

BICYCLE PEDESTRIAN COORDINATING COMMITTEE

10:00 a.m., Tuesday, January 28, 2013
Fort Myers Regional Library, Room A
1651 Lee Street, Fort Myers, FL 33901
239-244-2220



AGENDA

Call to Order/Roll Call

- 1) *Approval of the November 26, 2013 BPCC Meeting Minutes

New Business

- 2) *Election of Officers for the 2014 Meetings (Ron Gogoi)
- 3) Bicycle Pedestrian Performance Measures and an Overview of the Shovel Ready Project Guide Presentation (Brad Davis/Ned Baier)
- 4) *Discussion on the Existing District One Policy for Funding Bicycle Pedestrian Projects requiring Drainage Improvements (Dan Moser)
- 5) Input on the Metro Parkway Shared Use Path Connection to Alico Road Alternatives (Steve Jansen)
- 6) Input on the List of Roundabout Feasibility Study Locations to Begin Project Scoping (Don Scott)
- 7) Complete Streets Implementation Report Presentation (Andy Getch)

Old Business

- 8) Review of the Updated Bicycle Pedestrian Crash Statistics (Don Scott)
- 9) Staff Update on Ongoing Projects and BPCC Input (Don Scott/Ron Gogoi)

Other Business

- 10) Public and Member Comments on Items not on the Agenda
- 11) Local Government Reports on Bicycle Pedestrian Related Projects
- 12) LeeTran Report
- 13) FDOT Report
- 14) Announcements
- 15) 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 November 26, 2013

The meeting of the Bicycle Pedestrian Coordinating Committee was held on October 29, 2013 at the City of Cape Coral Annex, Room A200, 815 Nicholas Parkway East, Cape Coral.

Those in attendance included:

| | |
|-----------------|----------------------------|
| Andy Getch | LCDOT |
| Dawn Huff | Lee County School District |
| Anna Bielawska | LeeTran |
| Dan Moser | IPC |
| Mark Tesoro | Lee Memorial Trauma |
| Jason Lamey | LC Parks and Rec |
| Avelino Cancel | City of Fort Myers |
| Pat Young | At-Large |
| Karen Solgard | At-Large |
| Josh Overmyer | Fort Myers Beach |
| Stephanie Smith | City of Cape Coral |
| Linda Carter | CAC |
| Simone Behr | Visitors Convention Bureau |

Others in attendance included Don Scott and Brian Raimondo with the Lee County MPO, Darla Letourneau with BikeWalkLee, Sue Faulkner with Collier MPO, Providance Nagy with FDOT, David Wagley with LCDOT, and Sally Kreuzscher of Safe Kids Lee/Collier County

CALL TO ORDER

Chairman Moser called the meeting to order at 10:00 am.

Mr. Scott announced that a quorum was present. The attendees introduced themselves.

APPROVAL OF MINUTES

**AGENDA ITEM #1 – APPROVAL OF THE OCTOBER 29, 2013 BPPC MEETING
MINUTES**

**MOTION BY MS. CARTER TO APPROVE THE OCTOBER 29, 2013
BPPC MEETING MINUTES. SECONDED BY MR. TESORO. MOTION
CARRIED UNANIMOUSLY.**

Mr. Scott asked Chairman Moser to add two new items to the agenda under New Business - A discussion on the Draft Tentative Work Program on bicycle pedestrian projects and the cancellation of the December BPC meeting.

NEW BUSINESS

AGENDA ITEM #2 – DISCUSSION AND DIRECTION ON ITEMS RELATED TO THE IMPLEMENTATION OF THE BICYCLE PEDESTRIAN SAFETY ACTION PLAN

Mr. Scott stated that staff reviewed the crash descriptions for the Bicycle and Pedestrian fatalities for the last year and half to see if there were patterns and trends that could be addressed as part of the implementation strategies. He also reported that the first 4 intersections for undertaking road safety audits have now been identified which includes US 41 and Six Mile Cypress Parkway, SR 80 and Marsh Avenue, SR 78 and Santa Barbara Boulevard, and Colonial Boulevard and Six Mile Cypress Parkway. He reported that the MPO staff would be having a meeting on December 10th with the law enforcement agencies. Ms. Letourneau suggested that a process should be in place, like the City of Sanibel, to analyze a traffic fatality or a serious injury crash after it happens. The City calls a meeting of law enforcement officers, engineers and planners to review the crash and how it could have been prevented. Mr. Scott reported that he was working on the agenda for the December 10th meeting with law enforcement agencies and that he was getting some help there from a part time employee of the consultant who is a law enforcement officer. Discussion ensued.

AGENDA ITEM #3 – PRESENTATION ON THE COLLIER MPO BICYCLE AND PEDESRIAN SAFETY STUDY

Ms. Faulkner reported that the Collier MPO is developing a Bicycle/Pedestrian Safety Study. The purpose of this study is to develop a better understanding of the safety issues in Collier County for bicyclists and pedestrians. The safety study will assist the MPO's Pathways Advisory Committee in more effectively evaluating the safety benefit of each project that they prioritize and recommend. The consultants are currently working with the MPO staff and the PAC on the three components of this study including analysis of crash data from police reports, collecting data from a survey to capture non-reported crashes, and the development of safety criteria that may be used by the PAC to evaluate future projects. Discussion ensued.

AGENDA ITEM #4 – PRESENTATION ON THE UPDATED LEE COUNTY BICYCLE AND SIDEWALK FACILITY MAPS

Mr. Raimondo presented and discussed a map of sidewalk inventory along arterials and collectors using center line roadway, and asked for comments and ground-truthing of the facilities shown in the map. The map will be updated again next year. Moser called out Del Prado Boulevard and expressed his disappointment that the wide curb lanes were not maintained during the resurfacing of the corridor south of Coronado Parkway to Cape Coral Parkway, or that the corridor was not analyzed for implementation of

complete streets policies prior to the resurfacing project. Mr. Jansen stated that to his knowledge that segment never had wide curb lanes. Mr. Moser suggested dropping the posted speed limits on that section so that it would allow the implementation of sharrows and allow bicyclists to continue on the roadway. Discussion ensued.

AGENDA ITEM #5 – REPORT ON THE TAP AND MPO BOXED FUND PROJECT SCREENING PROCESS

Mr. Scott reported that a BPCCC Subcommittee reviewed and screened the candidate projects for TAP and MPO Multimodal 'Box' funds on November 12th. He also referred to FDOT's new Draft Tentative Work Program and reported that all the Multimodal Box and Safe Route to School, and most of the TAP priorities got funded. There were some projects where only the design phases got funded, and for those he felt that their next unfunded phases should automatically receive higher priorities from the committees in the next funding cycle. He called out the Gator Circle, Stella, Franklin, Katherine and Jeffcott projects as the only ones which did not receive any funding. He also reported that FDOT would now like us to submit a preliminary priority list so that they can have a head start on analyzing construction feasibility for the higher priority projects. Mr. Moser reported that during the project screening meeting the sub-committee added some projects, but did not drop any.

AGENDA ITEM #6 – OVERVIEW OF THE RAIL FEASIBILITY RECOMMENDATIONS AND MPO BOARD ACTION

Mr. Scott provided an update on the rail feasibility study, and reported that the MPO Board approved the study recommendations at its November 22nd meeting. Discussion ensued. He stated that the corridor adjacent to Evans except for the location where the right of way is only 40' could accommodate a multi-use path that could extend JYLP north.

OLD BUSINESS

AGENDA ITEM #6 – STAFF UPDATE ON VARIOUS ONGOING PROJECTS AND BPCCC INPUT

Mr. Scott stated that staff would be working on developing a new 2 year UPWP which among many things will include tasks such as the update of the Countywide Bicycle Pedestrian Master Plan and the implementation of the Bicycle Pedestrian Safety Action Plan Recommendations. He asked for committee input on any items that should be added to the UPWP.

ADD ON ITEM – CANCELLATION OF DECEMBER BPCC MEETING

MOTION BY MS. CARTER TO CANCEL THE DECEMBER 17, 2013 BPCC MEETING. SECONDED BY MS. YOUNG. MOTION CARRIED UNANIMOUSLY.

OTHER BUSINESS

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

Ms. Solgard informed the committee that the November meeting was her last one because of work conflicts.

Ms. Behr reported that Visitors Convention Park was working on a promotion called Pedal to the Park which encourages hotels in the area to offer biking services to Jet Blue Park and the Minnesota Twins Park.

AGENDA ITEM #8 – LOCAL GOVERNMENT REPORTS

Mr. Lamey reported about two ribbon cuttings of county park facilities in Lehigh Acres, one involving an adult park in Veterans Park on December 5th, and the other one is the Lehigh Acres Trailhead Park on December 12th

AGENDA ITEM #9 – LEETRAN REPORT

Ms. Bielawska reported that the ridership numbers for LeeTran for the month of October, the first month of the new fiscal year, increased by 358,319 passengers which translate to a 2.5 % increase from last October.

AGENDA ITEM #10 – FDOT REPORT

None

AGENDA ITEM #11 – ANNOUNCEMENTS

Ms. Young Cape Coral reported that Cape Coral Bicycle Pedestrian Group initiated the signed bike route project over 90 miles of roadway, and that the project started a couple of weeks ago and that it would require media exposure.

Ms. Letourneau reported that on December 2nd and 3rd BikeWalkLee will be presenting the Complete Streets Champions award to the City of Cape Coral Council, Staff and the Cape Coral Bike Ped Group in recognition of their work in the implementation of the 90 mile signed bike route. She also talked about the award to the City of Sanibel Council,

Staff and the Sanibel Bicycle Club for all their work over 6 years in the implementation of the Sanibel Bicycle Pedestrian Master Plan.

Mr. Tesoro informed that the Injury Prevention Council would be holding its holiday meeting at the Yacht Club on December 18th, and that the Lee MPO would be receiving the Lee County Injury Prevention Award for the Year 2013.

AGENDA ITEM #12 – INFORMATION AND DISTRIBUTION ITEMS

None

MOTION BY MS. CARTER TO ADJOURN. SECONDED BY MR. OVERMYER. MOTION CARRIED UNANIMOUSLY.

The meeting adjourned at 12:10 P.M.

ELECTION OF OFFICERS

RECOMMENDED ACTIONS: Call for nominations for the Chair and Vice-Chair.

The BPC bylaws do not allow officers to serve consecutive terms in the same office and calls for the election of a Chair and Vice Chair at the first regularly scheduled meeting of the year. However, the bylaws allow the current Vice Chairperson to automatically become the new Chair for the new calendar year if he/she accepts the position. Accordingly, if Mr. Steve Jansen accepts the Chair for 2014, then the committee should call for nominations for a new Vice Chair from among its membership and hold elections. Any voting member or his/her alternate may nominate another voting member to be an officer. Nominees should be primary members who attend meetings on a regular basis and could be anyone from the following:

| | |
|-----------------|---|
| Linda Carter | CAC Representative |
| Jeff Davis | City of Bonita Springs |
| Stephanie Smith | City of Cape Coral |
| Avelino Cancel | City of Fort Myers |
| Josh Overmyer | Town of Fort Myers Beach |
| Steve Jansen | Community Traffic Safety Team (<i>Eligible only for Chair</i>) |
| Dan Moser | Injury Prevention Council (<i>Eligible only for Vice Chair</i>) |
| Andy Getch | Lee County DOT |
| Jason Lamy | Lee County Parks and Recreation |
| Dawn Huff | Lee County School District |
| Wayne Gaither | LeeTran |
| Simone Behr | VCB |
| Mark Tesoro | Lee Memorial System |
| Josh Philphott | Lee County Port Authority |
| Dru Doyle | Member-At-Large |
| Patricia Young | Member-At-Large |
| Karen Solgard | Member-At-Large |

Any member who would be unable to fulfill the duties of an officer should state so before nominations are taken, or notify the staff before the meeting if he/she is unable to attend. Any alternate member who attends meetings regularly who would be willing to serve as an officer may bring a letter to the meeting from his or her agency's director, appointing him or her as the agency's primary BPC representative (in which case a new alternate should also be appointed at the same time).

BICYCLE PEDESTRIAN PERFORMANCE MEASURES AND AN OVERVIEW OF THE SHOVEL READY PROJECT GUIDE

RECOMMENDED ACTION: Review and accept the attached performance measures and the shovel ready implementation guide.

At its meeting in August last year, the BPCC approved a project screening process for TAP and Multi-modal Enhancement funds, and overhauled the existing bicycle pedestrian evaluation and prioritization criteria.

As part of the project scope, the MPO's consultants - Alta Planning & Design and Jacobs - have also now developed the attached bicycle pedestrian performance measures and a shovel ready project implementation guide.

The consultant will present the performance measures, the guide and the accompanying recommendations at the January 28th BPCC meeting.



Date: January 21, 2014

To: Don Scott and Ron Gogoi, Lee County Metropolitan Planning Organization

From: Ned Baier, Jacobs, and Brad Davis, Alta Planning + Design

Re: Lee County MPO Bicycle-Pedestrian Prioritization and Funding | Benchmarking Recommendations

Benchmarks help track progress towards attaining goals and objectives. They also help provide information to support decisions, assess the effectiveness of policies and implementation efforts, and improve transparency.

For this project, the proposed benchmarks provide a high-level assessment of long-range policy integration with planning efforts that support walking and biking. They can also be used to track policy changes related to the implementation of the Lee County MPO *Long Range Transportation Plan* (LRTP), the *Lee County Bicycle and Pedestrian Master Plan*, and the *Lee Countywide Bicycle and Pedestrian Safety Action Plan*.

Additionally, the benchmarks were developed with the following considerations in mind.

- How can the Lee County MPO and other groups and organizations in Lee County track the progress of communities incorporating walking and biking policy into their planning efforts?
- What benchmarks can be feasibly and effectively developed and tracked over time given staff and funding resources of the Lee County MPO, its member communities and other supporting organizations?

The Alta team will work with the Bicycle and Pedestrian Coordinating Committee (BPCC) to refine and finalize the recommended benchmarks on the subsequent page. The goal will be to have a set of benchmarks that can be effectively administered and tracked over multiple years.

Developing and Managing Benchmarks

The recommended benchmarks, as mentioned above, should help the Lee County MPO, the BPCC and other stakeholders track long-range policy changes over time. The benchmarks include metrics specifically related to bicycle and pedestrian planning as well as other benchmarks that can highlight policy change related to walking and biking. Some of the benchmarks were selected because they can serve as proxies for some of the more specific performance measures developed as part of this project. They can also be more easily documented and tracked over time.

For all of the benchmarks, additional research will be needed to develop the baseline data. The potential source of information and schedule for data collection are noted under the *Review Process* column in the table on the subsequent pages.

Connecting Bicycle and Pedestrian Benchmarks to Other MPO Benchmarking Efforts

The proposed benchmarks in this memo can be used to supplement and compliment other transportation benchmarking efforts by the Lee County MPO. Currently, the *Trends and Conditions: State of the System Report* documents system-wide performance measures, particularly related to infrastructure. Information like system miles for travel lanes, sidewalks and bikeways or vehicle miles traveled is being used.

The benchmarks presented in this memo are more focused on tracking policy changes rather than infrastructure changes or selecting projects. The benchmarks can be used to track how the Lee County MPO and its member jurisdictions are changing policy to make decisions about bicycle and pedestrian improvements and programs.

As mentioned previously, these are recommended benchmarks. They can be incorporated into *Trends and Conditions: State of the System Report* in future years or managed and reported separately by the BPC.

Table 1. Proposed Benchmarks for Bicycling and Walking

| Benchmark | Measurement/Tracking | Review process |
|---|---|--|
| Number of communities with adopted and current (updated every 5 years) bicycle and pedestrian plans | Report percentage of MPO municipalities with an adopted plan. Note when they were adopted to track when updates are needed. | Scan of county and city planning departments |
| Number of communities with an adopted complete streets policy or ordinance | Report percentage of municipalities and total number municipalities with adopted policy or ordinance. | Scan of county and cities. Can track through Complete Streets Coalition |
| Number/percentage of communities that have been awarded 'Bicycle Friendly' status by the League of American Bicyclists | Report the number and percentage of communities | Search list maintained by the League of American Bicyclists |
| Number/percentage of communities that have been awarded 'Walk Friendly Community' status by Walk Friendly Communities | Report the number and percentage of communities | Search list maintained by Walk Friendly Communities |
| Number/percentage of annual bicycle and pedestrian fatalities in Lee County | Report the number and percentage per capita in Lee County. | Search census data as well as Florida Department of Highway Safety and Motor Vehicles (DHSMV) and FDOT Crash Analysis Reporting System data. |
| Number/percentage of annual severe bicycle and pedestrian crashes in Lee County | Report the number and percentage per capita in Lee County | Search census data as well as Florida Department of Highway Safety and Motor Vehicles (DHSMV) and FDOT Crash Analysis Reporting System data. |
| Number of schools participating in pedestrian or bicycle safety education programs or events. (e.g., Safe Routes to School, Bike Smart, etc.) | Report the number and percentage in Lee County | Work with Lee County School District to develop list and track annual changes. |
| Number of transit trips in Lee County | Report the number and percent of annual change | Work with LeeTran to report annual ridership figures |
| Number of bikes-on-bus (BOB) boardings | Report number of BOB trips as well as percentage of BOB trips relative to all boardings. | Work with Lee Tran to report annual ridership figures. |
| Commute share of people walking, biking and taking transit | Report the number and percent of annual change | Collect annual census data for Lee County |



Funding Toolkit for Federally-Funded Bicycle & Pedestrian Projects

LEE COUNTY MPO



January 2014

Prepared for:



Prepared by:





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CHAPTER 1

HOW TO FUND YOUR PROJECTS

The purpose of this toolkit is to summarize how bicycle and pedestrian projects are funded with federal transportation money in Lee County. The process is technical, lengthy and requirements change often. The goal for this toolkit is to distill the basic elements of the process so that everyone involved – advocates, local, state and federal officials, community representatives – can all have a shared understanding of how bicycle and pedestrian projects in Lee County are federally funded.

TRENDS IN FEDERAL TRANSPORTATION FUNDING

Moving Ahead for Progress in the Twenty-First Century, or MAP-21, is the latest iteration of the federal surface transportation authorizing legislation. MAP-21 replaces SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), which was the previous federal surface transportation authorizing legislation. MAP-21 was signed into law in 2012 and is valid through September 2014.

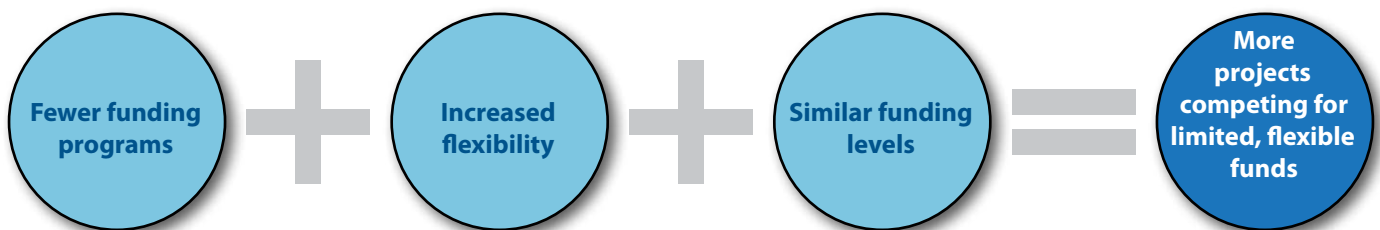


Figure 1. Summary of Federal Funding Changes for Bicycle and Pedestrian Projects under MAP-21

In summary, MAP-21 restructured and consolidated many of the funding programs under SAFETEA-LU. The Congestion Mitigation and Air Quality (CMAQ) program, Highway Safety Improvement Program (HSIP) and Transportation Infrastructure Finance and Innovation ACT (TIFIA) Loan programs remain relatively unchanged from SAFETEA-LU to MAP-21.

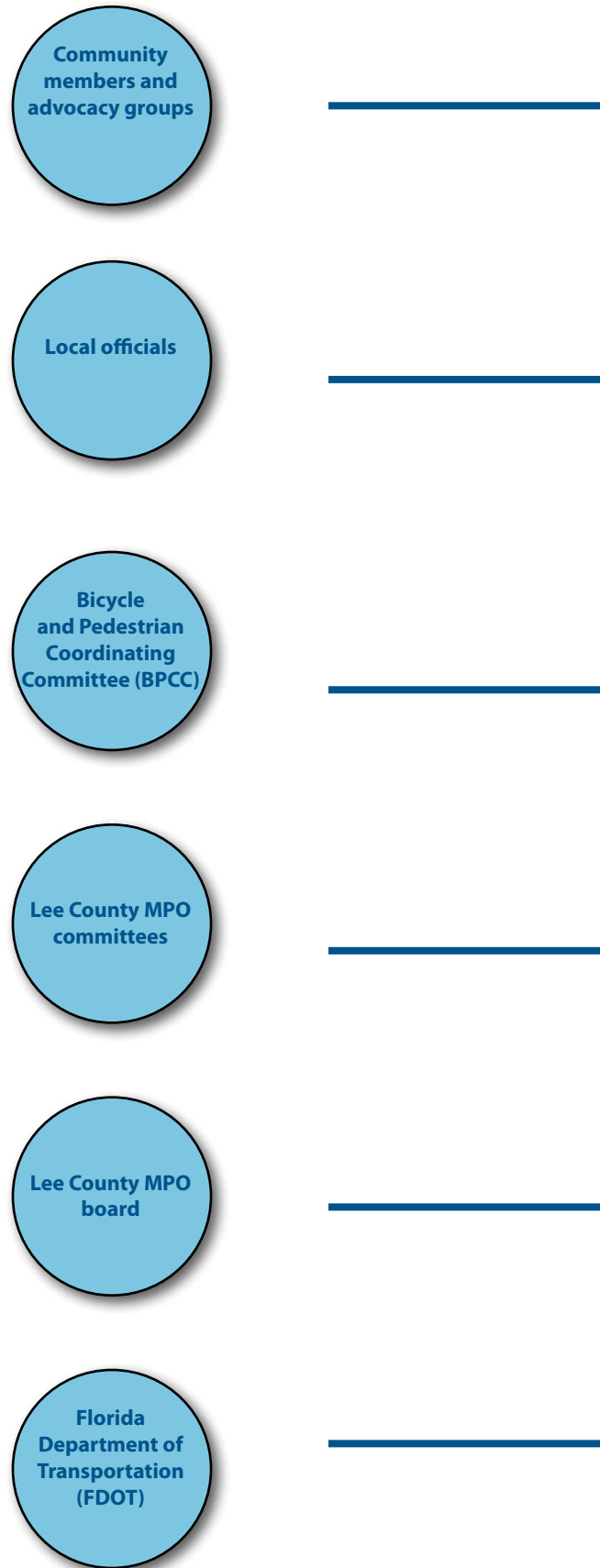
However, three programs were created or modified significantly to consolidate programs from SAFETEA-LU to MAP-21. They include the National Highway Performance Program (NHPP), the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP).

The result of this restructuring is that there are fewer programs, increased flexibility with funding requirements and approximately the same total amount of funds. These changes mean there are more projects competing for limited, flexible funds. For more on Federal funding programs, see the Federal Funding 101 chapter of this toolkit.

WHAT IS MY ROLE IN THE PROCESS?

Funding bicycle and pedestrian projects in Lee County requires participation by many groups and individuals. No one group or organization for all steps in the process. Below is a summary of the organizations involved in the process and their general roles and responsibilities. Collectively, these groups identify, select, fund and help construct federally funded bicycle and pedestrian projects in Lee County.

Figure 2. What is my role in the process?



Citizens and advocacy groups bring awareness about local improvement needs.

They also help identify need and specific projects in their community. They are engaged throughout the entire process, ensuring local, regional and state officials are delivering projects that meet local needs.

Local officials help set policy related to community improvements and government services.

Local officials include local government staff as well as elected officials. Local government staff are professionals hired by the local jurisdiction to help with administrative and technical services. They also help local officials make decisions about local improvements and investments. Elected officials are elected by the community to represent their interests. Many of them also serve on the Lee County MPO board and have voting authority for the Lee County MPO board. Local officials help identify bicycle and pedestrian projects in their respective jurisdiction and develop Lee County MPO policy.

The BPCC is an advisory committee to the Lee County MPO board.

The committee helps set policy for the Lee County MPO related to transportation policy in Lee County, particularly for cyclists and pedestrians. The committee also helps administer the project selection process for bicycle and pedestrian projects that receive federal funding. Committee members include local government staff, MPO staff, advocacy groups, FDOT, and interested citizens.

Lee County MPO committees make recommendations to the Lee County MPO board.

The committees include Citizens' Advisory Committee (CAC), the Technical Advisory Committee (TAC), the Transportation Disadvantaged Local Coordinating Board (LCB), the Bicycle Pedestrian Coordinating Committee (BPCC), and the Traffic Management and Operations Committee (TMOC). The purpose of these committees is to help the Lee County MPO make decisions about the MPO budget, project funding and adoption of for the organization.

The Lee County MPO board is the decision-making body of the MPO.

It is comprised of elected and appointed officials from Bonita Springs, Cape Coral, Fort Myers, Fort Myers Beach, Sanibel, Unincorporated Lee County and FDOT. The Board meets monthly to provide direction in planning future transportation projects and improvement in Lee County. In total, there are 16 voting members and one non-voting member of the board.

FDOT sets state policy for transportation standards and procedures in Florida.

They also serve as a liaison between the federal government and local communities. FDOT provides technical assistance and helps administer federal funds to the Lee County MPO and local jurisdictions too. FDOT representatives participate regularly with Lee County MPO committees and the board as well as work with Lee County MPO staff to ensure federally-funded projects meet state and federal funding and construction requirements.

LEE COUNTY MPO TRANSPORTATION GOALS

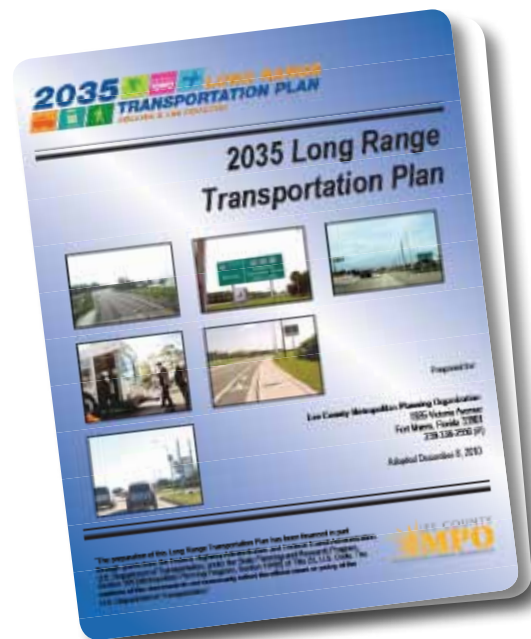
Incorporating the Lee County MPO transportation goals into the project selection process is important because new requirements for MAP-21 are increasingly focused on meeting goals at the federal, state and local level while also providing local benefits. Additionally, one of the Lee County MPO goals is to align federal funding requirements with local needs. Doing so will help local jurisdictions better position their projects to receive federal funding.

The Lee County MPO goals and priorities for bicycle and pedestrian improvements have been established through several plans. These plans include the Lee County MPO Long Range Transportation Plan, Lee County MPO Bicycle and Pedestrian Master Plan and the Lee County-Wide Bicycle and Pedestrian Safety Action Plan. Collectively, these three plans establish the long-term goals for transportation improvements for those walking and biking in Lee County.

2035 LONG RANGE TRANSPORTATION PLAN (LRTP)

The LRTP represents the long-range vision for the county's transportation system. The LRTP includes goal, policies, and objectives as well as specific projects that, when implemented, will help the Lee County MPO achieve the established vision. The LRTP addresses all modes of transportation including passenger, freight, public transit, rail and helps the MPO prioritize needs given limited funds. The LRTP also established policy and coordination initiatives between the Lee County MPO, Collier County MPO and FDOT. The following are the goals for the LRTP.

Figure 3. 2035 Long Range Transportation Plan for Collier and Lee Counties.



2035 LRTP Goals

- A multi-modal transportation system that is balanced and integrated with all transportation modes to ensure safe and efficient movement of people and goods
- A transportation system that is safe and secure for existing and future residents, visitors and businesses
- A transportation system that enhances emergency responsiveness and evacuation.
- A transportation system that is sensitive to the effects to the socio-cultural elements of the communities, the community character and environmental resources.
- A sustainable transportation system that enhances economic growth and anticipates development demands
- A transportation system that is maintained, optimized and expanded using the best available technologies and innovations
- A transportation system that is financially feasible
- A transportation system that is coordinated through local, regional and state agencies and based on effective integration of transportation, land use, conservation and smart growth planning

LEE COUNTY MPO BICYCLE AND PEDESTRIAN MASTER PLAN

The *Lee County MPO Bicycle and Pedestrian Master Plan* represents Lee County's first comprehensive bicycle and pedestrian master plan. It establishes a vision for county-wide network of bicycle and pedestrian facilities and establishes goals and policies to guide implementation. Additionally, it identifies and prioritizes projects that, when implemented, will help Lee County create a complete bicycle and pedestrian network. Below are the goals for the master plan.

Lee County MPO Bicycle and Pedestrian Master Plan Goals

- Provide a safe bicycle and pedestrian network
- Provide connectivity
- Provide mobility options
- Promote economic development
- Increase livability
- Provide public education
- Consider all users in transportation planning



Figure 4. Lee County MPO Bicycle and Pedestrian Master Plan.

LEE COUNTYWIDE BICYCLE AND PEDESTRIAN SAFETY ACTION PLAN

The purpose of the Lee Countywide Bicycle and Pedestrian Safety Action Plan (BPSAP) is to help the Lee County community reduce bicycle and pedestrian crashes, particularly those that are fatal or that cause significant injury. The BPSAP was also developed to support the Florida Strategic Highway Safety Plan. For the BPSAP, there is only one overall goal.

Lee Countywide Bicycle and Pedestrian Safety Action Plan Goal

- Reduce pedestrian and bicycle fatalities and severe injury crashes on an annual basis, measured by a per-capita rate (per population).



Figure 5. Lee Countywide Bicycle and Pedestrian Safety Action Plan.

LEE COUNTY MPO PROJECT SELECTION PROCESS

The Lee County MPO prioritizes projects in a two stage process that first assesses readiness and later assesses potential to satisfy essential criteria important to a balanced and safe multimodal transportation system. Readiness is currently addressed during the Project Solicitation, Project Screening and MPO and FDOT Pre-Application Review stages of the process. Potential to satisfy essential criteria is currently addressed during the Project Screening, Application Completion and Project Evaluation, and the Project Selection and Programming stages of the existing process.

Below is a summary chart of the process as well as a description of each step in the process.

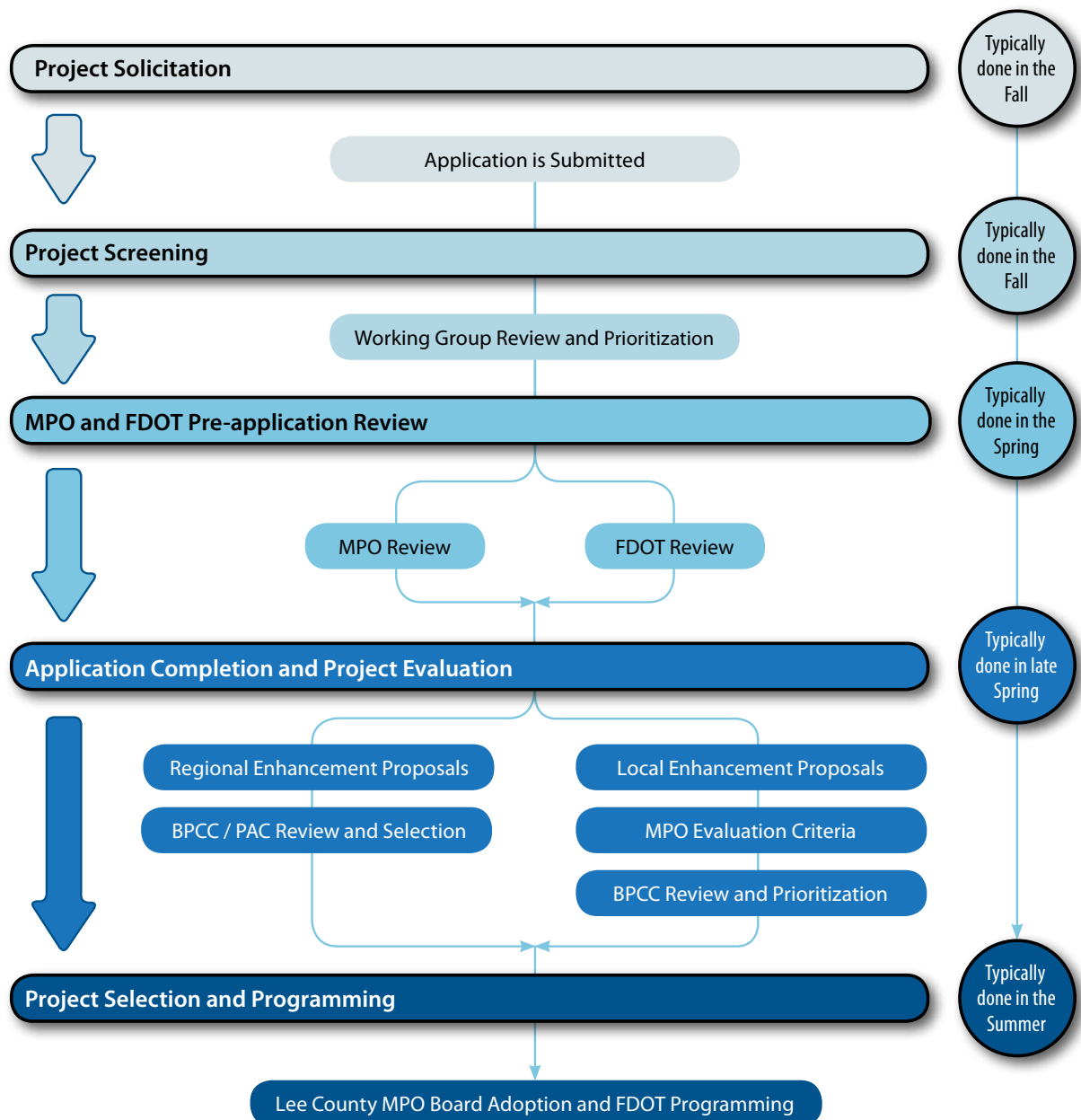


Figure 6 Project Selection Process

1

HOW TO FUND YOUR PROJECTS

PROJECT SELECTION

The process is initiated by the Lee County MPO with a solicitation for project proposals, typically in the fall. The application packet includes the following:

- Key Points to Remember list
- FDOT Pre-Application Form
- Project Selection and Implementation Guidance for Transportation Alternative and Multi-Modal Enhancement Box Funds description
- List of TAP Program– Eligible Activities description

The MPO uses the Transportation Advisory Network and its committees to advertise the solicitation. It should be noted that this process does not include solicitation for regional trail projects. These candidate projects are selected at a joint meeting by the Lee County MPO Bicycle Pedestrian Coordinating Committee and Collier MPO Pathway Advisory Committee. The candidate trail projects must be identified in the Bi-County Regional Pathways Network Map.

PROJECT SCREENING

This stage of the project selection process helps the BPCC link regional multi-modal goals to proposed projects early in the prioritization process. It also helps the BPCC ensure the proposed projects meet a minimum threshold for fiscal requirements.

This step is administered by the Lee County MPO staff and a working group of the BPCC. The composition of the working group is developed by the BPCC. The composition of the working group should include a representative from the following stakeholder groups:

- Local jurisdiction
- Advocacy organization
- BPCC chair
- Lee Tran
- FDOT
- Lee County MPO staff
- Lee County Board of Education

For more information about the screening criteria used during this step, please see the Selecting Projects chapter for more details.



MPO AND FDOT PRE-APPLICATION REVIEW

Once pre-applications have been submitted, MPO staff reviews them for completeness, eligibility and consistency with MPO plans. If issues are identified with a pre-application, MPO staff works with the applicant to resolve the issues. Project proposals with significant issues that cannot be resolved or projects that can be addressed through another funding program are dropped from further consideration for the current application year. However, they may be revised and re-submitted in a future year.

Once pre-applications are determined to be complete, they are sent to FDOT for document review, on-site review, and development of project costs. During the first quarter of the year, the MPO, FDOT and project applicants coordinate to resolve any issues emerging from the project reviews. Once the review is completed and the projects deemed construction feasible, MPO staff coordinates with the applicants for submission of completed applications for project evaluation and ranking.

APPLICATION COMPLETION AND PROJECT EVALUATION

Once project applications have been completed, they are submitted to Lee County MPO staff for evaluation using MPO-adopted criteria. These projects are referred to as Local Enhancement Proposals. Projects are scored using the Project Selection Criteria established by the BPCC. The results are used by the BPCC to develop a final project list of recommendations to present to other Lee County MPO committees and the board for review and adoption.

It should be noted that the project selection criteria is funding neutral. Many of the projects are often eligible for funding from more than one funding source. To allow for flexibility and help the Lee County MPO maximize the limited funds available for projects, all of the proposed projects are scored together. The Lee County MPO staff are responsible for aligning the federal funds with each project.

This approach ensures the best projects are matched with the most appropriate funding source. It also alleviates the BPCC members and project sponsors from being too focused on meeting requirements for different funding programs. This approach helps local jurisdictions focus on their local need and goals rather than technical funding requirements that frequently change.

The exception of this step in the process is the selection of Regional Enhancement Proposals, or regional trail projects that are part of a proposed network in Lee and Collier counties. These projects are not scored using the BPCC project selection criteria and are instead selected jointly by the Lee County MPO BPCC and the Collier County MPO PAC. Both committees work together to identify and select projects to fund using the Lee-Collier Regional Pathways Map. Selection of these projects is done in tandem with the Lee County MPO bicycle and pedestrian projects.



1

HOW TO FUND YOUR PROJECTS

PROJECT PRIORITIZATION AND APPROVAL

For Local Enhancement Proposals, the results of the project scoring are presented to the Lee County Bicycle Pedestrian Coordinating Committee (BPCC), the Traffic Management Operations Committee, Citizens Advisory Committee and the Technical Advisory Committee for review and recommendation. Projects are presented in two separate lists: TAP funded priority projects and Multi-Modal Box fund priority projects. The two separate lists of priorities are then presented to the Lee County MPO Board for adoption.

After the Board has approved the projects, they are submitted to FDOT for programming consideration during the development of the new FDOT Work Program. At this point in the process, projects are funded and begin going through the appropriate design and construction phases for implementation. Depending on the type of project being funded (design vs. construction) projects can take anywhere from one to five years to be implemented once they are in the FDOT Work Program.



CHAPTER 2

FEDERAL FUNDING 101

Federal funding for bicycle and pedestrian projects in Lee County is an important part of improving the transportation system in the County. The funds help local governments address their mobility needs. They also help them leverage additional money for capital improvements that they could otherwise not cover with local money alone.

The sections in this chapter provide a summary overview of federal transportation funding, particularly as it relates to bicycle and pedestrian projects. The summary includes a description of the funding process as well as the primary federal funding sources for bicycle and pedestrian projects. The goal of this chapter is to describe how the latest federal transportation reauthorization, Moving Ahead for Progress in the 21st Century (MAP-21) affects funding for bicycle and pedestrian funding for the state of Florida and Florida Metropolitan Planning Organizations (MPOs).

FUNDING PROCESS

Federal transportation funding is typically directed through state agencies to local governments either in the form of grants or direct appropriations, independent from state budgets. Federal funding typically requires a local match of 20%, although there are sometimes exceptions, such as the recent American Recovery and Reinvestment Act stimulus funds, which did not require a match or so called “soft matches” in the case of Florida.

In Florida, federal monies are administered through the Florida Department of Transportation (FDOT) and metropolitan planning organizations (MPOs). Most, but not all, of these programs are oriented toward transportation (as opposed to recreation), with an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system. See attachment 1 for a summary of the changes in funding available for bike and pedestrian projects under SAFETEA-LU and MAP-21.

LOCAL AGENCY PROGRAM (LAP)

The LAP program is an important part of the funding process. While it is not a funding source, it does significantly influence how, or whether, federal funds are used by local jurisdictions to construct projects. Currently, the Lee County MPO, Lee County, City of Fort Myers and Cape Corral are LAP-certified local agencies. However, the MPO is certified for conducting planning studies only.

The LAP program is used by FDOT to establish a process for assuring that local agencies meet or exceed all applicable federal and state standards and requirements for project planning, project development, design, right-of-way relocation and acquisition, and construction. To participate in the LAP process, local agencies must be certified by FDOT using a Certification Agreement between the local agency and FDOT. The certification allows local agencies to retain more of the approval authority at the local level when developing federally funded transportation projects. This approval authority includes, among other things, the ability to advertise, award and manage its own projects. This approach also gives local agencies more control over design and implementation of projects as well.

FUNDING SOURCES

The primary sources of federal funding for bicycle and pedestrian projects under MAP-21 are the Transportation Alternatives Program, the Surface Transportation Program, Highway Safety Improvement Program, and the Congestion Mitigation/Air Quality Program. Additionally, the Lee County MPO creates a dedicated set-aside funding source call Multi-modal Box Funds. Each of these funding sources is described in more detail below.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Transportation Alternatives (TAP) is a new funding source under MAP-21 that consolidates three former SAFETEA-LU programs: Transportation Enhancements (TE/SE), Safe Routes to School (SRTS), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including sidewalks, on-street bikeways, multi-use paths, school safety, and rail-trails. TAP funds may also be used for selected education and encouragement programming such as Safe Routes to School.



Eligible Projects for TAP funding include:

Transportation Alternatives

Transportation Alternatives as defined by Section 1103 (a)(29). This category includes the construction, planning, and design of a range of bicycle and pedestrian infrastructure including “on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.” Infrastructure projects and systems that provide “Safe Routes for Non-Drivers” is a new eligible activity.

Recreational Trails

TAP funds may be used to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized and motorized uses, such as off-road motorcycling or snowmobiling. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Recreational Trails Program (RTP) funds may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition or easements of property for trails
- State administrative costs related to this program (limited to seven percent of a state’s funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state’s funds)

Safe Routes to School (SRTS)

Under MAP-21, K-8 Safe Routes to School activities are eligible under TAP. Both infrastructure and non-infrastructure projects are eligible and the program elements described in SAFETEA-LU are still in effect. The purpose of the SRTS eligibility is to promote safe, healthy alternatives to riding the bus or being driven to school.

Eligible projects may include:

- Engineering improvements
- Education and Encouragement Efforts
- Enforcement Efforts

SURFACE TRANSPORTATION PROGRAM (STP)

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of bicycle and pedestrian improvements are eligible, including on-street bicycle facilities, off-street trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, **STP-funded bicycle and pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System but with certain caveats.** The United States Code Title 23, Chapter 1 defines the Federal-aid Highway system as “a highway eligible for assistance under this chapter other than a highway classified as a local road or rural minor collector.” Similar to the TAP fund, 50% of each state’s STP funds are sub-allocated geographically by population; the remaining 50% may be spent in any area of the state.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

MAP-21 doubled the amount of funding available through the Highway Safety Improvement Program (HSIP) relative to SAFETEA-LU. HSIP provides \$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. MAP-21 requires each state to formulate a state safety plan, produced in consultation with non-motorized transportation representatives, in order to receive HSIP funds. Eligible projects are evaluated on anticipated cost-effectiveness of reducing serious injuries and fatalities.

MAP-21 preserves the Railway-Highway Crossings Program within HSIP but discontinues the High-Risk Rural roads set-aside unless safety statistics demonstrate that fatalities are increasing on these roads. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for non-motorized users in school zones are eligible for these funds.



CONGESTION MITIGATION/AIR QUALITY PROGRAM (CMAQ)

The Congestion Mitigation/Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. **States with no nonattainment areas may use their CMAQ funds for any CMAQ or STP eligible project. Florida currently has no nonattainment or maintenance areas, which provides another funding source for bike and pedestrian facilities.** Purely recreational facilities generally are not eligible.

MULTI-MODAL ENHANCEMENT BOX FUNDS

The Multi-Modal Enhancement Box is a fixed set-aside that FDOT takes out every year, at the request of the Lee County MPO, from the MPO's direct sub-allocation of Surface Transportation Program funds. This request is made to reserve, or 'box away,' these funds in the MPO Work Program. Doing so allows the MPO to use these funds in subsequent years for implementing bicycle pedestrian, congestion management, and transit projects that do not require any right of way acquisition.

The source for the Multi-Modal Enhancement Box funds, as mentioned above, is the federal Surface Transportation Program, or STP. Because the Lee County MPO is a Transportation Management Area, it receives STP funds for Urbanized Areas with Populations Over 200,000. The sub-allocation is based on the MPO's urbanized area population and is calculated from the State's portion of the STP – Areas with Population over 200K funds. The state's total STP apportionment is determined by FHWA based on MAP 21 guidelines. In the Lee County MPO Work Program and Transportation Improvement Program (TIP), these funds are represented as XU or SU funds.



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FEDERAL FUNDING 101

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CHAPTER 3

SELECTING PROJECTS

Agencies across the nation utilize a variety of methodologies for identifying the need for bicycle and pedestrian facilities. These methodologies tend to be of a similar general format, but vary depending on local priorities and available data. Common inputs to these methodologies include measures of demand that consider proximity to trip generators and attractors using land use and population data, measures of deficiency that include collision data, AADT, etc., as well as policy and feasibility measures. In this way, the Lee County MPO practices are similar to other agencies' practices. Most importantly, the criteria must relate to stated transportation goals.



SCORING CRITERIA BEST PRACTICES

Agency scoring criteria vary, but most have several common areas of focus. These common focus areas include demand inputs, like where people live, deficient or barrier inputs, like areas with high crash rates, policy inputs, does the project support an adopted goal or objective and fiscal inputs, like the cost and availability of right-of-way. Below is a summary of these common inputs. The Lee County MPO scoring criteria incorporates all of the input categories to operationalize the bicycle and pedestrian goals for the MPO.

COMMON POTENTIAL DEMAND INPUTS

- **Schools Community Centers and Places of Worship** –Most methodologies include proximity to elementary, middle and high schools. It is also important to consider neighborhood destinations such as community centers and places of worship.
- **Parks and Trails** –Proximity to parks and trails of all sizes may be considered, with extra points sometimes given to larger parks and trails or parks and trails of local importance.
- **Socio-economic Data** – Census derived variables vary, but include population density, low income households, and elderly/disabled populations. Most measures use a tiered system where different levels of these population groups are considered.
- **Transit** – Methodologies vary, with some considering proximity to any transit stop while others focus on frequent transit or light rail stops.
- **Commercial Activity** – Proximity to commercial activity is less often included, which is likely a function of limited data availability.

COMMON DEFICIENCY/BARRIER INPUTS

- **Crash history** – Present in most methodologies; some methodologies consider all bicyclist and pedestrian involved crashes while others focus on serious or fatal crashes.
- **Other factors**, which vary by methodology and include traffic volume, traffic speed, roadway width and measures of sidewalk gaps/connectivity.

POLICY INPUTS

- Points are frequently provided for projects that support policy objectives.

FEASIBILITY INPUTS

- Although feasibility is not a measure of transportation importance, it is often a barrier to project development. Examples include cost and right-of-way availability.

WHAT IS THE LEE COUNTY MPO PROJECT SCORING CRITERIA FOR BICYCLE AND PEDESTRIAN PROJECTS?

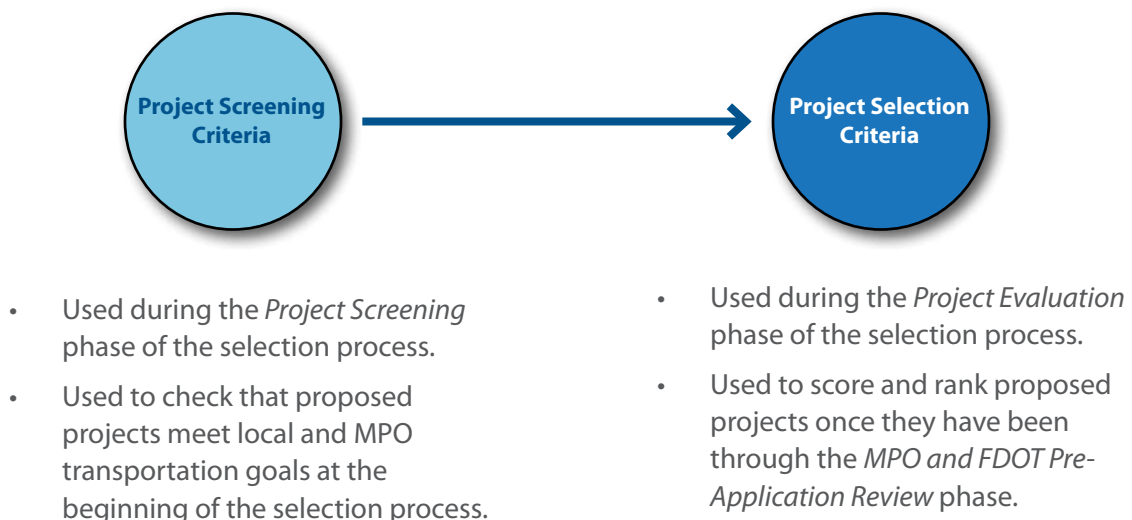
The project scoring criteria for Lee County MPO bicycle and pedestrian projects use a two-step process. The *Project Screening Criteria* is used the “Project Screening” stage to link projects to high level goals. The *Project Selection Criteria* is used to evaluate and select projects during the “Project Evaluation” stage.

Additionally, the criteria are organized using four criteria categories. These categories are used to summarize the intent for the different criteria.

- **Fiscal Responsibility** – These criteria address fiscal requirements and constraints associated with funding requirements, right-of-way needs and coordination with future projects. Note this criteria is only used during the Project Screening phase.
- **Intermodal Connectivity** – These criteria address connections between different modes, such as sidewalk connections to transit stops, or network gaps, such as completing a gap between two sidewalks.
- **Public, Personal and Traffic Safety** – These criteria focus on improving safety issues, such as areas with high crash rates for pedestrians or cyclists.
- **Environmental, Social and Economic Sustainability** – These criteria address land use goals, such as connecting neighborhoods via sidewalks, social considers, such as need for walking and biking facilities in areas with low car-ownership rates, or environmental considerations such as walking and biking connections to parks.

It should also be noted that each project scoring criterion supports one or more bicycle and pedestrian goals adopted by the Lee County MPO. The criteria used for the Project Screening and Project selection phases are summarized in the subsequent sections.

Figure 7. Summary of Project Screening and Project Selection Criteria



PROJECT SCREENING CRITERIA

The Project Screening Criteria are used during the “Project Screening” phase of the selection process to ensure projects align with transportation goals in Lee County. The criteria are used by a sub-committee of the Bicycle and Pedestrian Coordinating Committee (BPCC) to review all of the bicycle and pedestrian projects submitted for federal funding consideration by local jurisdictions.

The Fiscal Responsibility questions are used to ensure projects meet a minimum standard of financial feasibility. If a project passes each question, it is then scored using the Project Screening Criteria presented in Table 1 on the subsequent page.

Like the Fiscal Responsibility questions, the Project Screening criteria presented in Table 1 are used to ensure projects meet a minimum standard related to transportation goals in Lee County. For more information about these goals, see *Chapter 1: How to Fund Your Projects*. Once projects pass the Fiscal Responsibility questions and the Project Screening criteria scoring, they are presented by the BPCC review sub-committee to the Lee County MPO staff and FDOT for the *MPO and FDOT Pre-Application Review* phase.

Fiscal Responsibility Questions

- **Ease of Implementation:** Right-of-way – Is right-of-way available? If yes, project can be considered. If no, project is removed from this process and is considered through another funding source.
- **Ease of Implementation:** Cost of utilities – Are utility improvements greater than 50% of the project costs? The maximum allowed by FDOT is 50%.
- **Overall cost of the project:** Can a project on a local roadway be completed with a maximum of \$600,000 in federal transportation dollars? The maximum allowed by FDOT for TAP projects is \$600,000.
- **Land Development or Other Transportation Project Potential:** Is the project unlikely to be funded through a development project or other transportation project in the next ten years?

Table 1. Project Screening Criteria Table

| METRIC | CRITERION STATEMENT | METHODOLOGY | MAX SCORE |
|---|---|---|-----------|
| Intermodal Connectivity | | | 4 |
| Consistency with local plans | Project is consistent with an MPO adopted plan or locally adopted plan. | 1 point if project is consistent with an MPO adopted plan or locally adopted plan. | 1 |
| Address multiple modes of transportation | Project creates or enhances a facility for pedestrians, bicyclists or transit riders. | 1 point for each mode that is supported by the project (1 point for pedestrian facility, 1 point for bicycle facility, 1 point for transit facility) | 3 |
| Public, Personal and Traffic Safety | | | 2 |
| Crash history | Project addresses a bicycle or pedestrian safety issue along the project corridor. | 1 point if there has been a bicycle crash along the corridor in the last 3 years; 1 point if there has been a pedestrian crash along the corridor in the last 3 years | 2 |
| Environmental, Social and Economic Sustainability | | | 3 |
| Connecting where people live | Project terminates at or passes through a residential area. | 1 point | 1 |
| Connecting where people work or shop | Project terminates at, or passes through a commercial area. | 1 point if the project connects to a commercial area | 1 |
| Connecting to parks | Project terminates at, or passes through a regional or community park | 1 point if the project connect to a regional or state park | 1 |
| Maximum Score Possible | | | 9 |

PROJECT SELECTION CRITERIA

The Project Selection criteria are used during the *Application Completion and Project Evaluation* phase of the project selection process. Projects that pass the review done during the *MPO and FDOT Pre-Application Review* phase are scored and ranked using the Project Selection Criteria presented on the subsequent page in Table 2. Once the projects are ranked, the BPC uses the findings to develop a final list of recommended projects to present to other Lee County MPO committees and the Lee County MPO board.

The Lee County MPO board uses the committee recommendations to make a final list of transportation projects during the *Project Selection and Programming* phase. Once projects are adopted, they are incorporated into the Lee County MPO Transportation Improvement Plan (TIP) and sent to FDOT to be incorporated into the FDOT Work Program.

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SELECTING PROJECTS

Table 2. Project Selection Criteria Table

| METRIC | CRITERION STATEMENT | METHODOLOGY | MAX SCORE |
|---|---|--|-----------|
| Intermodal Connectivity | | | 9 |
| Intermodal Connectivity | Project connects two or more modes (walking, biking and transit) | 1 point for two different modes; 2 points for connecting three different modes | 2 |
| Connections to similar facility/Closing the gaps | Project connects walking and biking facilities | 1 point for connecting a walking and biking facility; 2 points for connecting two facilities that serve the same mode (e.g. bikeway to bikeway or sidewalk to sidewalk) | 2 |
| Alternatives to driving alone | Project expands travel options including walking, biking and public transportation | 1 point for each mode (walking, biking, transit) that is addressed by project | 3 |
| Making regional connections | Project is identified in the Lee-Collier Regional Transportation Network or the Lee County Bicycle MPO and Pedestrian Master Plan | 1 point for a project along the Lee-Collier Regional Transportation Network; 1 point for a project in the Lee County Bicycle and Pedestrian Master Plan | 2 |
| Public, Personal and Traffic Safety | | | 9 |
| Safety/Crash History | Project addresses a bicycle or pedestrian safety issue along the project corridor. | 1 point if there has been a bicycle crash along the corridor in the last 3 years; 1 point if there has been a pedestrian crash along the corridor in the last 3 years; 1 point if there has been a pedestrian or bicycle fatality along the corridor in the last 3 years | 3 |
| Traffic Volume | Project provides a needed facility along corridor with higher motor vehicle volumes | < 10,000 AADT: 1 point; 10,000 - 20,000 AADT: 2 points; > 20,000 AADT: 3 points | 3 |
| Posted Traffic Speed | Project provides a needed facility along corridor with higher motor vehicle speeds | 25 mph: 1 point; 26-35 mph: 2 points; 35 + mph: 3 points | 3 |
| Environmental, Social and Economic Sustainability | | | 14 |
| Residential access | Project serves more densely developed residential areas that are more walkable, bikeable and more transit supportive. | < 10 units per acre: 1 point; > 10 units per acre: 2 points; | 3 |
| Employment access | Project serves more densely development employment centers that are more walkable, bikeable and transit supportive | < mean employees per acre in Lee County: 1 point; > mean employees per acre in Lee County: 2 point | 2 |
| School Access | Project is within close proximity to a school | Within 1/4 mile: 2 points; Within 1/2 mile: 1 point | 2 |
| Park access | Project is within close proximity to a regional or community park | Within 1/4 mile: 2 points; Within 1/2 mile: 1 point | 2 |
| Transit Access | Project is within close proximity to a bus stop | Within 1/4 mile: 2 points; Within 1/2 mile: 1 point | 2 |
| Household Units without vehicles | Projects meet needs of communities that rely on walking, biking and transit out of need. | 0-25% households without vehicles: 1 point; 25-50% households without vehicles: 2 points; > 50% households without vehicles: 3 points | 3 |
| Maximum Points Possible | | | 32 |

CHAPTER 4

MAKING SENSE OF TRANSPORTATION ACRONYMS

Participating in the transportation funding process often requires an understanding of acronyms. Organization, programs and projects frequently use acronyms as short hand references. While using these acronyms can help those involved more quickly write about or discuss components of a program, using these acronyms can also make it difficult for people not typically involved in the process to understand what is being discussed.

To help everyone involved with the Lee County MPO project selection process, below is a list of common acronyms used and a description of what they stand for.

ADA - Americans with Disabilities Act

BPCC – Bicycle and Pedestrian Coordinating Committee

CMAQ - Congestion Mitigation/Air Quality Program

FDOT – Florida Department of Transportation

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

HSIP – Highway Safety Improvement Program

LAP - Local Agency Program

LRTP – Long-Range Transportation Plan

MAP-21 - Moving Ahead for Progress in the Twenty-First Century

MPO – Metropolitan Planning Organization

NEPA - National Environmental Policy Act

PAC – Pathways Advisory Committee

RTP – Recreational Trails Program

SRTS – Safe Routes to School

STP – Surface Transportation Program

TAP – Transportation Alternatives Program

TIP – Transportation Improvement Plan

This funding toolkit was developed to help make walking and biking a regular, safe and fun part of life in Lee County.

www.leempo.com



**DISCUSSION ON THE EXISTING DISTRICT ONE POLICY
FOR FUNDING BICYCLE PEDESTRIAN PROJECTS
REQUIRING DRAINAGE IMPROVEMENTS**

RECOMMENDED ACTION: Discuss FDOT's current policy on funding bicycle pedestrian projects and take action if necessary.

The current FDOT District One policy prevents the funding of bicycle pedestrian retrofit projects that involve drainage and utility improvements costing more than 50% of the total cost. The policy is aimed towards being able to spend optimum funds on bicycle pedestrian improvements, while leaving the onus of undertaking projects which are predominantly drainage overhauls and utility relocation on the local government agencies.

This topic has been included in the agenda at the request of a Fort Myers resident who feels the policy negatively impacts older neighborhoods where any proposed bicycle pedestrian improvements will necessitate costly drainage upgrades, and thereby preclude the implementation of bicycle pedestrian projects in these communities with MPO allocated federal funds.

Committee member Dan Moser will initiate the discussion of this item, and seek input from the committee.

**INPUT ON THE METRO PARKWAY SHARED USE PATH CONNECTION
TO ALICO ROAD ALTERNATIVES**

RECOMMENDED ACTION: Provide input on alternatives that could be implemented that would allow bicyclists from the Mike G. Rippe Parkway shared use path to cross and access eastbound Alico Road.

Lee County DOT staff is looking for alternatives to implement a practical solution that allows bicyclists and pedestrians using the shared use path on Michael G. Rippe Parkway to cross and safely access eastbound Alico Road. Under the existing conditions, the shared use path connects to an existing sidewalk on the north side of Alico Road that terminates at US 41. There is no sidewalk on Alico Road east of where the shared use path connects to the existing sidewalk, nor is there a curb cut on the sidewalk that allows bicyclists riding on the paved shoulders on westbound Alico to access the shared use path without dismounting from their bikes.

For bicyclists that use the shared use path (instead of using the bike lanes on the overpass) there is no safe way to cross to the south side of Alico Road, and head eastbound. One possible alternative would be to ride westbound on the sidewalk for a short distance and cross Alico Road underneath the overpass where the median could be used as a refuge island. Appropriate signs and curb cuts at the median and sidewalk will have to be provided to enhance safety. A more expensive way could be to continue the shared use path along Alico Road east while keeping outside the railroad right of way to Indy Drive and make use of the median opening at that location. Another alternative could be to continue further east and use to Quaker Lane and make use of the traffic signal at that intersection.

At its January 28th meeting, LCDOT staff will present this item for discussion and committee input.

REVIEW AND PROVIDE INPUT ON THE LIST OF ROUNDABOUT FEASIBILITY STUDY LOCATIONS TO BEGIN SCOPING THE PROJECT

RECOMMENDED ACTION: Review and provide input on the attached list of roundabout feasibility study locations prior to developing the scope of the project.

Back in 2012, the MPO Board had a presentation on roundabouts by Michael Wallwork and as part of developing that agenda item, staff developed a list of existing, planned and proposed roundabouts. At that time, the list was vetted through the Committee's and the Board for review and comment. Based on the Board's discussion following the presentation, staff included a transportation priority last year seeking planning funds to study the feasibility of implementing the list of roundabouts that were identified as planned. This project has now received funding for this next fiscal year (starting July 1, 2014) and staff needs to start working on the scope of work for the project. The \$400,000 in funding that is in the work program is an estimate that was based on this list and which has been revised following TAC and CAC input from their January 9th meetings. Staff is seeking input on the revised list (attached) prior to developing a scope of work for the feasibility study and bringing it through the Committees and Board for approval.

PROPOSED ROUNDABOUTS IN LEE COUNTY

Attachment 1

| # | Intersection | Location | Ownership | Planned | Other Proposal | Comments |
|--------------|---------------------------------------|-------------------|------------------------|---------|----------------|---|
| 1 | Homestead @ Alabama Rd | Lehigh Acres | Lee County BOCC | X | | These three Lehigh Acres projects are identified in the Planning Infrastructure Plan and will be built during the implementation of that Plan |
| 2 | Homestead @ Beth Stacey Rd | Lehigh Acres | Lee County BOCC | X | | |
| 3 | Homestead @ S Loop Rd | Lehigh Acres | Lee County BOCC | X | | |
| 1 | Buckingham @ Cemetary Rd | Buckingham | Lee County BOCC | | X | Added at Jan 9th TAC meeting |
| 2 | Buckingham @ Gunnery Rd | Lehigh Acres | Lee County BOCC | | X | Added at Jan 9th TAC meeting |
| 3 | West Terry St @ Old 41 | Bonita Springs | City of Bonita Springs | | X | Added at Jan 9th TAC meeting |
| 4 | Larchmonte Ave @ McGregor | Fort Myers | City of Fort Myers | X | | Project identified in Fort Myers Downtown Mobility Plan |
| 5 | Altamonte @ West First Street | Fort Myers | City of Fort Myers | X | | Project identified in Fort Myers Downtown Mobility Plan |
| 6 | Edison@Broadway | Fort Myers | City of Fort Myers | X | | Project identified in Fort Myers Downtown Mobility Plan |
| 7 | McGregor@Barcelona | Fort Myers | City of Fort Myers | X | | Project identified in City of Fort Myers Traffic Calming Plan |
| 8 | Lee St/MLK | Fort Myers | FDOT | X | | Project identified in Fort Myers Downtown Mobility Plan |
| 9 | Seaboard @ 1st St (SR 80) | Fort Myers | FDOT | X | | Project identified in Fort Myers Downtown Mobility Plan |
| 10 | Joel Blvd @ SR 80 | Lehigh Acres/Alva | FDOT | | X | |
| 11 | US 41 Ramps @ MLK/Main St/McGregor | Fort Myers | FDOT | X | | Project identified in Fort Myers 2010 Downtown Plan |
| 12 | Estero Blvd @ Times Square | Fort Myers Beach | Lee County BOCC | | X | This may need to be removed pending confirmation of current County project |
| 13 | Winkler Ave Ext @ Challenger Pkwy | Fort Myers | City of Fort Myers | | X | |
| 14 | Colonial Blvd @ McGregor Blvd | Fort Myers | FDOT | | X | |
| 15 | New York/Tice St @ SR 80 | Fort Myers | FDOT | | X | Added at Jan 9th TAC meeting |
| 16 | Ortiz @ Tice St | Fort Myers | Lee County BOCC | | X | Added at Jan 9th CAC meeting |
| | | | | | | |

NOTES:

Projects shown in ~~strikethrough~~ were removed at the request of LCDOT at the January 9th TAC meeting
 Projects shown in **red** and in **boldface** were added at either the January 9th TAC or the CAC meeting
 Projects are **not** shown in any priority order

COMPLETE STREETS IMPLEMENTATION REPORT PRESENTATION

RECOMMENDED ACTION: This is an information item only. A presentation on the attached *Draft Complete Streets Implementation Report* will be provided by LCDOT.

At the January 28th meeting, committee member Andy Getch of LCDOT will present the Lee County BOCC's Draft Complete Streets Implementation Report.

Complete Streets Implementation **2013 Status Report**

Background

In November 2009, the Lee County Board of County Commissioners adopted the Complete Streets Resolution ([Resolution No. 09-11-13](#)). Together with the Community Sustainability Advisory Committee and interested citizens, a Complete Streets Summary and Action Plan was developed in October 2010 and has been the basis for development of the annual status report. The 2010, 2011 and 2012 Complete Streets Implementation Status Reports can be viewed in full by clicking [here](#).

Complete Streets 101

The Many Types of Complete Streets

There is no singular design prescription for Complete Streets; each street is unique and responds to its community context. Roadways that are planned and designed using a Complete Streets approach may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation

DRAFT 2013 Complete Streets Implementation Report
December, 2013

stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

A “complete” street in a rural area will look quite different from a “complete” street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road. There is a variety of options in creating roads that are safe for all users, regardless of age, ability, or mode of transportation. Here are some example urban, suburban and rural area photos:



Modified Planning and Budgeting Process

The planning and budgeting process approaches utilized in 2013 included review of the Transit, Parks & Recreation, Utilities, Solid Waste, Natural Resources, and Facilities Management proposed capital improvement projects. Also, individual Department of Transportation projects were coordinated with staff and advisory committees for complete streets needs. The modified planning and budgeting process was utilized in the preparation of the Capital Improvement Plan (CIP) for FY2013/2014 through 2017/2018. It was included in the budget adopted on September 18, 2013 by the Board of County Commissioners.

Complete Streets Candidate Project Evaluator

Lee DOT, Sustainability, and Geographic Information Systems (GIS) continued to develop an interactive map to assist staff in evaluating road projects. The Complete Streets Evaluation Matrix has been incorporated into the Complete Streets Candidate Project Evaluator (formerly called the Map-Based Evaluation Tool). The information was used to evaluate the FY2013/14 Arterials and Collectors, Countywide local streets, and Lehigh Acres local streets, road resurfacing contracts, and the draft FY2013/18 CIP project lists. A summary and graphical depiction of the projects reviewed, recommendations made to date, and project status can be found on the Complete Streets [website](#). The Complete Streets Candidate Project Evaluation is live on the Complete Streets website for the public to access from any location to review the status of projects and recommendations. Two public workshops were held in January to help community planning organizations, local government agencies, committees, nonprofits and citizens understand how to use the tool.

New Horizon 2035 (Lee Plan Amendments)

Much of the implementation of Complete Streets focused on establishing goals, objectives, and policies into the Lee Plan in accordance with the Evaluation and Appraisal Report (EAR), New Horizon 2035. The implementation of Complete Streets was to align transportation recommendations with the needs and anticipated growth of citizens, the workforce, and local businesses. The first round of draft Lee Plan element review was completed in 2013. Review to date has been supportive of goals, objectives and policies containing complete streets components. A second round of review in 2013 includes revisions to the Vision statement,

Community Well Being and Public Safety, Intergovernmental Coordination, Parks, Recreation and Open Space, Housing, Community Facilities and Capital Improvements Elements. The Capital Improvements, Communities, Transportation and Land Use elements will receive further review in 2014.

The Lee Plan is anticipated to be presented to the BOCC in 2014 for consideration of transmittal to the Florida Department of Economic Opportunity.

Land Development Code (LDC)

The Complete Streets Action Plan also identifies incorporating Complete Streets principles into the LDC. A draft complete streets amendment to the LDC was distributed for peer review in April 2013. The primary goal of the amendment is to develop a regulatory document that clearly identifies locations for complete street components on different roadway classifications, and in different contexts. The amendments include cross-sectional design elements that make a distinction between urban and suburban design features, add street types for bicycle and pedestrian facilities, allocate space for on-street parking and streetscaping in urban areas. The amendment also refers to design documents that provide further complete streets design guidelines and consider context. The amendments are anticipated to be reviewed by advisory committees and the Board of County Commissioners in 2014. Administrative codes will also be revised and drafted as needed.

Performance Measures

The Complete Streets Interdepartmental Performance Team will evaluate potential performance measures such as:

| Goal | Performance Measure | Status |
|-------------------------------|--|--|
| Incorporate interdepartmental | Percentage of roadway resurfacing and projects | Ninety-five percent of local streets and 100 |

| | | |
|---|--|---|
| review in the planning process for road maintenance and CIP priorities. | reviewed by Complete Streets Interdepartmental Performance Team. | percent of arterial and collector resurfacing and CIP projects were reviewed. |
| Reduce crashes and severity of crashes. | Number of identified and implemented countermeasures from a Pedestrian Safety Action Plan or similar evaluation. | FDOT Alert Today, Alive Tomorrow kickoff May 2013. Lee County participation in the MPO Bicycle and Pedestrian Safety Action Plan adopted September 2013, |
| | Miles of roadway with reduced motor vehicle operating speeds or reduced posted speed limits based on staff evaluations and participation in programs such as the Community Traffic Safety Team, Stay Alive: Just Drive, and the Injury Prevention Coalition. | To be developed. Gladiolus Drive speed reduced as part of 4-laning design. |
| Improve mobility and accessibility of all individuals. | Develop a Lee County ADA Transition Plan and implement Public Right-of-Way Accessibility Guidelines as part of improvements, alterations, and facilities installed. | Transition Plan Phase 1 data collection underway. |
| Encourage mode shift to non-motorized transportation and transit. | Compare mode usage identified in U.S. Census and American Community Survey, and where available, local surveys and data collection. | The American Community Survey showed a change from 1.9% in 2009 to 1.8% in 2011 for commuter trips to work by bicycle and walking. |
| | Compare system-wide motor vehicle miles traveled relative to Lee Tran ridership, and bicycle and pedestrian volumes where available. | System-wide VMT approximately equal from 2010 to 2012 while Lee Tran ridership increased to over 4 million per year. |
| Reduce air and water pollution and reduce noise impacts. | Compare system vehicle-miles traveled. | Lee County's Greenhouse Gas Emissions Inventory allows for comparison of greenhouse gas emissions from Lee County homes, businesses and County government entities between three study years; 2007, 2010 and 2012. The transportation sector, while |

| | | |
|--|--|---|
| | | <p>exhibiting significant reductions between 2007 and 2010, crept up in 2012 from 4.33 million in 2010 to 4.38 million metric tons in 2012. Proportionally, transportation emissions were responsible for more than 51% of 2012 community emissions.</p> <p>Additionally, 2012 shows slightly less miles were driven on County roads compared to 2010, showing a slow but consistent reduction trend.</p> |
| Increase transportation connectivity. | Compare ratio of nodes to links, the number of intersections per square mile, and mileage of bicycle and pedestrian facilities within the Lee Tran service area. | Connectivity being evaluated as part of compact community and activity center plans |
| Maximize the efficient use of existing facilities. | Compare system miles traveled by people using all modes. | Coordinated as part of the Lee County MPO 2040 Long Range Transportation Plan, due by December 2015 |
| Safely integrate intermodal connections across the network. | Compare network bicycle and pedestrian crash data. | Coordinated as part of the Lee County MPO Bicycle and Pedestrian Safety Action Plan |
| Promote safe and convenient access and travel for all users and people of all abilities. | Compare system motor vehicle, bicycle and pedestrian crash data. | Coordinated as part of the Lee County MPO Bicycle and Pedestrian Safety Action Plan |

Design Exceptions

As the basis for a Design Exceptions process, the Complete Streets Interdepartmental Team, Community Sustainability Advisory Committee and Bicycle, and Pedestrian Advisory Committee have evaluated and made recommendations for road maintenance and

Fiscal Year 2013/2018 Five Year Capital Improvement Plan (CIP) public roadway projects in Lee County. A summary of the projects reviewed, recommendations made to date, and project status can be found on the Complete Streets [website](#).

There were no new exceptions in 2013 and there are no new exceptions for major improvements identified in the CIP.

Community Plans

Regulating plans were adopted in 2013 in North Fort Myers and Lehigh Acres that include street types identified in the Compact Communities Code, Chapter 32 of the Land Development Code.

Transit Facilities Inventory

The Transit Facilities Inventory is an ongoing process that reviews the amenities and locations (proximity to other stop locations) of bus stops. The Inventory is the result of daily input from LeeTran staff, comments provided by the public or other entities, or respective of on-going projects that involve bus stops. ***Currently, approximately 1/5 of bus stop locations have been reviewed.***



Healthy Lee (fka Fit-Friendly SWFL)

The purpose of Healthy Lee is to create and sustain a community culture of healthier life styles and a mission to reduce the risk factors associated with chronic disease. Members of the Complete Streets Team are members of the Healthy Lee Executive Committee and coalition and participate in the development of the Healthy Lee SWFL strategic plan. The coalition has identified Complete Streets Implementation as one of the proposed strategies for

implementation of identified goals. The goals support: achieving a health and wellness mindset; increasing the physical activity of the citizens of SWFL; and influencing policy and environment changes in support of healthier life-styles.

Education and Outreach

Members of the complete streets team participated in several outreach events in the last year. In November 2012 a member of the Lee County complete streets team led a breakout session at Sustainable Communities Leadership Academy (SCLA). Funded by a grant through the Sustainable Communities Initiative of the U.S. Department of Housing and Urban Development, SCLA provided an intensive 2.5-day peer-learning workshop for 11 communities focused on collaborating to improve transportation systems. The workshop cultivated strong relationships with peer communities and national leaders in transportation. A number of best practices and strategies were explored and the Lee County team was challenged to identify opportunities to apply the information to local challenges. In March 2013 Lee County was one of the presenters at a Broward County commissioners workshop on complete streets. The presentation consisted of how the program was developed, experiences, and lessons learned. Broward County has since launched their own Complete Streets team, noting the interdepartmental performance teams of Lee County as their model. In April 2013, Lee County presented its complete streets program at the USDOT Southeast Regional Transportation Bike Safety Summit in Tampa.

Team members continued orientation and technical assistance for student evaluation of Complete Streets around area high schools. The STEM@Work presentations were held throughout February, March, and April at five Lee County High Schools. Students applied principles of Complete Streets to their school community and offered solutions to make streets safer for all users. The team is currently exploring opportunities to train the high school students to do the complete streets STEM@Work walking audits for middle school students. Furthermore, this endeavor provided valuable information for use as maintenance projects come up around these schools. Access the STEM@Work presentation [here](#).

Several walkability audits were conducted in May 2013 in the Tice Historic Community as part of a grant received from the EPA Building Blocks for Sustainable Communities. two-day training session and walking audit with experts in the areas of transportation,

place making, public involvement, and livability. The grant was earned with leadership from the Tice Historic Community and the Center for Public & Social Policy at Florida Gulf Coast University (FGCU) to engage the Spanish-speaking community, evaluate and improve neighborhood walkability, and solicit feedback on local citizens' walking and bicycling needs in order to inform the Lee County Metropolitan Planning Organization's (MPO) Bicycle/Pedestrian Master Plan. The technical assistance team included a report that outlined the process and identified a number of goals, outcomes, performance measures, and recommendations for improvement. A final report from the Local Government Commission is in final draft form. The events were also used to launch FDOT's bicycle and pedestrian safety campaign, "Alert Today, Alive Tomorrow." Recommendations for walkability related to complete streets implementation and that may be transferrable to other parts of the county are anticipated in 2014.

TIGER V Grant Award: Lee County MPO Complete Streets Initiative

In September, U.S. Secretary of Transportation Anthony Foxx announced an award of \$10.5 million in response to the Lee County MPO's request for funds to improve pathways, bike lanes, sidewalks and sidewalk connections, bus shelters, ADA-compliant infrastructure, and intersection improvements to create truly integrated, safe, efficient, connected multimodal corridors from City of Fort Myers to Collier County. The activities noted in this, and previous years, implementation report contributed to the successful grant award countywide. National leaders clearly articulated Lee County's success in this competitive process was related to a community-wide commitment to becoming a more sustainable community through complete streets, safety, and collaboration between diverse groups of partners. These included transportation, health, education fields, citizen groups and residents, environmental groups, economic and tourism industry representatives, and elected leaders. This award is a tremendous accomplishment for the MPO and the community at-large, it demonstrates the level and depth of collaboration and focus required to be

The TIGER Grant award to Lee County adds to national recognition of the success of the countywide complete streets efforts. The specific projects in the grant award enhance and improve connections between the Lee Tour De Parks and University Loops, FGCU and Collier County.

competitive for funding opportunities, and positions the community for future success. Lee County staff will be participating in the implementation. More detailed information relating to the grant can be found on the [TIGER V Grant page](#).

Complete Streets Team: A Lee County Interdepartmental Performance Team

The success of Lee County's Complete Streets initiative is dependent upon taking a comprehensive approach to transportation and land use planning, requiring the involvement and expertise of many departments. The Complete Streets Team continues to meet as needed and to evaluate projects and related code changes .

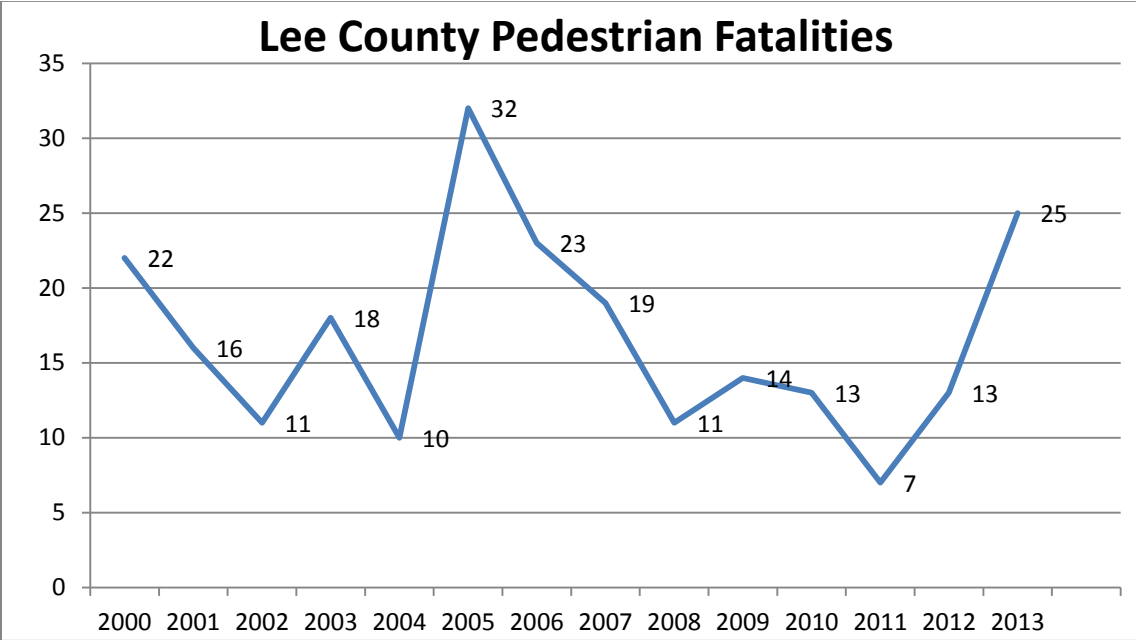
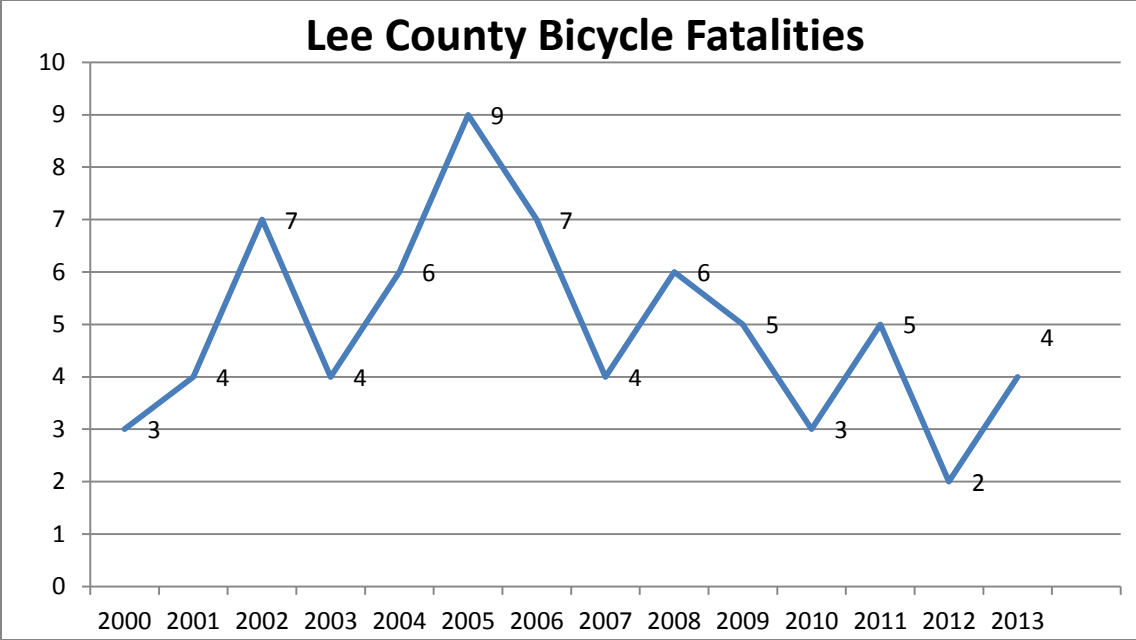
Complete Streets Team (Interdepartmental Performance Team)

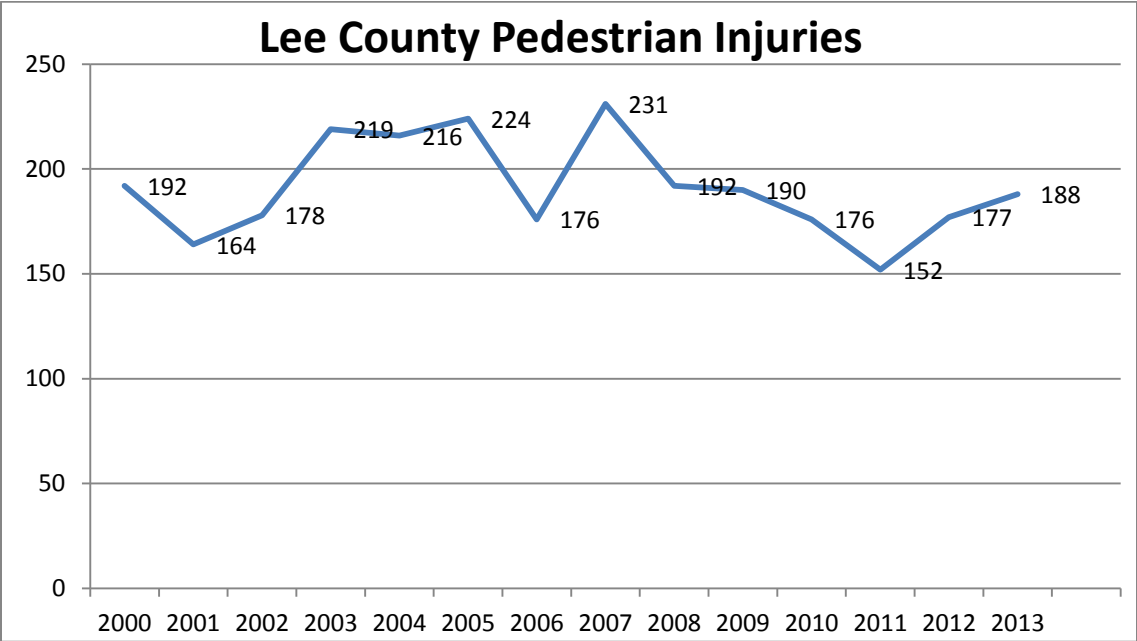
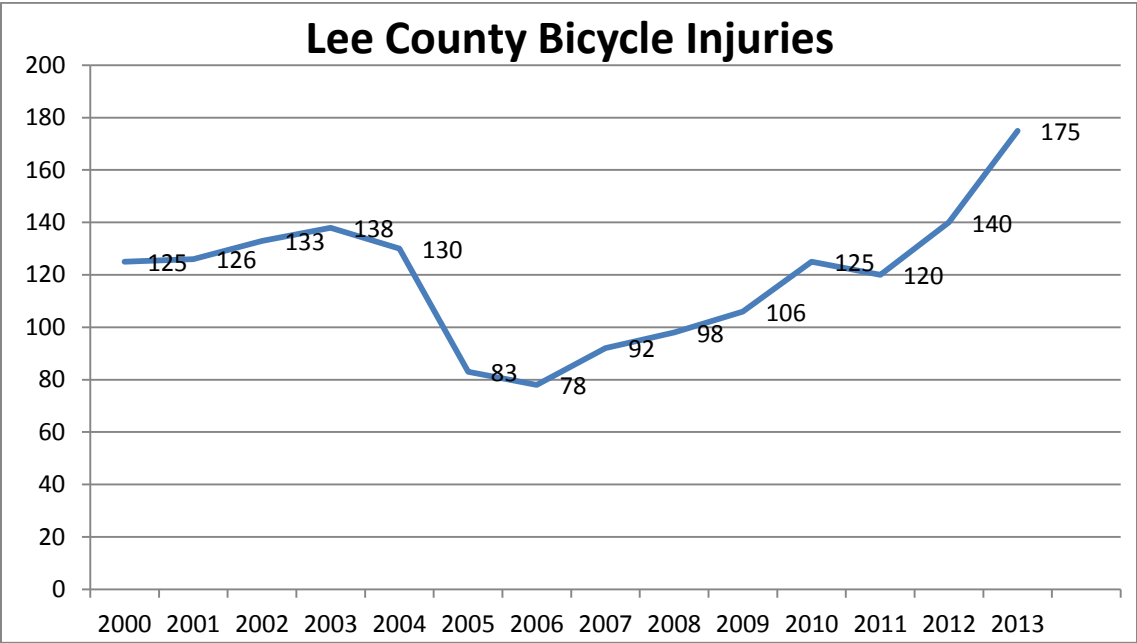
- ✓ *Office of Sustainability*
- ✓ *Department of Transportation*
- ✓ *LeeTran*
- ✓ *Community Development*
- ✓ *Parks & Recreation*
- ✓ *Human Services*
- ✓ *County Lands*
- ✓ *Utilities*
- ✓ *Economic Development*

REVIEW OF THE UPDATED BICYCLE PEDESTRIAN CRASH STATISTICS

INFORMATION ITEM:

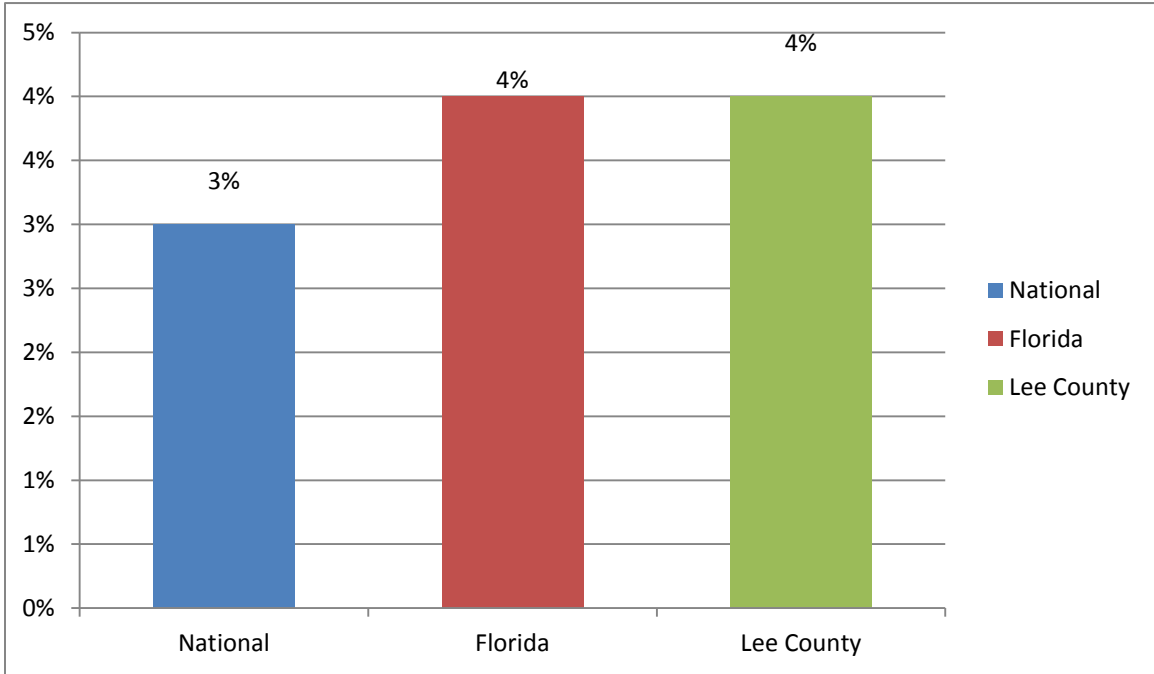
Staff has updated the bicycle pedestrian crash statistics and the graphs are attached. In addition, staff will discuss the proposed agenda items for the next law enforcement meeting which is being planned for the middle of February.



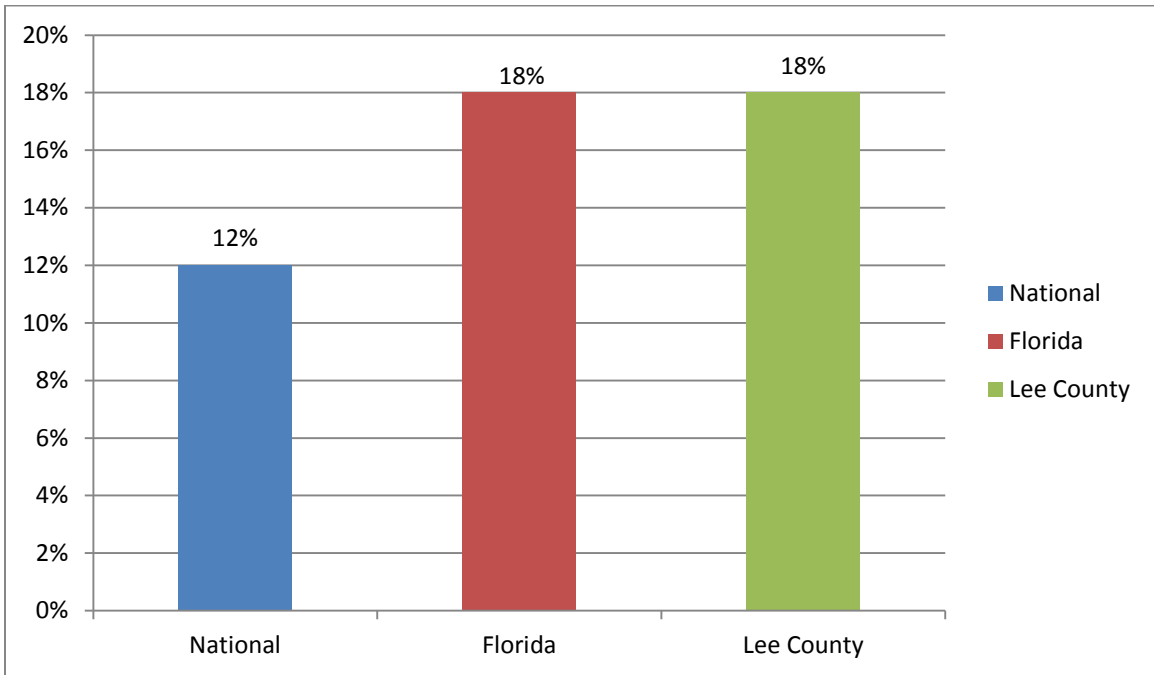


How Lee County Compares with Florida and Nation

Pedestrian Injuries as a percent of total Traffic Injuries (2000-2013)



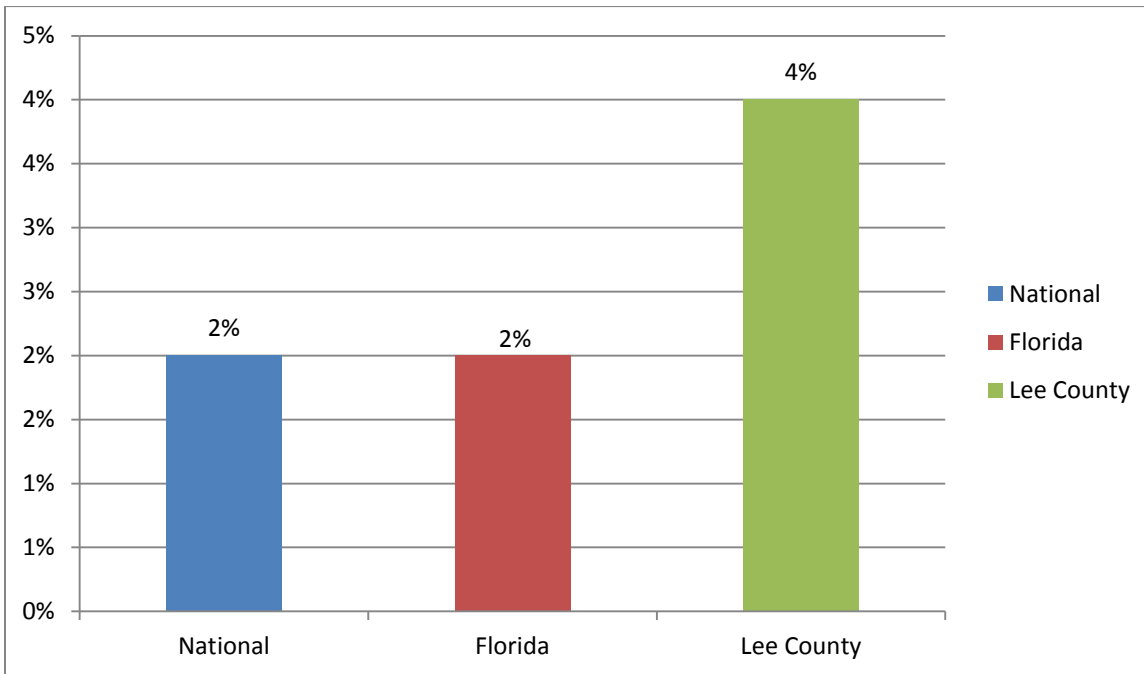
Pedestrian Fatalities as percent of total Traffic Fatalities (2000-2013)



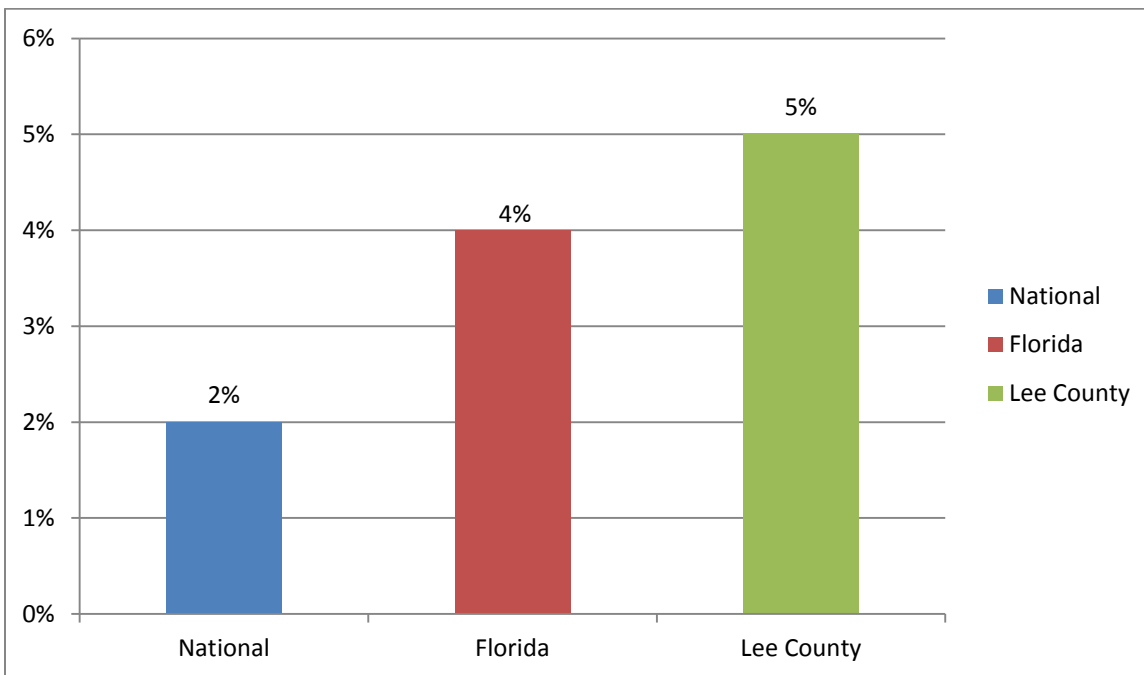
National Data is from 2000-2012

How Lee County Compares with Florida and Nation

Bicycle Injuries as percent of total Traffic Injuries (2000-2013)



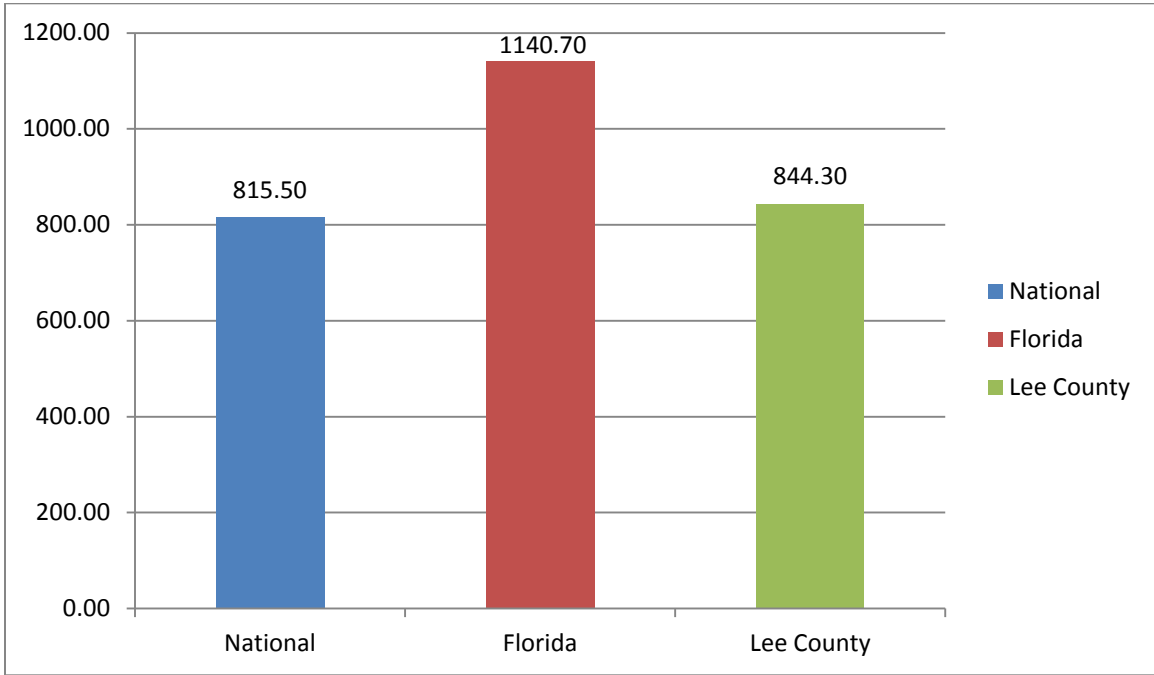
Bicycle Fatalities as a percent of total Traffic Fatalities (2000-2013)



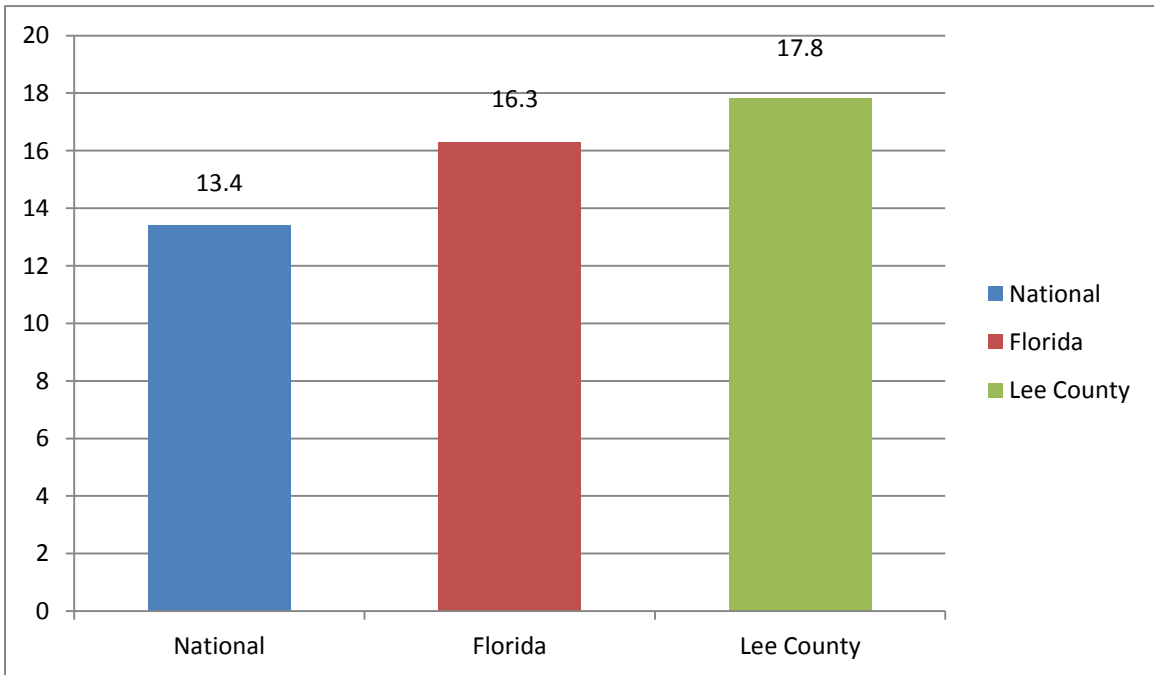
National Data is from 2000-2012

How Lee County Compares with Florida and Nation

Overall Traffic Injuries per 100,000 people (2000-2013)



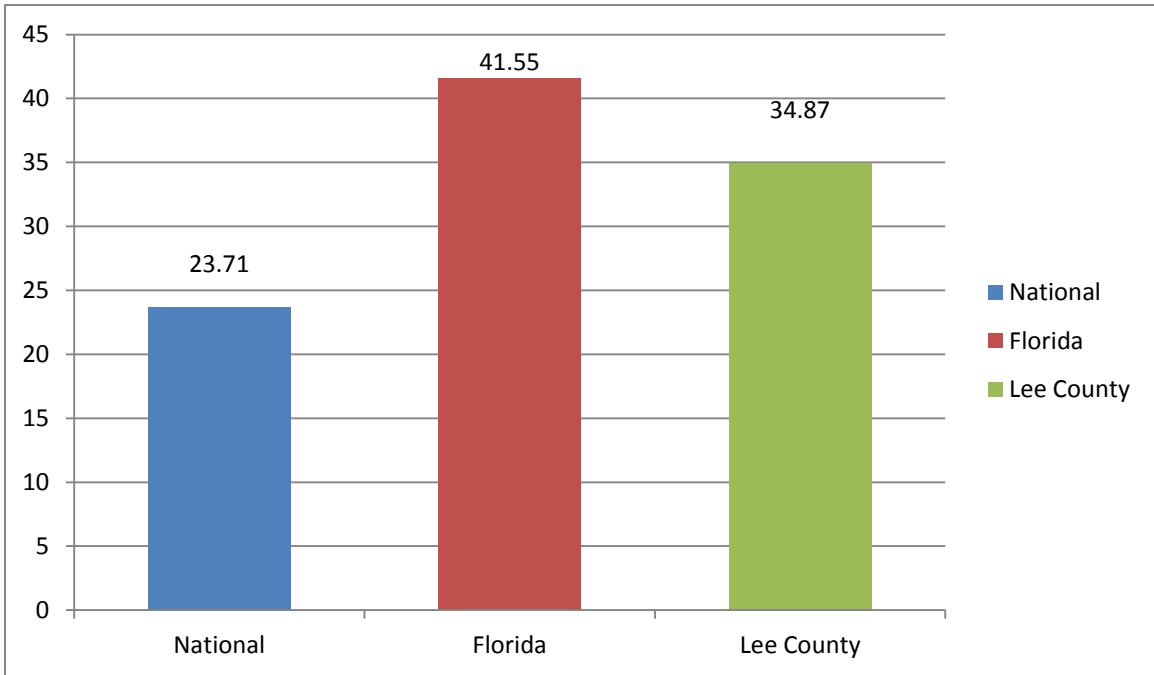
Overall Traffic Fatalities per 100,000 people (2000-2013)



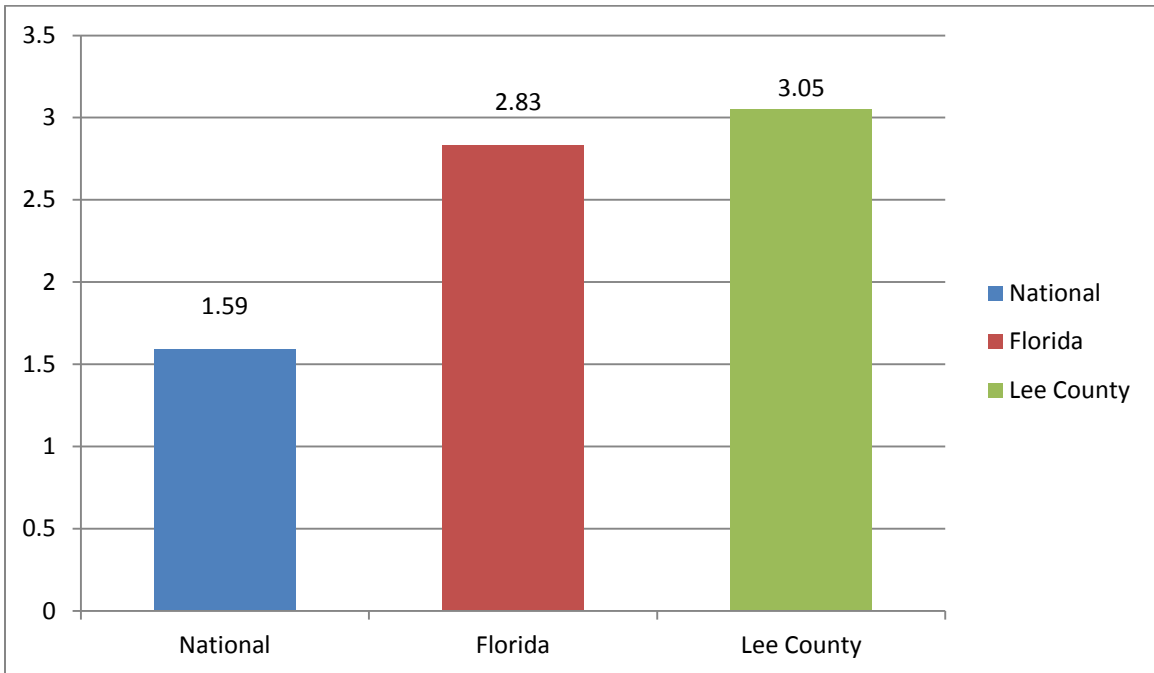
National Data is from 2000-2012

How Lee County Compares with Florida and Nation

Pedestrian Injuries per 100,000 people (2000-2013)



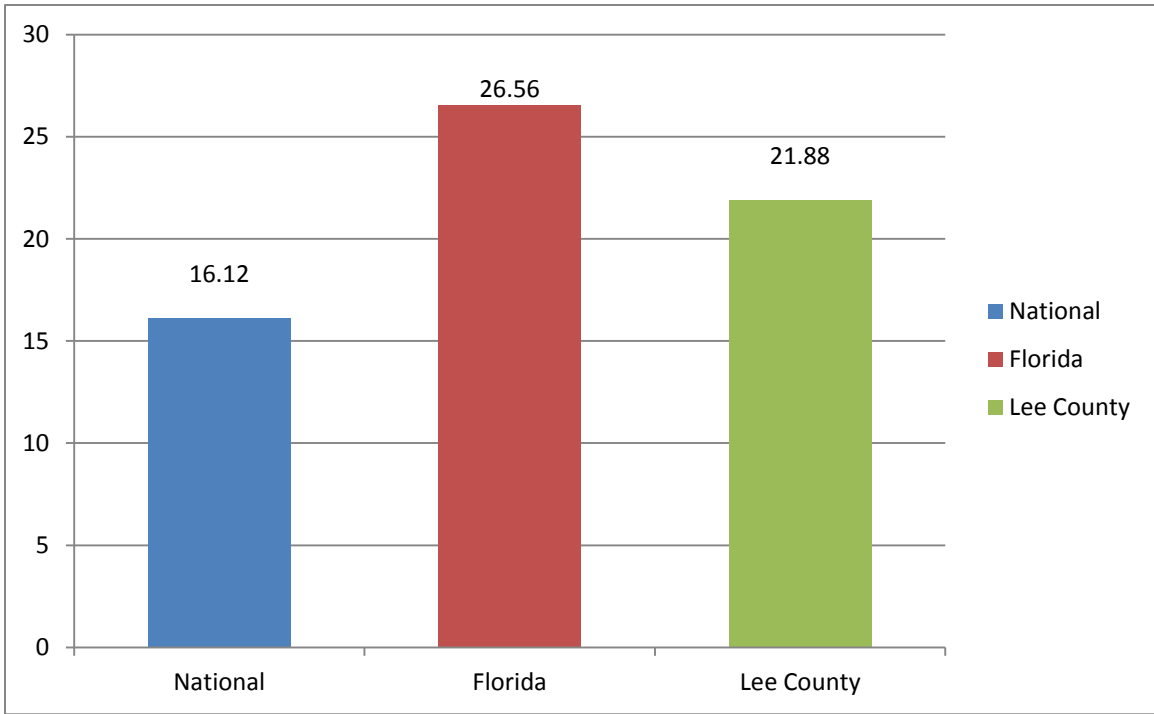
Pedestrian Fatalities per 100,000 people (2000-2013)



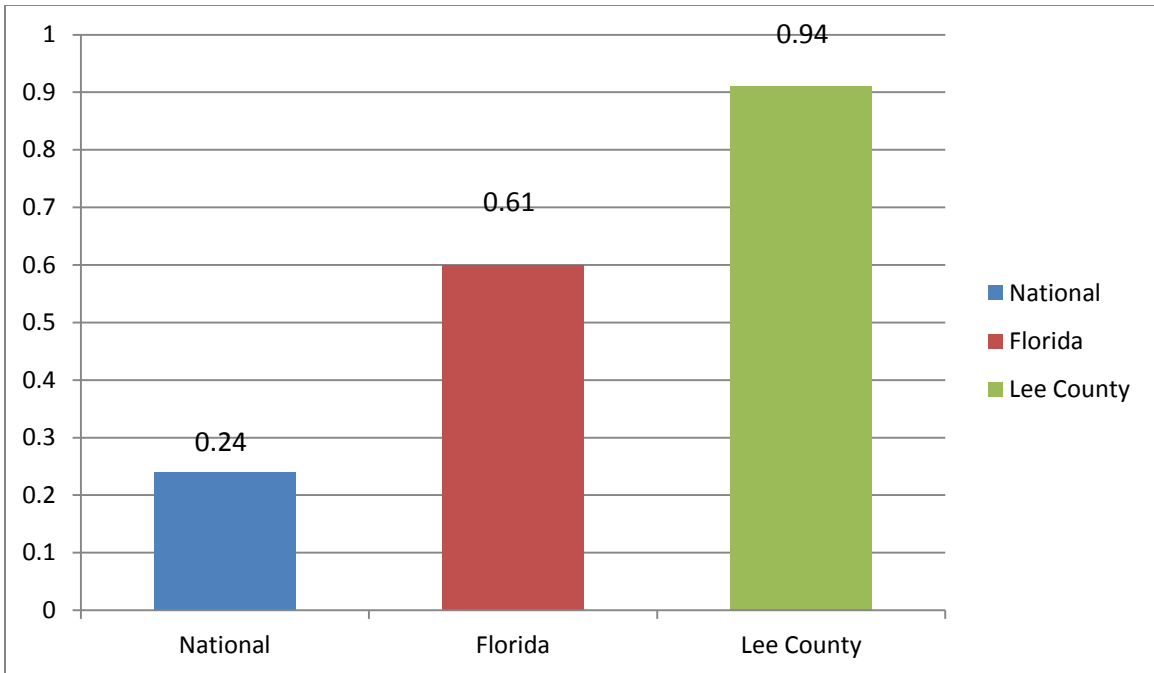
National Data is from 2000-2012

How Lee County Compares with Florida and Nation

Bicycle Injuries per 100,000 people (2000-2013)



Bicycle Fatalities per 100,000 people (2000-2013)



National Data is from 2000-2012