED UNANIMOUSLY

Agenda Item #6 – Approval of the Updated Regional Intelligent Transportation System (ITS) Architecture Resolution

This is a Board approval item on the updated FDOT Regional ITS architecture resolution. The resolution is used to recognize what ITS projects are consistent with the regional architecture allowing the projects to be eligible for federal or state funding. The TAC and CAC reviewed the draft resolution and provided input at their December round of meetings

MOTION BY COMMISSIONER MANNING TO APPROVE THE REGIONAL INTELLIGENT TRANSPORTATION SYSTEM ARCHITECTURE RESOLUTION. SECONDED BY COMMISSIONER HAMMAN. MOTION CARRIED UNANIMOUSLY.

Agenda Item #7 – Approval of the Local Coordinating Board Membership Certification

Mr. Scott presented this item. This is a Board approval item for authorizing the Chair to sign the Local Coordinating Board certification of their members. This certification includes the addition of Donna Torres as the voting member and Nathan Santos as the alternate representing the Department of Children and Families.

MOTION BY COMMISSIONER MANNING TO APPROVE THE LOCAL COORDINATING BOARD MEMBERSHIP SECONDED BY COMMISSIONER HAMMAN. MOTION CARRIED UNANIMOUSLY.

Agenda Item #8 - Presentation on the Benefits of the Modern Round-a-bout

This was a presentation item on the benefits of the modern round-a-bout by FDOT District Secretary Billy Hattaway consistent with the request for this item at the last meeting. (Presentation attached) The board members discussed the merits of modern round-a-bouts and the need to get public input on where they are constructed to cut down on the opposition to the change. Councilman Flanders ask for additional information on the cost savings of round-a-bouts such as maintenance/fuel/time. Secretary Hattaway agreed to provide the information.

Public Comments

Mike Ulrich with Vision Awareness Collation spoke about concerns the blind have with navigating round-a-bouts. He stated he would be willing to assist in finding a way to make them safer. FDOT committed to following up with Mr. Ulrich on the issue.

Agenda Item #9 – Overview on the Status of Bicycle Pedestrian Safety Action Plan Recommendations

Don Scott presented information on the status of addressing the recommendations from Bicycle Pedestrian Safety Action Plan per the request from the City of Cape Coral Mayor. Staff had already started to work on a Bicycle Pedestrian program report for the Bicycle Pedestrian Coordinating Committee and the Board to identify what has been built, what is planned, updating the facility maps, analysis of crash performance reporting and identifying where we are with the recommendations in the Bicycle Pedestrian Master Plan. A presentation on the larger report is being planned for later this spring. For this Friday's meeting, staff will give a PowerPoint presentation on the status of the recommendations in the Bicycle Pedestrian Master Plan. This will include what some of our partners have been doing to help address the recommendations as well as some of the issues we have run into and where we might want to focus future activities.

Public Comments

Darla Letourneau on behalf of BikeWalkLee spoke about BikeWalkLee legislative priorities and submits a copy of their letter to the Lee County Legislative Delegation. (Attached)

Ms. Letourneau also informed the board that Lee County was selected as one of the 100 communities that the League of American Bicyclists is visiting in 2015, as part of its new initiative to bring bicycle-friendly expertise directly to the local level, thanks to the support of Trek and Trek dealers. These visits are an opportunity for local communities to get some hands-on technical assessment of its bicycling infrastructure and to learn about best practices from other communities, with the goal of making communities such as Lee County more bicycle friendly.

OTHER BUSINESS

Agenda Item #10 – Public Comments on Items not on the Agenda

Mr. David Urich presented his proposed alternatives to the Del Prado Extension corridor

Agenda Item #11 – Update on MPO Projects

Don Scott provide an update on the TIGER project.

Agenda Item #12 – LeeTran Report

Mr. Steve Myers with LeeTran thanked FDOT for finding the funds to meet the needs of the Lee Collier Connector. He provided an update on the LeeTran headquarters facility and said that the facility has received its C.O. and LeeTran will start moving after the first of the year. He also invited everyone to the grand opening in March.

Agenda Item #13 – FDOT Report

Provided information on FDOT Centennial – Celebrating 100 years of innovation, mobility and economic development.

Agenda Item #14 – Announcements

None.


Agenda Item #15 – Topics for next meeting

The agenda for next month will include presentations on the results of the two transit studies, the bus pullout study and the bus queue jump study.


Agenda Item #16 – Information and Distribution Items

ADJOURNMENT

FDOT Florida Department of TRANSPORTATION



Modern Roundabouts




FHWA Proven Countermeasures for Safety



- Roundabouts
- Corridor Access Management
- Backslashes with Retroreflective Borders
- Longitudinal Rumble Strips and Stipes on Two-Lane Roads
- Enhanced Drainage and Friction for Horizontal Curves
- Safety Edges
- Medians and Pedestrian Crossing Islands in Urban and Suburban Areas
- Pedestrian Hybrid Beacon
- Road Diet

FDOT Florida Department of Transportation

Roundabouts vs Traffic Circles



Kingston, NY

FDOT Florida Department of Transportation

Insurance Institute for Highway Safety



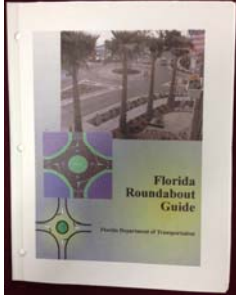
May, 2000



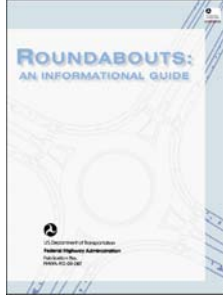
July, 2001

FDOT Florida Department of Transportation

FDOT's History with Roundabouts



March, 1996



June, 2000

FDOT Florida Department of Transportation

Characteristics

Design Element	Mini-Roundabout	Single-Lane Roundabout	Multilane Roundabout
Desirable maximum entry design speed	15 to 20 mph	20 to 25 mph	25 to 30 mph
Maximum number of entering lanes per approach	1	1	2+
Typical inscribed circle diameter	45 to 90 ft	90 to 180 ft	150 to 300 ft
4-leg volumes: not requiring a detailed capacity analysis (vpd)*	≤ approximately 15,000	≤ approximately 25,000	≤ approximately 45,000, two-lanes

FDOT Florida Department of Transportation

Benefits

Improve Safety


- > 90% reduction in fatalities
- 76% reduction in injuries
- 35% in all crashes

More Efficient


- Less delay (Lost time)
- Reduced stopping


Cost Effective

- Installation , maintenance and operations (no signals)
- Reduced pavement
- Reduced right of way (single lane)

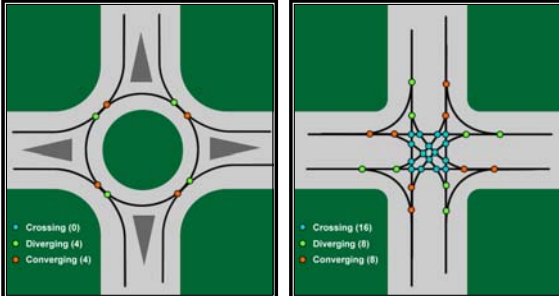


Current Direction






Safety: Vehicle to Vehicle



8 Conflict Points **32 Conflict Points**




Education

Navigating is Easy

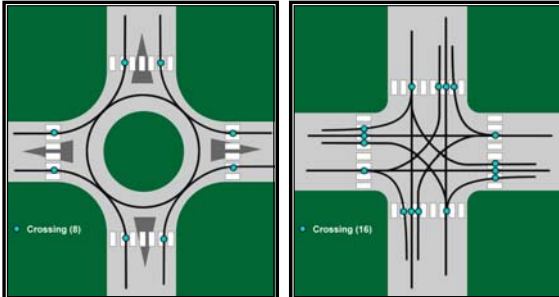
- Same as entering a one way street from a driveway
- Yield at entry to circulating traffic
- Yield to pedestrians and bicyclists

Multilane Roundabouts


- Use the left lane to turn left, right lane to turn right, all lanes go straight
- Stay in your lane within the roundabout
- Assume trucks need more space in the circulating roadway



Safety: Ped to Vehicle



8 Conflict Points **16 Conflict Points**



Signature Roundabout



Boca Raton, FL



Urban Roundabout/Road Diet



Asheville, NC

 Florida Department of Transportation

 Florida Department of
TRANSPORTATION



Questions??



Multilane Roundabout



Clearwater, FL

 Florida Department of Transportation

Roundabout Interchange



Carmel, IN

 Florida Department of Transportation



December 19, 2014

Members of Lee County Legislative Delegation:

BikeWalkLee, a coalition working to complete Lee County's streets, promotes policies that enhance the safety and usability of our roadways. The purpose of this letter is to highlight **important priorities we hope the delegation will support in the upcoming legislative session:**

- 1) Efforts to strengthen laws that make it safer for pedestrians and cyclists;**
- 2) Focused strategies that enhance economic development through bike tourism;**
- 3) State support for a robust public transit system; and**
- 4) Equitable distribution of transportation dollars to Southwest Florida.**

BikeWalkLee wishes to thank the Lee Legislative Delegation for its support of several of our priority requests last year, which were enacted during last year's Legislative Session. This year's priorities are explained in detail below; and we would be happy to discuss any of them further at your convenience.

1. Stronger laws for bike/ped safety

Our top priority continues to be the need for stronger laws and enforcement tools to make Florida roadways safer for pedestrians and cyclists. For over a decade, Florida has held the dubious distinction of being the most dangerous state in the country for pedestrians and cyclists. (Locally, Lee County ranks in the top quarter of the most dangerous areas in the state.) One of the reasons is it also ranks as the seventh worst state for driver safety laws, as ranked by the Advocates for Highway and Auto Safety. There is clearly a relationship between high bike/ped fatality rates and lax driver safety laws. It is critical that Gov. Scott and the Florida Legislature continue to make roadway safety the top transportation priority, with a goal of greatly reducing bike/ped fatalities.

In 2011, Florida Dept. of Transportation (FDOT) Secretary Prasad launched a statewide bike/ped safety campaign aimed at addressing this problem and brought in FDOT District 1 Secretary Billy Hattaway to head up this campaign. We were especially pleased with the recent issuance of a FDOT statewide complete streets policy. Complete streets are safer streets and, by adopting a complete streets policy, FDOT is signaling that safety requires a culture shift that says roadways are for everyone and we need to design, construct and manage roadways with all users in mind. **It is critical that these positive initiatives started under Secretary Prasad continue with the new FDOT leadership team.**

While FDOT has made bike/ped safety a top priority and Secretary Hattaway is providing strong leadership, it will take time before we see the benefits in terms of fewer bike/ped fatalities and injuries. The issues that have made our state so dangerous are deeply imbedded in road design and land use, and require support through state laws, enforcement, public awareness, and changing people's behavior. Like successful campaigns to stop drunk driving and to get people to buckle their seatbelts, it takes years

of work using all the tools in the toolbox to change people's behavior and get results. Over the past two years, the Legislature has begun to strengthen its weak driver safety laws -- but much remains to be done.

The Legislature is to be commended for enacting the **Aaron Cohen Life Protection Act** (named for the Miami cyclist who was killed by a hit-and-run driver in 2012), which strengthens penalties for leaving the scene of a crash. While the law went into effect July 1, 2014, hit-and-run crashes that injure or kill cyclists or pedestrians are occurring at an alarming rate. It's critical that both law enforcement investigating these crashes and the judicial system that decides whether to prosecute and how to sentence, aggressively implement a "zero tolerance" approach to hit-and-run drivers, charging and prosecuting them to the fullest extent of the law. Without strong enforcement, we will have an epidemic on our hands. While we are not proposing further legislation at this time, **anything that our state legislative leaders can do to encourage law enforcement to aggressively enforce and prosecute the law you passed last year would be appreciated.**

While the Florida Legislature finally adopted a "texting while driving" ban in 2012, it was only a first step and a weak bill. We believe that texting while driving and other distractions is one of the main reasons for the increasing number of pedestrians and cyclists who are killed on our roads, including the increase in the number of hit-and-run crashes. Thus, it is **critically important that the Legislature take action this year to strengthen the texting law so that texting while driving is made a primary offense.** Once that is done, law enforcement will have the tools necessary to implement this important measure.

With our dismal bike/ped safety record, a stronger texting law is critical. Last session several bills were introduced (including SB 322) but none of them made it through either body. Action on this legislation this session will be a critical test of the Legislature's commitment to improved bike/ped safety. **We urge you to support HB 1**, the first bill filed for the 2015 session, which makes texting while driving a primary offense, doubles the fines, and provides enhanced penalties for violations when committed in a school zone or school crossing. **We urge the Lee delegation to not only support this legislation, but to champion it.**

We also support the proposed bike/ped safety bill that the Collier County Legislative Delegation recently endorsed, which will be introduced by Rep. Passidomo.

Finally, it is **important that the Legislature not adopt legislation that will worsen our existing road safety problems, such as the bill to raise speed limits on Florida roads**, which the Governor vetoed last year. We urge our delegation to oppose consideration of a re-introduction of this bill or any other bill that would make matters worse.

2. Focused strategies for economic development through bike tourism

We applaud the Lee Delegation for its support last year of the Coast to Coast Connector Trail (C2C), a 275-mile trail from Cape Canaveral National Seashore to St. Petersburg that will enhance economic development through bike tourism. We are pleased that Gov. Scott supported the funding last year and that FDOT is taking a leadership role in the implementation of this project. We are excited about the long-term plans now getting underway to develop a Southwest Coast Connector Trail that would start in Tampa/St. Pete area (where it would join the C2C trail) and come down to Naples, linking up with the planned River of Grass Greenway Trail that will connect to Miami. The Lee and Collier County MPO bike/ped committees are now working to identify the best route for that trail.

The Florida Greenways & Trails Foundation will be seeking legislative support to accelerate work on these regional connector trails, including a **request for an appropriation of \$10 million to be directed to FDOT and regional MPOs to fund a regional trail alignment study** for each of the three regional trails envisioned, including the **Southwest Coast Connector Trail in Southwest Florida. We urge the Lee Delegation to support this request.**

The \$10 million federal TIGER (Transportation Investment Generating Economic Recovery) grant which the Lee MPO was awarded last year for its Complete Streets Initiative project, sets the stage for enhanced economic benefits from bike tourism, which is big business both nationally and globally. States and communities across the country are racing to gain a competitive advantage to capture a share of this growing lucrative niche market, especially attractive for international travelers and a younger demographic. With Florida's temperate winters and flat terrain, the potential for destination bike tourism is an economic development strategy for Florida with an enormous potential for high returns on our investment.

Bike tourism is already gaining traction in Lee County with the recent completion of Cape Coral's 90-mile bicycle routes system, thanks to an outstanding partnership between the Cape Coral Bike-Ped group and the City of Cape Coral. Building on these successes, FDOT District 1 just approved the Lee MPO's request for funding to conduct a feasibility study (called PD & E) for a shared use path that will connect the Cape Coral system to Pine Island. While it will be years before this project is constructed, when this 2.3-mile link between these two communities is complete it will open even more bike tourism opportunities for this region.

Having a safe and connected countywide biking and walking network will allow Lee County to promote bike tourism, bringing much needed revenues to small businesses and the tourism industry. Biking is increasingly popular among our visitors, with 18% reporting that they biked while they were here in 2012 (up from 12% in 2011). The Lee County Visitors and Convention Bureau recognizes the untapped potential of bike tourism and, for the first time, participated in the national bike tourism conference in November, along with a representative for Visit Florida.

3. State support for a robust public transit system

LeeTran's success is a vital part of this area's growing reputation as one that is on a clear path to a more sustainable, livable, high-quality of life. However, lack of adequate operating funds for transit services is putting Southwest Florida at great risk of being left behind economically. Investments in transit are not just about mobility connections for residents and workers--they're about the larger economic impact. Companies and their workers want to locate in places with a vibrant public transportation system, and regions without them will be left behind. **We need our leaders at both the state and local levels to focus now on how to not only maintain the transit system we have, but how to grow it into a more robust system.**

We are also concerned that changes by the Florida Legislature to Medicaid in 2011 have created unintended consequences at the local level, creating devastating funding losses for the provision of vital transportation services to the medically-needy. As a result, Lee County's provider of these services, Good Wheels, is unable to meet the demand for transportation services to critical medical treatment, such as dialysis and cancer treatment, for the medically-needy. **We urge the Legislature to support funding for medical transit services and work with local governments and service providers to make permanent changes in the Medicaid program to fix this problem.**

4. Equitable distribution of transportation dollars to Southwest Florida

Finally, our region is being left behind in the big, long-term transportation trends taking place in Florida:

- Long-term rail planning is happening everywhere in Florida except our region;
- The port system planning is everywhere except our region; and
- Florida's State Interstate System (SIS) long term plans pay minimal attention to our region.

These are big regional patterns that will drive economic resiliency and they are coalescing within specific regions of the state; all with the flow of transportation funds.

The recent decline in proportionate share of transportation dollars coming to SWFL takes on far greater significance in this bigger picture patterning. The common factor within all of these big cycle commerce developments is the integrated, future-oriented, transportation networks. Transportation dollars are beginning to solidify and coalesce within other regions in Florida, and our region is being left behind and will fall further and further behind if nothing is done to address the problem now.

The Lee Legislative delegation needs to educate itself on these funding trends and press to be included in these big picture plans for Florida's future to ensure that our region receives equitable transportation funding which is vital to the long term economic vitality of Southwest Florida.

We look forward to continuing to work with you on these issues.

Darla Letourneau
on behalf of BikeWalkLee

cc: Lee County Commissioners