

BICYCLE PEDESTRIAN COORDINATING COMMITTEE

10:00 a.m., Tuesday, January 29, 2013
Lee County Tax Collector Building, 3rd Floor Conference Room
2480 Thompson Street, Fort Myers, FL
239-244-2220



AGENDA

Call to Order/Roll Call

Member Introductions

1. *Approval of the December 17, 2012 BPCC Meeting Minutes
2. Public Comments on Items on the Agenda

New Business

3. Election of New Officers (Ron Gogoi)
4. Review and Comment on the Year Ending Bicycle Pedestrian Report (Ron Gogoi)
5. Report on the Bicycle Pedestrian Safety Action Plan (Don Scott)
6. Presentation on CMP Analysis Scope Phase II (Ron Gogoi)
7. Presentation on Safe Street Activities (Dan Moser)
8. Update on TA and MPO Multimodal Enhancement Box Fund Pre-Applications (Ron Gogoi)
9. Discuss Possible Items for the Upcoming Joint Lee Collier BPCC Meeting (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
13. Information and Distribution Items

Adjournment

* Action Items + May Require Action

All meetings of the Lee County Metropolitan Planning Organization (MPO) are open to the public. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact Mr. Meghan Marion 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 mmarion@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 December 18, 2012

The meeting of the Bicycle Pedestrian Coordinating Committee was held on December 18, 2012 at the Lee County Tax Collector Building, 2480 Thompson Street, Fort Myers.

Those in attendance included:

Linda Carter	CAC
Dan Moser	Injury Prevention Coalition
Mike Tisch	Lee County DOT
Steve Jansen	Lee County CTST
Dawn Huff	Lee County School District
Simone Behr	Lee County Visitor and Convention Bureau
Dru Doyle	At-Large Member
Patricia Young	At-Large Member
Dan Calvert	Lee County Parks and Recreation
Josh Overmyer	Town of Fort Myers Beach

Others in attendance included Don Scott, Ron Gogoi and Brian Raimondo with the Lee County MPO; Amanda Auer and Tamara Piggott with the Lee County Visitor Convention Bureau; Russ Muller with FDOT; Tessa LeSage with Lee County Sustainability Department; and Darla Letourneau of BikeWalkLee.

CALL TO ORDER

Chairman Calvert called the meeting to order at 10:05 am.

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

APPROVAL OF MINUTES

Agenda Item #1 – Approval of the November 27, 2012 BPCC Meeting Minutes

**MOTION BY MR. MOSER TO APPROVE THE NOVEMBER 27, 2012
BPCC MEETING MINUTES. SECONDED BY MS. CARTER. MOTION
CARRIED UNANIMOUSLY.**

Agenda Item #2 - PUBLIC COMMENTS ON ITEMS ON THE AGENDA

None.

AGENDA ITEM #3 – APPROVAL OF VIDEO TRAFFIC DETECTOR TRAFFIC COUNT VERIFICATION SCOPE

Mr. Gogoi presented the scope and explained the background and purpose of the project. He stated that the project budget was \$20,000 and if the results from study were found to be satisfactory, the MPO could justify investments on these traffic cameras. The scope identified the analysis of 6 intersections – 3 with the ALDIS and 3 with the Autoscope Solo/Terra - for a total of 6 intersections will be used to study the accuracy of the video detection cameras in counting vehicular, bicycle, and pedestrian traffic. Mr. Jansen stated that if the results from the study are found reliable, they can use the existing 150 video detection cameras for traffic data collection. Mr. Scott stated that the scope should also call for a task to determine a process that could analyze the raw data and get the desired information quickly and in a coordinated method.

**MOTION BY MR. MOSER TO APPROVE WITH CHANGES STATED,
SECONDED BY MR. OVERMYER. MOTION CARRIED
UNANIMOUSLY.**

Agenda Item #4 – VISITOR CONVENTION BUREAU PRESENTATION

Ms. Tamara Piggott gave a presentation on the role of the Lee County Visitor Convention Bureau and how bed tax is spent in Lee County. She mentioned that \$160,000 from the Beach and Shoreline program was used to promote and market the Great Calusa Blueway Trail. She reported that 280,000 paddling and biking coupons were issued and targeted to potential visitors to Lee County in the summer of 2011 to entice them to spend a couple of days in area hotels, but none of those coupons were actually redeemed. An open ended discussion ensued on how VHB could help market bicycle pedestrian facilities and events in their sales pitch to attract visitors and tourists to Lee County.

Agenda Item #5 – REPORT ON MPO BOARD ACTION ON DRAFT TENTATIVE WORK PROGRAM RECOMMENDATIONS

Mr. Scott reported on the MPO action on FDOT’s Draft Tentative Work Program and the items that changed from the original Board distributed version. He shared a table on the priorities from 2012 with a comparison to what was funded this gaming cycle.

Agenda Item #6 – ANALYSIS OF DRAFT TENTATIVE WORK PROGRAM ON NEW BIKE PED PROJECTS

This was covered under the item #5.

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

None.

Agenda item #8 – LOCAL GOVERNMENT REPORTS ON BICYCLE PEDESTRIAN RELATED PROJECTS

Mr. Overmyer provided an update on bicycle pedestrian activities in Fort Myers Beach.

Agenda Item #9 – LeeTran Report

None.

Agenda Item #10 – FDOT Report

There was a discussion about the intersection of the Metro Parkway Extension and Briarcliff and the new traffic signal. Mr. Gogoi gave an update on how FDOT was addressing the bicycle pedestrian issues on the Metro Parkway extension.

Agenda Item #11 – Announcements

None.

Agenda Item #12 – Information and Distribution Items

None.

ADJOURNMENT

The meeting was adjourned at 12:10 p.m.

ELECTION OF OFFICERS

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

The BPCC 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. Dan Moser accepts the Chair for 2013 then the committee should now 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
Josh Overmyer	Town of Fort Myers Beach
Steve Jansen	Community Traffic Safety Team
Mike Tisch	Lee County DOT
Daniel Calvert	Lee County Parks and Recreation
Dawn Huff	Lee County School District
Dan Rudge	LeeTran
Simone Behr	VCB
Mark Tesoro	Lee Memorial System
Josh Philphott	Lee County Port Authority
Capt. Tim Culhane	SWFPCA
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 chairman 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 BPCC representative (in which case a new alternate should also be appointed at the same time).

REVIEW AND COMMENT ON THE YEAR ENDING BICYCLE PEDESTRIAN REPORT

INFORMATION ITEM

The MPO Countywide Bicycle Pedestrian Master Plan calls for the presentation of an annual report to the MPO Board by staff in coordination with the BPCC regarding the implementation progress of the Master Plan. The **attached** report highlights the accomplishments of the MPO over the year, some of which meets the recommendations coming from the Plan. The report also updates summary profiles of the local government jurisdictions from the Master Plan and staff has provided milestones and ongoing bicycle pedestrian related activities. Lane mileage of new bicycle/pedestrian facilities on all federal aid highways and local roads over the last two years (2011 and 2012) are provided in the narrative. The data was taken from BikeWalkLee's report that was presented at the October BPCC meeting. The bicycle pedestrian facility numbers on the tables at the beginning of the narratives were updated to reflect the lane mileage added to the bicycle pedestrian network over the last two years. However, this table only provides lane mileage on federal aid highways (arterials and collectors) only.

The report also includes a matrix of the recommendations from the Plan and their status regarding implementation or the follow up on these recommendations. The Matrix is included in Exhibit D. The detailed recommendations from the Plan are included in Exhibit E.

Finally, Exhibit F includes the BikeWalkLee report which includes a listing of each jurisdiction's bicycle/pedestrian projects which were completed in 2012 and the ones that will be completed in 2013. Tables are also provided that show the lane mileage of bicycle/pedestrian facilities added to the network in 2011 and 2012. Staff has made some corrections to these numbers to add the lane mileage of projects that were not complete at the time of the BikeWalkLee Report but were completed before the end of the year.

A disclaimer by staff is that the lane mileage is approximate as they are coming from different sources. A project to develop a GIS map that includes all establishing baseline conditions for existing bicycle facilities on arterials and collectors countywide is under way. Staff will also add a layer of all facilities that were installed on local roads countywide that were funded through the MPO priority process with federal funds. This local road layer and the arterial/collector layer with existing bicycle/pedestrian facilities will be used as the bench mark as the MPO continues to add bicycle/pedestrian lane mileage to the network.

MPO COUNTYWIDE BIKE PED MASTER PLAN IMPLEMENTATION REPORT

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MPO COUNTYWIDE BIKE PED MASTER PLAN IMPLEMENTATION REPORT

INTRODUCTION

One of the recommendations from the MPO Countywide Bike Ped Master Plan call for the presentation of an annual report to the MPO Board by staff in coordination with the BPCC regarding the implementation progress of the Master Plan. Since the Plan was adopted in June 2011, a few of the recommendations from the Plan were carried out, some are under way, and several still need to be addressed. An Annual Work Plan with target dates will be developed and used as a performance indicator of Plan implementation for the next Annual Report. A matrix of the recommendations and their status has been provided for easy viewing in Exhibit E. The detailed list of the recommendations is provided in Exhibit F.

MPO BIKE PED ACCOMPLISHMENTS

The MPO has taken this opportunity to highlight below some of the MPO accomplishments for 2011 and 2012, and also summarize bicycle pedestrian projects and activities which have been completed, or currently under way that were undertaken to meet the recommendations from the Plan.

- ❖ The 2011 Urban Land Institute (ULI) Sustainability Award for the Bicycle and Pedestrian Initiative went to the MPO and the Lee County BOCC for having made significant strides in improving bicycle and pedestrian conditions in Lee County.
- ❖ In the 2012 funding cycle the MPO was successful in having 10 stand-alone bike/ped projects programmed with federal funds from our sub-allocation of TMA Transportation Alternative Program funds and the Lee MPO's Multimodal Enhancement Box funds. An additional project was added into the scope of a previously funded project. Of the improvements funded, 3.28 miles are on arterials and collectors (these are the roadways eligible for federal aid), and 4.34 miles on local roads. 2 of the projects are in Fort Myers, 4 in Cape Coral, 1 in Lehigh Acres, 1 in Fort Myers Beach and 2 in the Tice and North Fort Myers areas of unincorporated Lee County respectively. The list of projects is shown in Exhibit A below.

EXHIBIT A - PROJECTS FUNDED THROUGH THE 2012 APPLICATION CYCLE					
Roadway Name and Project Limits	Improvements	Mileage*	Phase	Cost (in \$1,000)	FY Programmed
SR 78 from Hart Road to Brewer	Add bike lanes and sidewalk on south side	0.36	PE/CST		14/15 - 15/16
Colonial from Metro to Veronica Shoemaker Pkwy	Install 10' wide shared use path and a bus concrete pad with shelter on north side	0.58	PE/CST	\$562.17	14/15 - 15/16
McGregor from Brentwood to Tanglewood Pkwy	Install sidewalk on east side	0.27	PE/CST	\$209.08	14/15 - 15/16
Skyline from Gleason to SW 26 th St	Install sidewalk on west side	0.80	PE/CST	\$252.57	14/15 - 15/16
Leeland Heights Blvd from Homestead Rd to Richmond Ave	Install sidewalk on north side	1.27	PE/CST	\$1,100	14/15 - 15/16
Queens Dr from O R Elem. to Richmond Ave Richmond Av from Palm Bch Blvd to Lexington Ave	Install sidewalk on east side Install sidewalk on south side	0.10	PE/CST	\$254.59	14/15, 16/17
Sands Blvd from El Dorado to Cape Coral Pkwy	Install sidewalks on both sides	0.93	PE/CST	\$565.76	14/15 - 15/16
El Dorado Pkwy from Coronado to Willington	Install sidewalks on both sides	0.93	PE/CST	\$535.76	14/15 - 15/16
Palm Tree from SE 47 th Terrace to SE 40 th St	Install sidewalk on both sides	1.01	PE/CST	\$602.57	14/15 - 15/16
Fort Myers Beach Island-wide Study			PL	\$91.00	15/16
*This is NOT in lane miles and reflects the length of the entire project in centerline miles.					

- ❖ In the 2011 funding cycle the MPO was successful in having 12 stand-alone bike/ped projects programmed with federal funds including this TMA's sub-allocated Transportation Alternative Program funds and the Lee MPO's Multimodal Enhancement Box funds. Of these 10.81 lane miles of proposed improvements are on arterials and collectors, and 4.9 lane miles on local roads. 4 of the projects are within the city limits of Fort Myers, 7 within the city limits of Cape Coral, and one in the Estero area of unincorporated Lee County.

The entire list of projects is in Exhibit B below:

EXHIBIT B - PROJECTS FUNDED THROUGH THE 2012 APPLICATION CYCLE					
Roadway Name and Project Limits	Improvements	Mileage*	Phase	Cost (in \$1,000)	FY Programmed
US 41 from San Carlos to Metro Ext.	Add marked and signed bike lanes	0.58	PE/CST	\$	14/15 - 15/16
McGregor from Royal Palm Square to Colonial Blvd	Install sidewalk on east side	0.27	PE/CST	\$369.53	14/15 - 15/16
Chiquita Blvd from SW 47 th Terrace to SW 32 nd Terrace	Add sidewalks on both sides	2.055	PE/CST	\$740.21	13/14
Chiquita Blvd SR 78 to NW 4 th St	Add sidewalk on east side	1.403	PE/CST	\$350.54	14/15-15/16
Diplomat Pkwy from Del Prado Blvd to NE 24 th Ave	Add sidewalks on both sides	1.036	PE/CST	\$378.50	15/16
Cape Coral Pkwy from Agualinda Blvd to end of road near Surfside Blvd	Add sidewalks on both sides	0.893	PE/CST	\$480.32	15/16
SE 8 th St from Cultural Park Blvd to Santa Barbara Blvd	Add sidewalks on both sides	1.27	PE/CST	\$265.57	16/17
Jeffcott St from Cleveland Ave to Fowler St	Add sidewalk on south side	0.001	PE/CST	\$294.80	16/17-17/18
Bert Dr from Michigan Ave to Ballard Rd	Install sidewalk on west side	0.25	PE/CST	\$239.04	15/16, 6/17
Midway Ave from Canal St to Edison Ave	Add sidewalk on west side	0.492	PE/CST	\$374.67	14/15 - 15/16
SW 20 th St from Veterans Pkwy to SW 30 th Terrace	Add sidewalk on east side	0.72	PE/CST	\$280.57	11/12- 12/13
Cape Coral sidewalks at various locations	Add sidewalks	0.62	PE/CST	\$375.50	14/15, 16/17
This is NOT in lane miles and reflects the length of the entire project in centerline miles.					

- ❖ A number of highway capacity projects and stand-alone bike ped projects on state highways that moved up through the MPO priority process and funded with District 1 allocated MPO formula funds and this MPO's sub-allocation of Surface Transportation Program funds have been either completed, under way, or soon to go into construction in the current fiscal year. All the capacity projects include bike/ped improvements. In addition, resurfacing projects with bike/ped improvements have also been completed. Exhibit C includes a table listing all these projects.

EXHIBIT C - PROJECTS COMPLETED/ONGOING/TO COMMENCE THIS FISCAL YEAR			
Roadway Name and Project Limits	Improvements	Mileage*	Status
US 41 from Corkscrew to San Carlos Blvd	4 to 6L; Sidewalks and bike lanes	2.237	Ongoing
SR 82 from Ortiz to Colonial	4 to 6L; Sidewalks and bike lanes	3.298	Complete except for bike lanes
SR 78 from west of Del Prado Blvd to west of US 41	Resurfacing; Bike Lanes	2.711	Complete
SR 78 from west of Santa Barbara to west of Del Prado Blvd	Resurfacing; Bike Lanes	2.392	Construction in Current Fiscal Year (2012/13)
SR 78 from Chiquita to Burnt Store	2 to 4L; Bike Lanes	1.940	Construction in Current Fiscal Year (2012/13)
Metro Pkwy Ext from Six Mile Cypress Pkwy to US 41	New 6L; Shared Use Path (west side) and bike lanes	1.036	Complete
McGregor Blvd from south of Keenan to College Pkwy	Resurfacing; Sidewalk (east side) and bike lane (west side)	0.893	Complete
US 41 from Caloosahatchee to SR 78	Add sidewalks on both sides	3.3	Construction under way
US 41 from south of Daniels Pkwy to south of Palm Dr	Add sidewalks on both sides	1.8	Construction under way
McGregor Blvd from Travers Lane to Dean Way	Install sidewalk on west side	0.31	Construction under way
McGregor Blvd from Argyle Dr to Davis Dr	Add sidewalk on east side	0.427	Construction in Current Fiscal Year (2012/13)
McGregor Blvd from Peck Ave to Bayside Dr	Add sidewalk on west side	0.08	Construction in Current Fiscal Year (2012/13)
McGregor Blvd from College Pkwy to Wilson Ave	Add sidewalk on east side	0.55	Construction in Current Fiscal Year (2012/13)
This is NOT in lane miles and reflects the length of the entire project in centerline miles.			

- ❖ Over the last few years, the MPO has taken a more multi-modal approach in planning, and has increased its investments on alternative transportation modes. Exhibit D includes a table of percentage of dollars programmed annually over the years by modes using state and federal funds from the MPO's share of District 1 allocated formula funds, or TMA funds sub-allocated to the MPO. The spending is shown through funds programmed in the MPO's Transportation Improvement Program (TIP) for the various modes for 5 specific years. Usually, project priorities submitted in a typical year if programmed are included in the new TIP in the following year. For example, all the bike/ped projects programmed from the 2011 application cycle are included in the 2012 TIP. Since the MPO has yet to develop the new TIP for 2013, the table below does not reflect the percentage of funds attributed to bike/ped projects submitted in the 2012 application cycle.

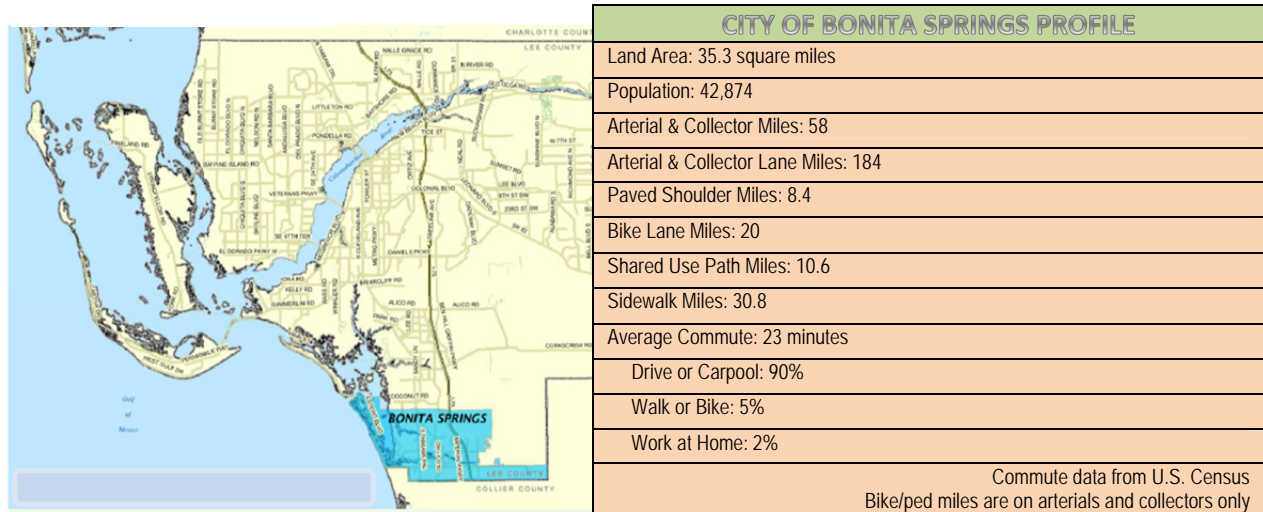
EXHIBIT D					
SPENDING ¹ BY MODES IN LEE COUNTY TRACKED THROUGH MPO'S TIP					
Mode	2001 TIP	2008 TIP	2010 TIP	2011 TIP	2012 TIP ²
Roads/Resurfacing ³	50%	72%	65%	59.5%	40%
Aviation	34%	15%	17%	16%	21%
Transit	7%	7%	11%	13.5%	22%
Traffic Operations	8%	4%	4%	4.7%	8%
Bike/Ped	<1%	1%	2%	4.9%	3%
Planning	<1%	1%	1.5%	0.6%	1%

Notes: ¹Does not include expenditure by local governments
²These are new TIPs adopted in that year. Spending was calculated based on new projects in the TIP coming from the application cycle of the year before (i.e. projects submitted in 2011 goes into the 2012 TIP). The 2013 TIP has not been developed and will take into account bike/ped projects funded from the 2012 application cycle.
³These projects also include sometimes bike/ped improvements in their scopes
TIP: Transportation Improvement Program

- ❖ Implementation of two Demonstration Projects from the MPO Bike/Ped Plan to create immediate and highly visible improvements: Two of the Plan's three demonstration projects have been completed including the Tour De Parks Route and the University Loop Route. This was a result of the partnership among the MPO, LCDOT, and Lee County Parks and Recreation with funding and management of the projects credited to LC BOCC. For the development of the third demonstration project which includes the Winkler/Jefferson Bike Route, the MPO has been trying to fund a corridor study, and is hopeful that the project will be funded during the 2013 funding cycle.
 - The Tour De Parks Route essentially created a bike route connecting major attractions including Lakes Regional Park, Lee County Sports Complex (Hammond Stadium), Six Mile Slough Preserve Park, John Yarborough Linear Park, and Jet Blue Park. The bike route was created with waypoints and distance information signage and primarily uses off road shared use paths on major roadways. The MPO is enhancing the route by programming funds to address a shared use path gap and a concrete bus pad with a shelter on the north side of Colonial Boulevard from Metro Parkway to Veronica Shoemaker Parkway. The MPO is submitting a second project this application cycle to implement the same on the segment from Veronica Shoemaker to West of Winkler Avenue.
 - The University Loop Route essentially created a bike route by converting paved shoulders into marked and signed bike lanes, and providing waypoints and distance information signage on major roadways serving transportation hubs. These hubs include Miromar Mall Outlet, Germain Arena, FGCU, SWFIA, and Gulf Coast Town Center.

- ❖ Expansion of the MPO's Bicycle Pedestrian Coordination Committee: The MPO expanded the committee to include representatives from the Lee County Visitors Convention Bureau, Lee Memorial Hospital, Southwest Florida Police Chiefs Association, and At Large Citizen and bike/ped advocacy representatives thereby ensuring a balanced representation from a variety of stakeholders supporting non-motorized modes of transportation. The expansion of the committee was a recommendation from the MPO Bike/Ped Master Plan.
- ❖ Development of a Bike Ped Safety Action Plan: The MPO is currently developing a Lee County Bike Safety Action Plan. The Plan will analyze bike/ped crashes, and identify short and long term strategies that will build the foundation for a comprehensive safety program in Lee County. A stakeholder and staff training workshop followed by a technical stakeholder workshop were held as part of the development of this Plan. The Technical Stakeholders Workshop included discussion on the results of a preliminary crash analysis, development of a mission statement, and discussion on infrastructure and outreach activities. Completion of the Action Plan and subsequent implementation of strategies/countermeasures recommended in the Plan is hoped to reduce bicycle pedestrian fatalities and serious injuries in Lee County. The availability of a Safety Action Plan will provide the MPO with leverage to tap into National Highway Safety funds to implement these recommendations.
- ❖ Partnership with private entities and non-profit organizations to publish and distribute bicycle and pedestrian maps: The MPO is very close to publishing and distributing the 3rd edition of its Countywide Bicycle Facility Map. The previous two editions were very popular and ran out fast. With printing companies offering cost breaks on bulk orders, the MPO is partnering with bike stores, bicycle clubs, and non-profit organizations to submit a joint order for approximately 32,000+ maps, with each entity paying for its share of the number of maps at a per map cost. As of now the entities are ordering in the following quantities:
 - i) Streets Alive – 5,000
 - ii) Hollywood Bikes – 2,000
 - iii) Bike Route – 2000
 - iv) Fort Myers Schwinn – 3,000
 - v) Caloosa Riders – 500
 - vi) MPO – 20,000; Each entity will be also responsible for distribution of these maps. In addition, the MPO has collaborated with Paradise Bicycles, Caloosa Riders, BikeWalkLee, Lee County BOCC in producing and distributing a map series of bike routes to the Jet Blue Stadium during game days from different points of origin.

LOCAL GOVERNMENT PROFILE SUMMARY

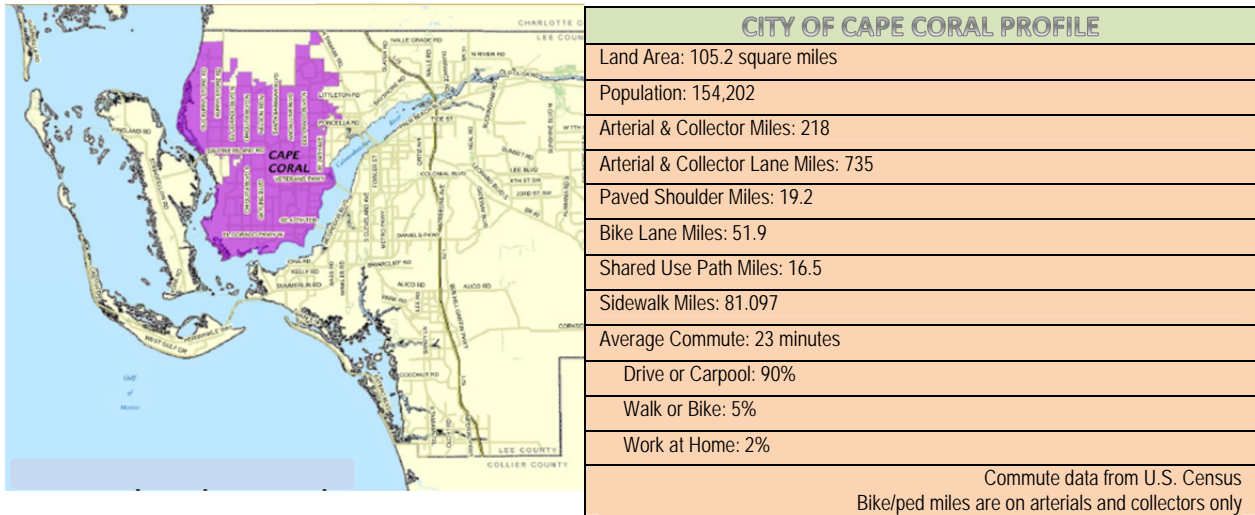


The City of Bonita Springs is located in southeast Lee County, along the boundary with Collier County. Until 2008, planning review in Bonita Springs was provided by Lee County. In 2006, the City amended the Administrative Code to include Bicycle and Pedestrian Facilities. On October 17, 2012, the Bonita Springs voted to create a Bicycle Pedestrian Advisory Committee.

The City has installed approximately 8.5 miles of new bike ped facilities in 2011 and 2012 on both federal aid highways and local roads. Of these 8 are bike lanes, and 0.5 miles are sidewalks. A detailed breakdown of these bike ped facilities are shown in Exhibit F, pages 10 through 11. 6.3 miles of new bike ped facilities are expected to be constructed in 2013.

Bike ped highlights from the City's Land Development Code include the following:

- Requires bicycle and pedestrian facilities along arterials and collectors
- Roadways to have paved shoulders on both sides
- Provision of bike lanes on roads not identified on the Bicycle/Walkways Facility Plan is at the discretion of the Public Works manager
- Design Standards:
 - Bike Lane – Five feet, may be reduced to four feet if adjacent to specific type of curb and gutter. Designated with signage and pavement marking.
 - Bike Path/Shared-Use Path – Eight feet
 - Sidewalk – Six feet
 - Right Turn Lane – Bike Lane location not specified, except that cannot be placed between a through lane and a continuous right-turn lane that serves multiple access points.
- Private Development Requirement:
 - New developments are responsible for providing facilities
 - Fee-in-lieu of construction is allowed by the LDC; Funds are placed into account and must be used within the same planning community



The City of Cape Coral is the largest city in Lee County in terms of population and land area and is located on a peninsula bordered by the Caloosahatchee River to the east and Pine Island to the west. The City was originally platted with over 350,000 residential lots along a predominantly gridded street pattern and over four hundred miles of canals. Cape Coral is historically viewed as a bedroom and retirement community; however, recent economic development efforts have significantly increased the amount of commercial development and employment opportunities. The City adopted Bikeway Planning and Design Criteria in 2006.

The City of Cape Coral's Comprehensive Plan identifies a Cape Coral Downtown Transportation Concurrency Exception Area (TCEA) that promotes biking, walking and public transit. The TCEA incentivizes mixed use housing urban redevelopment, urban infill development, and increasing retail and commercial uses in the downtown area in order to reduce vehicle trips to Fort Myers and the use of private vehicles within the downtown area. Such activities will now get an exemption from concurrency requirements by payment into funds that support additional parking and/or enhancing bicycle, pedestrian, and transit mobility within the TCEA, provision of a safe and convenient internal pedestrian and bicycle circulation system within the development, including the placement of bicycle racks or bike lockers, etc.

Cape Coral Bike Ped which is a volunteer organization is working in partnership with the City of Cape Coral to make a difference in the way the city improves and builds its bike lanes, paths and sidewalks. Its vision to promote bicycle routes within the City has been endorsed by the City Council.

The City has installed approximately 36 miles of new bike ped facilities in 2011 and 2012 on both federal aid highways and local roads. Of these 4.4 are bike lanes, 4 miles are shared use paths, and 27.6 miles are sidewalks. A detailed breakdown of these bike ped facilities are shown in Exhibit F, pages 10 through 11. 15.7 miles of new bike ped facilities are expected to be constructed in 2013.

Bike ped highlights from the City's Land Development Code include the following:

- Sidewalks are required along public roads for all professional, commercial, mixed use and downtown zoning districts
- Sidewalks required as part of the construction for all new roadways or widening of existing four and six lane roadways
- Bike lanes required in four lane urban sections
- Design Standards:
 - Bike Lane – Four feet. Designated with signage and pavement marking.
 - Bike Path/Shared-Use Path – Eight feet

CITY OF CAPE CORAL PROFILE (CONTD.)

- Sidewalk – Six feet
- Right Turn Lane – Bike Lane placed between the through lane and the right-turn lane. If paved shoulder, then bike lane placed on the right side of the right-turn lane.
- Private Development Requirement:
- New developments are responsible for providing facilities, excluding existing platted subdivisions
- Fee-in-lieu of construction is allowed, but no clear direction on how or where funds are to be spent
- The City has been successful in obtaining grants to retrofit existing streets with sidewalks and bike facilities, including nearly \$3 million in projects scheduled between 2010 and 2014.



CITY OF FORT MYERS PROFILE	
Land Area:	31.8 square miles
Population:	64,674
Arterial & Collector Miles:	83
Arterial & Collector Lane Miles:	280
Paved Shoulder Miles:	16.2
Bike Lane Miles:	11.77
Shared Use Path Miles:	18.1
Sidewalk Miles:	43.702
Average Commute:	23 minutes
Drive or Carpool:	90%
Walk or Bike:	5%
Work at Home:	2%
Commute data from U.S. Census Bike/ped miles are on arterials and collectors only	

Fort Myers is the county seat and economic center of Lee County and is located in central Lee County, between the Caloosahatchee River and I-75. The City has made significant improvements to the historic downtown area in recent years to make it more pedestrian friendly. In 2007, the City adopted the Bicycle and Pedestrian Plan that identifies priority improvements, wayfinding and signage, and implementation strategies. On October 3, 2011, the City adopted a complete streets policy. The City is currently working on a Complete Streets Design Guideline.

The City installed approximately 3.5 miles of new sidewalks on both federal aid highways and local roads in 2011 and 2012. A detailed breakdown of these bike ped facilities are shown in Exhibit F, Page 12. 23 miles of new bike ped facilities are expected to be constructed in 2013.

Bike ped highlights from the City's Land Development Code include the following:

Sidewalks are required along both sides of all streets

- New sidewalk locations are given priority if within a half mile of a school or park
- Bike lanes required on all new arterial and collector roads
- Bike lanes on expansion of existing arterial and collector may be required at the discretion of the Public Works Director
- Future improvements focus on expanding existing facilities into connected network

Design Standards:

- Bike Lane – Five feet. Designated with signage and pavement marking.
- Bicycle Trails – Ten feet
- Bike Path/Shared-Use Path – Ten to twelve feet
- Sidewalk – Five feet
- Right Turn Lane – Bike Lane have historically been placed between the through lane and the right-turn lane; however, there is no defined design standard in the LDC.

Private Development Requirement:

- New developments are responsible for providing facilities
- Fee-in-lieu of construction is currently allowed, but is programmed to be removed with future LDC amendment
- The City has identified numerous grant opportunities to help fund sidewalk and bike facilities
- The City also utilizes CBDG and CRA funding for street improvements




TOWN OF FORT MYERS BEACH PROFILE	
Land Area:	2.9 square miles
Population:	6,325
Arterial & Collector Miles:	7
Arterial & Collector Lane Miles:	15
Paved Shoulder Miles:	5.1
Bike Lane Miles:	2
Shared Use Path Miles:	0.6
Sidewalk Miles:	8
Average Commute:	23 minutes
Drive or Carpool:	90%
Walk or Bike:	5%
Work at Home:	2%
Commute data from U.S. Census Bike/ped miles are on arterials and collectors only	

Fort Myers Beach is a long narrow island community located in southeast Lee County and is the most densely populated community in Lee County. Estero Boulevard runs the length of the beach and is highly utilized by pedestrians and cyclists. While many of the beach residents work off of the island, the compact community has a significant number of vibrant tourism-related businesses that employ many locals, which makes walking or biking to work a preferred mode of commuting for many people. A model complete streets project was completed in 2011 in North Estero Blvd from Times Square to Bowditch Point Park that includes bike lanes, sidewalks, and trolley pull-offs on both sides of the roadway with landscape buffer separating the walks from travel lanes. Other recent news includes recommendations from an Ad Hoc Committee (called the Public Safety Task Force) for increasing pedestrian and bicycle safety on Estero Boulevard. Recommendations include providing street lighting at crosswalks, crosswalk safety devices, reduction in sign proliferation, and an educational component. The Town subsequently formed a new advisory board called the Public Safety Committee which meets on a regular basis, and will be responsible for finding ways to make Estero Island a safer place for residents and visitors.

The Town has installed approximately 4 miles of new bike ped facilities in 2012 on federal aid highways. Of these 2 miles are bike lanes and 2 miles are sidewalks. A detailed breakdown of these bike ped facilities are shown in Exhibit F, pages 18 through 19.

Bike ped highlights from the City's Land Development Code include the following:

- Sidewalks are required along both sides of all major streets
- Bike lanes are not addressed in the LDC, however the proposed improvements to Estero Boulevard include undesignated bike lanes.
- Design Standards:
 - Bike Lane – Not addressed
 - Bike Path/Shared-Use Path – Not addressed
 - Sidewalk – Eight to twelve feet in commercial areas; five feet elsewhere
 - Right Turn Lane – Not addressed
- Private Development Requirement:
 - New developments are responsible for providing facilities
 - Fee-in-lieu of construction is not addressed by the LDC

	CITY OF SANIBEL PROFILE
	Land Area: 17.2
	Population: 5,577
	Arterial & Collector Miles: 17
	Arterial & Collector Lane Miles: 33
	Paved Shoulder Miles: 0.5
	Bike Lane Miles: 0.1
	Shared Use Path Miles: 25.2 (inclusive of some local roads)
	Sidewalk Miles: 1.1
	Average Commute: 13 minutes
	Drive or Carpool: 77%
	Walk or Bike: 8%
	Commute data from U.S. Census Bike/ped miles are on arterials and collectors only

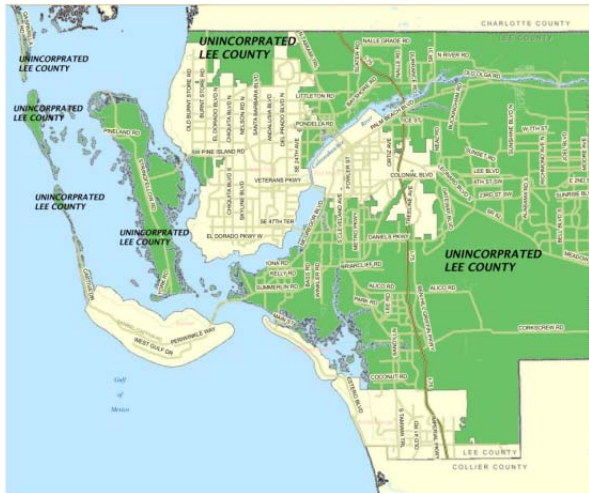
The City of Sanibel is an island community that has a very significant amount of pedestrian and bicycling activity. It has been recognized as a 'Bicycle Friendly Community' by the League of American Bicyclists. A survey conducted in April 2012 indicated there was an increase of 56% in cyclists and 77% in pedestrians over the past 6 years. The island includes a sophisticated 25.2 mile shared use path network for bikers and pedestrians. Another 1.8 mile will be added in 2013.

In 2009, the city developed its Shared Use Master Plan that provides recommendations and design standards for the expansion and maintenance of these facilities.

The City has installed approximately 2.2 miles of new shared use facilities in 2011 and 2012 on local roads. A detailed breakdown of these bike ped facilities are shown in Exhibit F, pages 16 through 17. Another 1.8 miles of shared use paths are expected to be constructed in 2013.

Bike ped highlights from the City's Land Development Code include the following:

- Sidewalks are not required along public roads in order to minimize impervious surfaces
- Shared-use paths used in place of on-street bike lanes
- Extensive wayfinding and rest area facilities included in pathway system
- Design Standards:
 - Bike Lane – Not provided
 - Bike Path/Shared-Use Path – None provided in LDC, but addressed in Shared Use Master Plan—existing section is between five and ten feet, new sections scheduled to be widened to minimum of eight feet, with portions a minimum of ten feet, subject to available right-of-way and drainage and environmental constraints
 - Right Turn Lane – Not provided, bike paths used in place of bike lanes
- Private Development Requirement:
 - Funding for pathway plan improvements provided by the City
 - Fee-in-lieu of construction is not provided



UNINCORPORATED LEE COUNTY PROFILE	
Land Area:	611.6 square miles
Population:	313,256
Arterial & Collector Miles:	596
Arterial & Collector Lane Miles:	1,633
Paved Shoulder Miles:	76.6
Bike Lane Miles:	106.06
Shared Use Path Miles:	118.3
Sidewalk Miles:	118.15
Average Commute:	13 minutes
Drive or Carpool:	77%
Walk or Bike:	8%
Commute data from U.S. Census Bike/ped miles are on arterials and collectors only	

Lee County encompasses 804 square miles of land area; including five incorporated municipalities: Bonita Springs, Cape Coral, Fort Myers, Fort Myers Beach and Sanibel. Each of these jurisdictions has unique demographics and physical characteristics, as well as individual planning philosophies and funding approaches to bicycle and pedestrian facilities. This section reviews the differences between the various jurisdictions within Lee County and highlights the conditions in neighboring counties.

Lee County is an expansive area that includes a variety of urban, suburban, rural, and environmentally protected areas. Bicycle and pedestrian facilities are provided throughout the County, but like many other places, there is a lack of integration. The County has developed a Greenways System Master Plan and provides public information on bike facilities and safety. In 2009, the County Commission adopted the Complete Streets Resolution to integrate bicycle and pedestrian facilities with transportation, land use, climate, energy, and smart growth programs. The Resolution was subsequently recognized by the National Complete Street Coalition as one of the most progressive policies adopted by a county government. It is one of fifteen top rated policies in the nation. In 2011, the County's governing Board received the Florida Bicycle Association Elected Official Champion Award for its continued focus on changing the interface between transportation and community planning to make Lee County more walkable, bikeable, and livable. In the same year it received the Urban Land Institute (ULI) Sustainability Award for Bicycle and Pedestrian Initiative for having made significant strides in improving bicycle and pedestrian conditions in Lee County.

This shift in policy towards a complete street approach in road planning and construction saw immediate gains in the way the County now designs bicycle facilities. Prior to this shift, roadways either had paved shoulders or undesignated bike lanes (designed as bike lanes without being marked and signed as bike lanes). That changed with the County completing the University Loop Demonstration Project last year that converted existing paved shoulders on Alico Road, Ben Hill Griffin Parkway/Treeline Avenue, Three Oaks Parkway, and Estero Parkway into marked and signed bike lanes. The project essentially created a bike route with the designated bike lanes, waypoints and distance information signage. The County also completed the Tour De Park Demonstration Project that also created a bike route connecting Lakes Regional Parks, John Yarborough Linear Park, Hammond Stadium, Six Mile Slough Preserve Park, and Jet Blue Stadium. The bike route primarily used off road shared use paths and also included waypoints and distance information signage.

The County installed approximately 87.16 miles of new bike ped facilities on both federal aid highways and local roads in 2011 and 2012. Of these 66.36 miles are marked and signed bike lanes (of which 46.8 miles were previously paved shoulders), 8.90 miles are shared use paths, and 11.90 miles are sidewalks. A detailed breakdown of these bike ped facilities are shown in Exhibit F, pages 6 through 9. 10.8 miles of new bike ped facilities are expected to be constructed in 2013.

UNINCORPORATED LEE COUNTY PROFILE (CONTD.)

The County completed the Evaluation and Analysis Report (EAR) for the amendment of the Lee Plan in March of last year, and is currently updating the various elements of the Plan on the basis of the EAR recommendations.

The recently completed Draft Transportation Element has a multimodal focus that emphasizes community connectivity and improves circulation for pedestrians, bicyclists and transit users, with the goal of creating compact, walkable communities within the county. It calls for integration of complete streets, increased emphasis on safety of all users, implementation of transportation demand management strategies, automobile parking and bicycle storage, etc.. The Lee Plan Update will be followed by an amendment to the Land Development Code.

Bike ped highlights from the County's existing Land Development Code include the following:

- Requires bicycle and pedestrian facilities along identified arterials and collectors
- Sidewalks required on most streets; both sides of arterials and collectors and one side of residential streets
- Expansion of roadways with bike or pedestrian facilities must replicate facilities in new construction
- Provision of bike lanes is at the discretion of the Public Works manager
- Design Standards:
 - Bike Lane – Four feet minimum. May be designated or undesignated
 - Bike Path/Shared-Use Path – No standard provided
 - Sidewalk – 5'-8' on arterials and urban and suburban collectors; five foot on other roadways
 - Right Turn Lane – Bike Lane location not specified, and location of existing lanes has been inconsistently applied
- Private Development Requirement:
 - New developments are responsible for providing facilities
 - Fee-in-lieu of construction is allowed. LDC being amended to make provisions more transparent and Stricter

EXHIBIT D

MPO bike/ped master plan recommendations matrix (L = lead)			MPO Staff	MPO Board	BPCC	Local Juris.	FDOT	Developers	LeeTran	VCB	LMHS/FF	Law Enf.	Sustain. Office	School District	LC Parks	Advocacy Groups	Other MPO or County	Status of Recommendations
Recom. #	Category	Description																
1	Gen. Policies	MPO Bike/Ped Master Plan adoption		L		X												MPO Board adopted the Plan in June 2011 which resulted in recognition and support of the MPO Bike Ped Master Plan by the local govts.
2	Gen. Policies	MPO and local units of gov. should establish mechanisms to ensure the review and consideration of bike ped accomodation prior to any of those activities, including and exception process, and a reporting mechanism		L		L	X											The MPO has a mechanism which allows it to regularly review design and construction plans of resurfacing and capacity projects funded through the MPO priority process to ensure accomodation of bicycle, pedestrian and transit facilities. These projects are primarily on state highways. In some of these reviews, the MPO involves the BPCC. The MPO also initiates intersection and corridor reviews for ADA issues that feeds into FDOT's 0% preliminary concept report for resurfacing projects. The MPO mechanism also includes coordination with the public and FDOT to address post construction bike ped issues. Lee County BOCC's complete streets policy requires the publication of an exception report at the end of the year, but the remaining local government does not have any such requirements. In early 2011, the MPO had coordinated with local governments to produce a countywide exceptions report for 2010 but have not done it in subsequent years.
3	Planning	Local govts. should incorporate facility priorities and policy recommendations from MPO Bike Ped Master Plan into comp plans, CIPs, bike ped programs, and Land Development Codes	X	X	L	X	X											Local governments have been submitting priority projects from the MPO plan that fall within their jurisdictions for TAP and MPO Multimodal Enhancement Box funds. As the local governments undertake the EAR based comp plan amendments it is hoped that this process would lead to the addition of policy recommendations from the MPO Plan into these various local gov. documents.
4	Planning	Local govt review of comp plan & LDRs to incorporate complete streets				L							X					BOCC has an adopted Complete Streets Policy and implements complete street design ideas through a comprehensive review process before including them in the County's CIP. Multimodal transportation has also been emphasized in its ongoing comp plan amendments of the transportation element. City of Fort Myers has an adopted Complete Streets Policy, and is currently working in developing a complete streets guidance manual to implement design ideas on roadway corridors in the future. The Cities of Cape Coral and Sanibel, and the Town of Fort Myers Beach are currently not considering adopting complete streets policy.
5	Planning	Review comp plan to enhance bike/ped goals/context- sensitive policies				L							X					All local governments are going to be addressing bike ped policies/goals/objectives in some fashion or manner in their ongoing EAR based Comp Plan amendments
6	Planning	Review comp plans & LDRs to encourage livable communities				L		X					X					The BOCC has addressed livable communities in its ongoing recommendations for EAR based comp plan amendments. The other local units of government probably follow suit as they go through the EAR process.
7	Planning	Consider comp plan policies to mandate large planned development "through roads"				L		X										Local governments are currently going through EAR based comp plan amendments and recommendations may come out of it pushing for LDC amendments on this issue. However, there is no guarantee that it will be addressed.
8	Planning	Local govt. comp plan policies should encourage bike/ped amenities on new roadways				L												While local govt comp plans currently do not currently address bike ped amenities, the ongoing EAR based comp plan amendments provide them an opportunity to address these features. The Lee County BOCC's draft Transportation Element includes polices addressing wayfinding signage, and bicycle storage facilities (Policies 1.3.6 and 2.4.4.).
9	Planning	Consider new developments to accomodate bike/ped facilities on adjacent arterials and collectors next to & consider payment-in lieu optoins				L		X										Requirement of new developments to provide bike ped facilities in adjacent roads are currently addressed by the LC BOCC, Cape Coral, Bonita, Fort Myers and Fort Myers Beach. Fee in lieu option is available in Fort Myers, LC BOCC, Bonita and Cape Coral. As the local govts. go through their EAR based comp plan amendments they are expected to maintain improve policies addressing these issues which would lead to LDC amendments.
10	Planning	ID ROW needs for bike/ped facilities in development approval process				L		X										The ongoing EAR process provides a good opportunity for local govts. to address this policy and precipitate some action.
11	Planning	Consideration of policies by local govts for exemplary bike/ped facilities in public projects				L		X										This could be addressed by the local govts in their ongoing EAR based amendments
12	Planning	Development of incentives for private developments by local govts. for enhanced bike/ped facilities & amenities				L		X										Local governments have an opportunity to address these as they work on their EAR process to amend the comp plan. Lee County BOCC is addressing it in a number of policies in its proposed transportation element.
13	Planning	Local govt. requirement of bike racks/parking in community/commercial/multi family facility projects				L		X										LC BOCC is addressing this requirement in its draft Transportation Element as part of the EAR based comp plan amendments. The City of Fort Myers current LDC addresses this requirement.
14	Coordination	Development of protocols for GIS info collection and sharing and standardization of bike/ped definations & design standards	X		X	L	X											The MPO held preliminary discussions in the past and will continue the dialogue with local governments as we continue to maintain and enhance our countywide bike/ped inventory
15	Coordination	MPO coordination among local govt agencies and stakeholders	X	X	L	X			X				X	X	X			MPO is maintaining this coordination
16	Coordination	MPO coordination w/Collier, Charlotte, Hendry counties	L	X	X												X	There is ongoing bike ped coordination among the three MPOs and Hendry County. The MPO has coordinated with Hendry County in specific highway capacity projects crossing county lines.
17	Coordination	Monitor national and regional trail development activity & look for opportunities to connect to these systems	L		X		X			X					X		X	The MPO continues to monitor status of planned and programmed regional greenways and trails, and explore opportunities to connect to those trails
18	Implementation	Partnership to host public events for awareness of the MPO Bike/Ped Master Plan and seek support in implementing improvements identified in Plan	X		L	X					X				X	X		The MPO has not hosted any public events with community groups to bring awareness of the MPO Bike Ped Master Plan after the Plan was adopted. However, BikeWalkLee has regularly highlighted the Plan and the projects identified in the Plan (especially the Demonstration Projects) in its newsletter, blogs, public hearings, and media interviews.
19	Implementation	Develop action and funding plan to implement the three demo projects from MPO Bike/Ped Plan	X	X	L	X	X			X					X	X		The MPO aggressively sought funding opportunities to implement the improvements in the Lee County Tour De Parks and the University Loop Demonstration projects. It made 2 unsuccessful attempts at securing federal discretionary grants in <u>expanded</u> improvements than proposed for these projects by including transit. It also tried twice to secure regional enhancement funds for doing a corridor study for the Winkler Canal Pathway which is part of the Winkler/Jefferson Demonstration Project. Finally, the demonstration project improvements in the Tour De Parks and University Loop was completed by LC BOCC with collaboration from the MPO. The MPO has programmed funds to address missing shared used paths in the Tour De Parks Route.
20	Implementation	Review and update existing bicycle and pedestrian master plans to ensure consistency with Lee County Bike Ped Master Plan			X	L												The Cities of Fort Myers and Sanibel are the only ones among the local governments with Bike Ped Master Plans. These plans have not been updated to be consistent with the MPO Plan.
21	Implementation	Develop plans consistent with the MPO Countywide Bike/Ped Master Plan	X		X	L												The Cities of Cape Coral and Bonita Springs, and the Town of Fort Myers Beach do not have Bike Ped Master Plans, and do not have any plans to develop one. The County will be looking at recommendations from their EAR based comp plan amendments and may end up with its own Plan consistent with the MPO Plan, or adopt the MPO Plan as its own. In the interim, the County has been prioritizing and implementing projects consistent with the MPO Plan.

EXHIBIT D

MPO bike/ped master plan recommendations matrix (L = lead)			MPO Staff	MPO Board	BPCC	Local Juris.	FDOT	Developers	LeeTran	VCB	LMHS/FF	Law Enf.	Sustain. Office	School District	LC Parks	Advocacy Groups	Other MPO or County	Status of Recommendations
22	Implementation	Annual reporting of implementation of local jurisdiction Bike/Ped Master Plans	X	X	L	X												The local governments provides updates on bik ped facility construction, and activities as necessary at various BPCC meetings. The MPO has not asked for an annual report to the BPCC in the last two years. However, this year ending report will address this for 2012.
23	Programs	Support programs that encourage healthy lifestyles & SRTS	L		X						X	X	X	X	X	X		The MPO has been supporting and assisting these groups in all these activities. For example the MPO has regularly worked with the School District in soliciting and programming SRTS projects; assisted BikeWalkLee and Caloosa Riders by developing bike route maps from various points of origin to Jet Blue Stadium; assisted Lee Memorial in its efforts to increase child passenger safety, etc.
24	Programs	Consider staff training program on bike/ped issues, sustainability, livability and Complete Streets concepts	L		X	X	X					X	X	X	X	X		The MPO has partially addressed this through a stakeholder, consultant and staff training that was held as part of the Lee Countywide Bicycle Pedestrian Safety Action Plan. Further opportunities would be explored by the MPO in the coming months.
25	Programs	Establish comprehensive bike/ped safety program in Lee County	L		X	X	X				X	X	X	X	X	X		The MPO is currently developing a Lee Countywide Bicycle and Pedestrian Safety Action Plan that will analyze bike/ped crashes and safety issues, and identify short and long term strategies that will build the foundation for a comprehensive safety program in Lee County.
26	Programs	Establishment of countywide hotline to report bike/ped issues and creation of a central database of comments	L	X	X	X												A countywide hotline for reporting bike/ped issues has not been established. However, the public can report through the MPO Web Site under "public comments", or continue to transmit issues to MPO staff by email. The Lee County MPO is in Face Book now and bike/ped issues could be reported there as well. Comments are always addressed by staff and in some cases forwarded to responsible jurisdictions for response/action.
27	Programs	Develop strategies for implementing demos & special projects	L	X	X	L	X											Lee County BOCC uses the MPO Bike Ped Plan to identify and prioritize projects for implementation. The County has completed two demonstration projects including the Lee County Tour De Parks and the University Loop projects. The MPO has a mechanism to select demonstration projects and Special Projects for implementation through federal funds to the MPO and federal grants. The MPO has successfully tapped sub allocated TA funds for programming shared use paths within the Lee County Tour De Parks Route. It will continue to use these dollars to fund missing shared use paths in this Route, and Special Projects.
28	Programs	Review bike/ped signage in county & ID opportunities for signage & wayfinding	X		L	X				X				X	X	X		The MPO held a BPCC subcommittee early last year to design wayfinding signs and amenities, and target funds for implementation. With the County already initiating steps to design bicycle wayfinding signage in two demonstration projects (the projects have been completed except part of the Alico corridor within the University Loop Demonstration Project), the subcommittee had decided to hold back until the County project was over, and then use the County or an enhanced model to address consistent wayfinding signage and bicycle amenities across the County.
29	Programs	Assess current practices and develop effective programs for timely maintenance of bike ped facilities by local governments	L		X	X												The local governments have existing programs in place for bike/ped facility maintenance that is designed to operate effectively within the budget in hand. Treatment of bike/ped facility wear and tear, structural and other damages are generally prioritized by how serious the problem is with ADA issues that may trip a pedestrian and be a liability concern warranting immediate attention. Local govts. and MPO will continue to have a dialogue on improving current practices, identifying funds, and cost sharing opportunities with property owners, developers etc.
30	Programs	Assess bridges/over & underpasses for bike/ped accessibility issues	L		X	X	X											The MPO and BPCC reviewed 175 underpasses at SR 80, SR 78, Corkscrew, Colonial and Bonita for bike/ped accessibility and in coordination with FDOT had resolved such issues during interchange modification project design and construction. During the Colonial 6-lane widening the County modified construction plans to accommodate 8' wide shared use path at the 175 crossing at the request of the BPCC. When it comes to bridges the County's policy is to accommodate bike/ped facilities on all new bridges. The County does not retrofit any of their aging bridges, and they are replaced at the end of their life cycle.
31	Programs	Improve access to transit routes & minimize conflict w/bike/ped	L		X	X			L									MPO invites LeeTran participation during design plan reviews of resurfacing and stand alone bike ped projects on state highways, and ensures that bus stop connections to existing/programmed sidewalks/shared used paths are provided. Project Managers are asked to add concrete bus pads and shelters if necessary. The MPO also coordinates with LeeTran during preparation of pre-applications for bike/ped facilities and congestion management improvements to address transit needs. The LC BOCC is doing a major overhaul of its Transportation Element as part of the EAR based Comp Plan amendments with an eye to multimodal planning. It is hoped other local gov. jurisdictions also address transit and bike/ped needs as they work on the EAR process.
32	Programs	MPO/local gov/non profit organization coordination to develop education/training campaigns/programs	L	X	X	X	X		X		X	X		X		X		This recommendation has been met. The MPO participates with law enforcement agencies in Drug House Odyssey; partnered with Stay Alive Drive Safe to target safety education presentation to Cape Coral Preparatorial & Fitness Academy; partnered with law enforcement agencies, Injury Prevention Council, Lee Memorial Hospital in hosting International Walk to School Day; Partnered with School District to solicit and endorse project applications etc.
33	Programs	Undertake campaigns/programs to promote more biking/walking	L	X	X	X			X	X	X	X	X	X	X	X		This recommendation has been met. The MPO has attended Cape Coral Police hosted Safe Senior Workshop, provided a K-6 school with safety education presentation in partnership with Stay Alive...Drive Safe, developed a bicycle safety one page pamphlet for FHP Bike Enforcement Education, developed a Countywide Bicycle Facilities Map in coordination with BPCC, etc.
34	Programs	Hire dedicated MPO bike/ped staff	X	L	X													The MPO is adequately managing bike ped needs w/out a dedicated bike/ped staff person. Bike ped responsibilities are shared between 3 of its 4 current staff.
35	Programs	MPO develops & maintains unified bike/ped database	L		X	X												The MPO is working on the creation of a benchmark database of bike/ped facilities on arterials and collectors, and those facilities on local roads funded through MPO programs. The MPO will be also undertaking a project soon to establish bike/ped performance measures. Completion of the two projects will allow staff to report progress to MPO Board on an annual basis.
36	Programs	Enhancement of MPO website for bike/ped resources	L		X	X												This has been addressed. MPO will continue working on enhancing the mapping section of the Web Site
37	Programs	Partnership to publish & distribute bike/ped maps	L	X	X	X				X	X			X	X	X		The MPO is currently developing the 3 rd edition of its Countywide Bicycle Facility Map. With printing companies offering cost breaks on bulk orders, the MPO is partnering with bike stores, bicycle clubs, and non-profit organizations to submit a joint order for approximately 32,000+ maps, with each entity only paying for its share of the number of maps at a per map cost. Each entity is taking responsibility for distribution of the maps.
38	Advisory Com.	Expand membership & mandate of BPCC	L	X	X	X			X	X	X	X	X	X	X	X		This is being addressed.
39	Advisory Com.	BPCC assumes responsibility for overseeing implementation of B/P MP	X	X	L	X												This has been addressed.
40	Advisory Com.	BPCC tracks implementation recommend. & actions to address	X	X	L	X												The 2012 Year Ending Report will address this.
41	Advisory Com.	BPCC meets monthly & reports directly at MPO Board meetings	X	X	L													This recommendation has been addressed.

EXHIBIT D

MPO bike/ped master plan recommendations matrix (L = lead)			MPO Staff	MPO Board	BPCC	Local Juris.	FDOT	Developers	LeeTran	VCB	LMHS/FF	Law Enf.	Sustain. Office	School District	LC Parks	Advocacy Groups	Other MPO or County	Status of Recommendations
42	Advisory Com.	Consideration by local govt. jurisdiction to establish bike/ped committees	X			L										X		The Cities of Fort Myers and Bonita Springs, and Lee County are the only local governments with a bicycle pedestrian advisory committees. The other jurisdictions have not considered formation of one.
43	Advisory Com.	Provision of bike/ped info on local govt. websites	X		X	L												Lee County BOCC has a link in its DOT web page while Sanibel has a link to its Shared Use Path Map under Planning and Code Enforcement and a link to status of projects in general under Public Works. The Cities of Bonita Springs and the Town of Fort Myers do not provide information on bike/ped plan, programs and projects in their web site. The City of Fort Myers has a link to its Bike Ped Plan under Public Works while the City has a link to sidewalk installation under Public Works - Maintenance. Local govts could probably provide access to bike ped info by probably lumping all bike ped related activities under a bike/ped program and providing a link from the home page.
44	Perf. Measures	Establish bike/ped performance measures to evaluate implementation of the MPO Bike/Ped Master Plan	L	X	L	X												The MPO has included a project in its annual budget for F-ys 2012/13 and 2013/14 to develop bicycle pedestrian performance measures
45	MP review & update	Provide annual report to Board on implementation of MPO Bike Ped Master Plan	L	X	L	X												The MPO is meeting this recommendation
46	MP review & update	Update MPO Bike/Ped Master Plan every 4 years	L	X	X	X	X											We are only at the second year of adoption of the Master Plan, and will be updating it in 2014 at the same time as the LRTP update
47	Funding	Develop an integrated facility development approach that accomodates all transportation modes	L	X	X		X											The MPO has amended its 2035 LRTP by modifying 4 capacity projects that originally called for expansion from a 2 to a 4 lane facility. The modified projects now call for a three lane facility (that includes a two way center turn), bike lanes and sidewalks on both sides. This approach has not compromised future capacity, and comes with reduced costs.
48	Funding	Review progress on funding MP bike/ped needs plan annually and expand funding resources	L	L	X	X	X											The MPO has been annually reviewing the implementation of projects identified in the Prioritized Bike/Ped Needs Plan, and continues to explore opportunities to supplement existing funding sources. The MPO have also submitted projects identified in the Master Plan for federal discretionary grants, but has been so far been unsuccessful.
49	Funding	Assistance by MPO to local jurisdictions in obtaining LAP certification	L		X	X	X											The Cities of Sanibel and Bonita Springs are the only local jurisdictions in Lee County w/out LAP certification while the Town of Fort Myers Beach may have to renew their LAP certification with the state. Obtaining LAP certification is a local govt. responsibility. The MPO was previously looking into obtaining a LAP certification for project design and construction and using a consultant to manage the program and loan its resources to local jurisdictions w/out such certification. However, such a proposal has its shortcomings.
50	Funding	Explore funding for regional projects	L	X	X		X										X	The MPO continues to explore funding for regional projects
51	Public Schools	School District participation in MPO committees to address bike/ped issues	X		X	X							X	L	X			The Lee County School District is a member of the MPO's Bicycle Pedestrian Coordinating Committee. A School District representative also attends the County's Bicycle Pedestrian Advisory Committee and the City of Fort Myers Bicycle Pedestrian Advisory Board.
52	Public Schools	MPO/School Board Coordination in development of inventory of schools w/bike/ped access	X		X	X					X		X	L				The MPO will look into developing an inventory. Schedule to be decided.
53	Public Schools	MPO/School Board coordination in SRTS initiatives, and promotion of SRTS successes & improvement needs	X		X	X	X							L				Coordination on SRTS initiatives continue on a regular basis during the annual solicitation, pre-application review and prioritization of SRTS projects. The School District keeps an accurate record of the SRTS projects awarded (or not) as well as tracking the surveys conducted. The surveys provide pre and post sidewalk information in reference to students walking/biking to school and it appears that a greater number of students walk/bike to school after project completion, data which could be used during the reporting of the successes of the program. While the success of the program has not been reported aggressively, the need for safety improvements to school kids have been regularly reported by the media.
54	Public Schools	Establish guidelines re: school location & design that is bike/ped-friendly	X		X	X							X	L				State Requirements for Educational Facilities (SREF) covers guideline for campus design along with Florida Building Code that include bicycle and pedestrian within the campus. The location sometime is dictated by the growth and availability of land and it is hoped, geographically, bike/ped accomodations are in place. The MPO will look into working with School District in the future in developing guidelines for location of new schools.
55	Public Schools	Promotion of bike/ped activities	X		X						X			L				The School District received a non-infrastructure grant through FDOT consisting of a bike trailer, bikes, helmets as well as providing teacher training and materials. This program has been incorporated into the curriculum within the Physical Education department and teaches bike and ped safety to students.
56	Public Schools	Encourage Schools to partner w/FFSW to promote B/P for health	X		X						X			L				The training that students are given through the bike trailer grant provides information on the health benefits. The School District is willing to work with FFSW to promote B/P further.
57	VCB	Promote bicycle tourism through branding, website, marketing	X		X					L						X		None so far, but is open to working with the MPO, BPCC and advocacy groups. A dialogue with MPO staff and BPCC members have already taken place on how VHB can assist in these issues.
58	VCB	Incorporate Q's on bike/ped experiences on visitor surveys	X		X					L						X		Surveys do include limited questions on use of bike ped facilities, but does not specifically ask for experiences
59	VCB	Explore using TDC funds for way-finding targeted to tourists	X		X	X				L						X		None so far, but is open to working with the MPO, BPCC and advocacy groups.
60	Parks & Rec	MPO/Parks coordination to interconnect bike/ped network w/greenways & trails system	X		X										L			Continue to work with planning staff at Lee County and FL OGT to update mapping efforts and priorities: Working at Lakes Park and with LeeDOT to implement kiosks for additional wayfinding marketing, public awareness, and encouragement of biking and walking.
61	Parks & Rec	MPO/Parks coordination ensuring collaboration & consistency w/mapping and wayfinding	X		X										L			Coordinated through BPCC subcommittee and implemented with LCDOT a wayfinding signage plan for University Loop and Tour de Parks Loop and distributed digital map of Tour de Parks on VCB, Sustainability, and Parks, BikeWalkLee websites and through media outlets such as Florida Weekly and News-Press.
62	Parks & Rec	Collaboration w/FFSWF and LC Parks on promoting active lifestyles & exerci	X		X						X				L			LC Parks has created START! Walking program webpage on leeparks.org with link information and maps. Parks with MPO collaboration have created Tour de Parks Route signage, and maps which have been posted in the Parks Web Site. MPO has assisted FFSWF now called as Streets Alive in creating location maps for undertaking Ciclovía exercise
63	Parks & Rec	Explore oportunites to develop Rails w/Trails project on Seminole ROW	X		X		X								L	X	X	Updated opportunity map through OGT with recommended alignments for Greenway Trail corridor in SGLR ROW. A rail feasibility study on the SGLR ROW is underway which will determine the feasibility of a pathway in the corridor
64	Law Enfor.	Collaborate to develop bike/ped & enforcement programs	X		X		X					L						MPO has participated with law enforcement agencies, Lee Memorial Health System, School District in 2011 and 2012 Drug House Odyssey to educate school kids on drinking, drug use and driving. The FHP was involved in the development of the MPO's Countywide Bike/ped Master Plan, and have had several discussions at the BPCC level on homicide investigation process and bike ped enforcement. With the completion of the Lee County Bike Ped Safety Action Plan, it is expected that recommendations from the Plan will result in more MPO and law enforcement collaboration in bike/ped enforcement and education programs.

EXHIBIT D

MPO bike/ped master plan recommendations matrix (L = lead)			MPO Staff	MPO Board	BPCC	Local Juris.	FDOT	Developers	LeeTran	VCB	LMHS/FF	Law Enf.	Sustain. Office	School District	LC Parks	Advocacy Groups	Other MPO or County	Status of Recommendations
65	Law Enfor.	Work w/FHP on developing solutions for high crash locations & targeted enforce.	X		X		X					L						As stakeholders in the development of the Lee Countywide Bike Ped Safety Action Plan, the law enforcement agencies are working with MPO staff, the consultant, and other stakeholders to identify and analyze crash locations, and recommend engineering and educational countermeasures. Recommendations from the Plan will provide MPO leverage to tap into federal highway safety funds allowing more collaboration among MPO and law enforcement agencies in targeted bike/ped enforcement and education programs.

Recommendations

The following recommendations are based upon the information presented in this document. They are consolidated in this section to provide quick reference for the user and to highlight that they are an integrated set of policies, plans, programs and processes that are closely interrelated.

GENERAL POLICIES

1. The MPO's adoption of the Lee County Bicycle Pedestrian Master Plan should serve as a demonstration of support for the plan by the member local jurisdictions.
2. Consistent with MPO Resolution 09-05, and recognizing that the most cost effective time to provide bicycle and pedestrian facilities is during initial construction, reconstruction, resurfacing and traffic operations/intersection improvements, the MPO and local units of government should establish mechanisms to ensure the review and consideration of bicycle and pedestrian accommodation prior to any of those activities, including and exception process, and a reporting mechanism for accountability to governing bodies.

PLANNING

3. The Lee County MPO, through the BPC should encourage Lee County and the various municipalities to establish mechanisms to coordinate bicycle and pedestrian planning endeavors that are consistent with this Master Plan and to incorporate facility priorities and policy recommendations into their comprehensive plans, transportation plans/capital improvement plans, bicycle and pedestrian programs, and land development regulations (LDRs).
4. Local units of government should consider reviewing and revising their Comprehensive Plans and LDRs to incorporate policies and regulations encouraging the development of Complete Streets.
5. Local jurisdictions should review and update their comprehensive plans to incorporate or enhance bicycle and pedestrian goals, objectives and policies. Policies should be context-sensitive and offer different treatments for urban, suburban and rural areas.
6. Local units of government should take advantage of the Evaluation and Appraisal Report process to review and revise their comprehensive plans and land development regulations (LDRs) to encourage the development of livable communities by allowing innovative planning and development practices, compact development, and mixed-use projects. At a minimum, impediments preventing these types of developments should be removed from their comprehensive plans and LDRs.
7. All units of local government should consider adopting comprehensive plan policies that would mandate that large planned developments provide public "through roads" to avoid mega block configurations.
8. All local jurisdictions should consider the adoption of comprehensive plan policies that encourage the provision of bicycle and pedestrian amenities (bike racks, rest areas, way finding and signage) when building new roadways.
9. Local jurisdictions should consider requiring all new development projects to provide bicycle and pedestrian facilities when adjacent to collector and arterial roads. Additionally, local jurisdictions should consider payment-in-lieu or build-in-lieu options when providing facilities along the adjoining right-of-way is not feasible.
10. Lee County jurisdictions, as legally practicable, should proactively identify right-of-way needs associated with planned bicycle and pedestrian facilities and consider establishing policies to preserve sufficient right-of-way as developments come in for approval. These policies could

Recommendations

include dedications, reservations, and targeted acquisitions. Additionally, local jurisdictions should monitor petitions to vacate rights-of-way to consider the appropriateness of maintaining the corridor for pathway purposes.

11. All local jurisdictions should consider policies that ensure that public projects such as libraries, baseball stadiums, parks, community and centers provide exemplary bicycle and pedestrian accommodations.
12. Local jurisdiction should consider developing incentives for private development to provide enhanced pedestrian and bicycle facilities, parking and amenities within their projects. Public-private partnerships should be allowed and encouraged.
13. Local units of government should consider requiring bicycle racks and/or parking for all commercial, multi-family and community facility projects.

COORDINATION

14. The Lee County MPO should encourage all local jurisdictions to establish mechanisms to coordinate bicycle and pedestrian efforts in a fashion consistent with the Lee County Bicycle Pedestrian Master Plan. Coordination efforts should be conducted through the MPO BPCC. This should include;
 - a. Establishing conventions and protocols for the collection and sharing of GIS information for bicycle and pedestrian facilities and improvements to ensure compatibility and uniformity of GIS information, and
 - b. Exploring ways to standardize definitions and minimum design standards for bicycle and pedestrian facilities.
15. The Lee County MPO should continue coordination with various agencies, stakeholder groups and departments in Lee County regarding bicycle and pedestrian facilities. Coordination should occur with the Lee County Sustainability Office, Lee Tran, various Planning, Parks and Recreation, Public Works, Transportation and Engineering Departments, Colleges and Universities, and advocacy groups such as BikeWalkLee.
16. The Lee County MPO should continue and enhance coordination efforts with Collier, Charlotte and Hendy counties to:
 - a. Interconnect bicycle facilities
 - b. Coordinate planning efforts
 - c. Investigate opportunities to pursue grants for regional bicycling projects.
17. The Lee County MPO should monitor activities related to the emerging U.S. Bicycle Route System, the Legacy Trail and Venice Loop in Charlotte and Sarasota counties, and the River of Grass Greenway (ROGG) and the Biscayne/Everglades Greenway Trail to look for opportunities to coordinate efforts, and connect to those facilities.

IMPLEMENTATION

Immediate Priorities

18. As an immediate implementation/public outreach step in launching the Master Plan, the MPO, through its BPCC, should consider partnering with community groups such as BikeWalkLee, Fit Friendly SW FL, and others, to host public events to inform the community about the Master Plan and to seek their involvement and support during the implementation of these bike/ped improvements.
19. The three demonstration projects identified in the Master Plan should be an immediate priority for the MPO. The BPCC should develop an action plan and strategy for funding and

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implementation of each of these projects and should undertake a collaborative effort to develop consistent designs and common way finding signs, etc. for those projects that cross jurisdictional lines. In developing the University Loop, participation from FGCU should be ensured in order to interconnect and integrate campus facilities. The monthly BPCC reports to the MPO Board should report on the status of each of these projects, and seek board assistance if necessary to get MPO or local jurisdictions action to move forward.

Local Bicycle and Pedestrian Master Plans

20. Local jurisdictions with existing bicycle and pedestrian master plans should be encouraged to review and update their plans to ensure consistency with the Lee County Bicycle Pedestrian Master Plan. Local jurisdictions are encouraged to include provisions aimed at enhancing and supporting the countywide network and focus on locally maintained roads where facilities could provide significant connectivity and continuity benefits.
21. Local jurisdictions without a bicycle and pedestrian master plan are encouraged to develop plans that are consistent with the Lee County Bicycle Pedestrian Master Plan.
22. Through the BPCC, local jurisdictions should report annually to the MPO regarding the implementation status of their bicycle and pedestrian master plan. If the local jurisdiction does not have a plan, they should be encouraged to report bicycle and pedestrian facility construction, activities, or initiatives.

Programs

23. The MPO should work with private and quasi-public agencies, such as Lee Memorial Health System (Fit Friendly SWFL), Lee County Public Schools, Florida Bicycle Association, BikeWalkLee, and Caloosa Riders Bicycle Club to support and assist in programs that encourage healthy lifestyles and safe routes to schools.
24. The MPO should consider establishing a staff training program to educate transportation planners, engineers, transit and public works employees about bicycle and pedestrian issues including benefits, design best practices, and sustainability, livability and Complete Streets concepts. The MPO should consider collaboration with FDOT and bicycle and pedestrian advocacy groups that have well-established training programs.
25. The MPO in collaboration with local jurisdictions, public and quasi-public agencies, and non-profit organizations should establish a comprehensive bicycle and pedestrian safety program in an effort to improve safety on Lee County streets. This program should:
 - a. Review, evaluate and report on bicycle and pedestrian safety statistic, conditions and policies.
 - b. Provide recommendations to improve safety conditions, including education, signage, signalization, facility design, intersection design, maintenance, and innovative technologies such as “In Pavement Warning Lights” and “HAWK” signals.
 - c. Investigate the application of traffic calming measures, the reduction of speed limits, and “road diets” within the county.
 - d. Assist with Safe Routes to School programs.
 - e. Coordinate safety education and training activities and programs.
 - f. Investigate high crash areas and develop improvement projects aimed at improving safety conditions.
26. The MPO should consider establishing a county-wide mechanism (website, hotline, interactive GIS map) to allow the public to report bicycle and pedestrian issues related to facility design, maintenance, surface conditions, signalization, signage, access, and barriers. Comments could be tabulated in a centralized database, and the comments would be distributed to responsible parties within each jurisdiction. Many localized issues could be addressed through regular maintenance and operations or could be programmed into annual work plans.

Recommendations

27. The MPO, through its BPCC, should review and assess the Demonstration and Special Projects identified in the Proposed Bicycle & Pedestrian network and Needs Plan section of this Master Plan and develop strategies for addressing those needs.
28. The MPO, through its BPCC, should review and assess the use of bicycle and pedestrian signage throughout the county and consider consistency and uniformity in signage, and identify opportunities to use signage and wayfinding for safety, education and promotion purposes.
29. The MPO and local jurisdictions should assess current maintenance practices for bicycle and pedestrian facilities and establish effective programs for timely maintenance of these facilities. Costs associated with maintenance should be evaluated and dedicated funding should be identified in local operating budgets and capital improvement programs. Alternative funding sources for maintenance should be investigated and cost sharing opportunities should be explored. Additionally, developing programs or campaigns encouraging adjacent property owners, organizations, and the general public to maintain segments of the bicycle and pedestrian network should be considered.
30. The MPO, in collaboration with FDOT and local jurisdictions, should identify existing bridges, overpasses and underpasses throughout the county and assess their bicycle and pedestrian conditions. Efforts should be made to address accessibility, connectivity and safety issues caused by inadequate bicycle and pedestrian facilities on those structures.
31. The MPO, local jurisdictions and Lee Tran (as part of Lee County's Complete Streets Action Plan) should work together to ensure appropriate access to transit routes, transfer stations, and individual bus stops. Bus stops should be encouraged to provide a pleasant environment for users including shelters, landscaping and lighting. Facilities should meet ADA requirements and should be designed to minimize conflict with bicycle and pedestrian facilities. Bike racks and/or parking should be considered at bus stops and transfer stations.
32. The MPO, local jurisdictions, public and quasi-public agencies, and non-profit organizations should coordinate efforts to develop a variety of county-wide and local education and training campaigns and programs. The following programs and campaigns should be considered:
 - a. Existing FDOT programs such as the Florida Traffic & Bicycle Safety Education Program, School Crossing Guard Training Program and the Safe Routes to School Program
 - b. Lee Memorial Health and the Department of Health's Fit Friendly SWFL program
 - c. League of American Cyclist training program
 - d. Florida Bicycle Association's Cycling Savvy traffic skills program
 - e. Share the Road public education campaign
 - f. Walk and bike to School programs
 - g. School-based and community based programs to teach cycle and pedestrian safety to children
 - h. "Bike Friendly Community" designation from the League of American Bicyclists, such as was awarded to the City of Sanibel.
33. The MPO, local jurisdictions, public and quasi-public agencies, and nonprofit organizations should coordinate efforts to develop a variety of county-wide and local campaigns and programs to encourage and promote bicycle and pedestrian activity. The following programs and campaigns should be considered:
 - a. Special events such as "bike or walk or take transit to work days", educational kiosks at cultural events, National Trails Day, National Walk to School Day, or a "ciclovía" where a circuit of streets are opened up for citizens to interact through exercise, entertainment and fun.

Recommendations

- b. Public workshops
- c. Targeted presentations
- d. Media campaigns including websites, public service announcement, local access TV, print documents, and cell phone notification
- e. Maps of Bicycle Network, Greenways and Blueways, and park system
- f. Award programs
- g. Design competitions
- h. “Adopt a Street” or “Adopt a Path” programs
- i. Wayfinding and signage programs
- j. Development of bike routes
- k. Safety guides

MPO Staffing and Responsibilities

- 34. The Lee County MPO should consider hiring a dedicated staff person to coordinate all bicycle and pedestrian planning efforts. Dedicated staff can also be the liaison with the various jurisdictions in Lee County and adjacent communities on matters relating to bicycle and pedestrian facilities, data collection and maintenance, and implementation of this Master Plan.
- 35. The MPO, through its staff, should be the repository of all bicycle and pedestrian data and should assemble and categorize it in a unified database. Evaluation metrics and targets regarding bicycle and pedestrian safety as well as network development should be monitored and evaluated by the MPO and its staff and committees, and presented to the public on an annual basis.
- 36. It is recommended that the MPO enhance its website to include:
 - a. The Lee County Bicycle Pedestrian Master Plan, supporting documents and subsequent updates.
 - b. Information about Bicycle and Pedestrian policies, plans and programs.
 - c. Links to bicycle and pedestrian plans from local jurisdictions.
 - d. A new mapping section to allow users to identify and print bicycle and pedestrian routes. The mapping tool would allow them to see what facilities exist on a given route and what is planned for the future.
- 37. The MPO should consider partnering with private entities and non-profit organizations to publish and distribute bicycle and pedestrian maps for Lee County. This map should be updated regularly and should be used as a vehicle to educate, encourage residents and tourist to bike and walk, and develop support for bicycle and pedestrian programs. The MPO should consider the use of sponsorship and advertising to ensure funding on an ongoing basis. Ideally, a map should be completed and available for distribution by the Fall of 2011.

ADVISORY COMMITTEES

- 38. In order to emphasize the importance of non-motorized modes of transportation, it is recommended that the Lee County MPO expand both the membership and the mandate of the Bicycle Pedestrian Coordinating Committee. An expansion of the membership would to ensure balanced representation from a variety of stakeholders. In addition to the staff representatives from local departments and agencies, the MPO should consider including representation from the following:
 - a. Lee County Visitor and Convention Bureau
 - b. Lee County Sustainability Office

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- c. Lee Memorial Health
 - d. Lee County Sheriff
 - e. 2 Bike/Ped advocacy group representatives
 - f. 2 citizens at large
39. In addition to existing responsibilities, this committee should be responsible for overseeing the implementation of the Lee County Bicycle Pedestrian Master Plan and should provide input and direction regarding periodic updates to the Master Plan.
40. The BPCCC will track the implementation of the recommendations contained in this plan and report to the MPO Board on their status, identify barriers to implementation and suggest actions to address those issues.
41. Further, the BPCCC should meet on a monthly basis and report directly to the MPO Board at their monthly meetings. These monthly reports should include updates on actions taken to implement the various recommendations in this plan.
42. Local units of governments should consider the establishment of Bicycle and Pedestrian Advisory Committees, either formal or informal, to provide review and advice regarding bicycle and pedestrian programs.
43. It is recommended that local jurisdictions provide information about their bicycle and pedestrian policies, plans and programs on their official websites.

PERFORMANCE MEASURES

44. As part of the implementation of this Master Plan, the MPO, through its BPCCC, should establish performance measures or metrics to periodically evaluate implementation progress. Based on baseline data provided in the Master Plan and the proposed Network Plan the following metrics should be considered for tracking on an annual basis:
- a. Paved shoulder miles
 - b. Bicycle lane miles
 - c. Shared use path miles
 - d. Sidewalk Miles
 - e. Collector and arterial road miles
 - f. Collector and arterial lane miles
 - g. Ratio of bicycle facilities to road miles
 - h. Ratio of bicycle facilities to road lane miles
 - i. Ratio of pedestrian facilities to road miles
 - j. Ratio of pedestrian facilities to road lane miles
 - k. Number and miles of bicycle facility gaps
 - l. Number and miles of pedestrian gaps
 - m. Reduction in number and miles of bicycle gaps
 - n. Reduction in number and miles of pedestrian gaps
 - o. Percentage of roadway coverage increase
 - p. Pedestrian and bicyclist crash and fatalities
 - q. Percentage increase or decrease in crashes and fatalities
 - r. Usage
 - s. Historical funding levels, sources and annual changes

Additionally, the following could also be tracked:

- i. Number of bridges and overpasses
- ii. Number of bridges with bicycle and pedestrian facilities

Recommendations

- iii. Schools with “Safe Route to School” improvements
- iv. Number of transit stops with bicycle and pedestrian access
- v. Number of Lee County jurisdictions with local Bicycle and Pedestrian Master Plans
- vi. Number of Lee County jurisdictions with bicycle/pedestrian advisory committees

It is also recommended that the MPO, as part of the LRTP, establish performance benchmarks or targets for the items presented above. Those numeral goals could be established for set time periods (2yrs, 5yrs, 10yrs,...) and should indicate a numerical or percentage improvement.

MASTER PLAN REVIEW & UPDATE

- 45. It is recommended that the MPO, in coordination with the Bicycle Pedestrian Coordinating Committee provide an annual report to the MPO Board regarding the implementation progress of the Lee County Bicycle Pedestrian Master Plan
- 46. It is recommended that the MPO review and update the Lee County Bicycle Pedestrian Master Plan on a regular basis. A four (4) year interval is preferred.

FUNDING

- 47. The Lee County MPO should explore how funding of all modes of transportation could be maximized by developing an integrated facility development approach. Projects that accommodate all modes of transportation should be given a higher priority when allocating limited funds.
- 48. Annually, the Lee County MPO should review the progress made in funding the bicycle/pedestrian Needs Plan contained in this Master Plan and recommend strategies to further enhance funding of the plan.
- 49. The Lee County MPO should assist local jurisdictions in obtaining LAP Certification if they do not already have it.
- 50. The Lee County MPO should work with Collier & Charlotte counties to explore and pursue funding for regional projects.

LEE COUNTY SCHOOL DISTRICT

- 51. The Lee County MPO should encourage the Lee County School District to participate in planning bodies or advisory committees that deal with bicycle and pedestrian issues.
- 52. The Lee County MPO should coordinate with the Lee County School District to develop an inventory of schools with bicycle and pedestrian access.
- 53. The Lee County MPO should coordinate with the Lee County School District regarding Safe Route to School initiatives in order to report and promote successes, and highlight the need for continued safety improvements.
- 54. The Lee County MPO should work with the Lee County School District to establish guidelines or best practices regarding the location of new schools and campus design that is bicycle and pedestrian friendly.
- 55. The Lee County MPO should encourage the Lee County School District to promote walking & biking as a safe & convenient transportation to and from school.
- 56. The Lee County MPO should encourage the Lee County School District to partner with “Fit Friendly Southwest Florida” coalition to promote biking and walking and other healthy lifestyles to fight obesity.

Recommendations

LEE COUNTY VISITOR & CONVENTION BUREAU

57. The Lee County MPO should coordinate with the Lee County Visitor & Convention Bureau to promote bicycle tourism in Lee County, similar to their “Blueways” branding campaign, and explore opportunities to disseminate information about Lee County facilities and programs through their website and other marketing venues.
58. The Lee County MPO should work with the Lee County Visitor & Convention Bureau to see about incorporating bicycle and pedestrian user experience questions within their visitor surveys.
59. The Lee MPO should explore with the Lee VCB the possible use of Tourist Development Council (TDC) funds for visitor kiosks/way-finding on path systems targeted to visitors, and other tourist-related activities.

LEE COUNTY DEPARTMENT OF PARKS & RECREATION

60. The Lee County MPO should work closely with the Lee County Department of Parks and Recreation to coordinate efforts to interconnect the on-road bicycle and pedestrian network with their system of greenways and trails.
61. The Lee County MPO should coordinate with the Lee County Department of Parks and Recreation to ensure collaboration and consistency with mapping and wayfinding initiatives.
62. The Lee County MPO should work closely with the Lee County Department of Parks and Recreation and the “Fit Friendly Southwest Florida” coalition to promote active lifestyles and exercise.
63. The Lee County MPO in collaboration with the Lee County Department of Parks and Recreation should explore the opportunity to develop a “Rails with Trails” project within the Seminole Rail Line right-of-way.

LAW ENFORCEMENT (Florida Highway Patrol, Lee County Sheriff and Local Police Departments)

64. The MPO, local jurisdictions and law enforcement entities should collaborate in developing bicycle and pedestrian enforcement and education programs. These programs should focus primarily on education and training but enforcement of traffic laws might be needed to curtail unsafe behavior. The following should be considered:
 - a. Law enforcement training regarding bicycle and pedestrian issues as well as bicycle rules and regulations.
 - b. Law enforcement should be encouraged to use non-motorized modes such as walking and biking to patrol public areas and special events. This can provide numerous benefits including safety education and training, improved community relations, as well as providing community ambassadors for visitors and tourists.
 - c. Law enforcement being involved in school-based safety education & training programs.
65. The MPO will work with the Florida Highway Patrol (FHP) on identifying high crash fatality and injury locations to assist in coordinating proposed solutions to lower these incidents. In addition, the MPO will work with the FHP to identify targeted enforcement locations that are prone to a high amount of pedestrian/bicycle crashes, with the intent of reducing these types of crashes. These enforcement activities will be implemented and reviewed on a quarterly basis. Finally, the MPO will work with its regional partners to assist the FHP in expanding these coordination efforts in neighboring Counties and Communities.

This section outlines the “next steps” to be undertaken in a timely manner in order to implement this Master Plan.

STEP 1: GET THE PLAN ADOPTED

- Review and adoption recommendations from BPCC, CAC and TAC
- Review and adoption by MPO
- Distribute the approved Master Plan to the local jurisdictions

STEP 2: IMPLEMENT THE PLAN

- Hire or designate a full time staff person dedicated to the implementation of this Master Plan
- Revise bylaws & membership of BPCC and reconstitute expanded committee to assume responsibility with MPO staff for the implementation of Master Plan
- Identify projects such as those included in the Prioritized Spot Improvements list, that can be done quickly and in a cost-effective manner. This can foster additional support of the Master Plan - Early success provides momentum
- Implement Demonstration Projects as soon as possible to provide immediate and highly visible improvements. These projects can help garner support for bicycle and pedestrian investment, brand the community, educate the citizenry, and promote bicycle and pedestrian activity

STEP 3: DEVELOP AN ANNUAL WORK PLAN

- Develop an annual work plan of priority projects and action items, including funding possibilities for the upcoming year
- Incorporate projects planned by local jurisdictions
- Incorporate an assessment on progress in meeting the master plan goals; Re-evaluate priorities and make adjustments as needed
- Identify goals in measurable tasks, such as number of bike lane miles to be developed, number of bike racks, number of schools to focus education programs

STEP 4: PUBLIC OUTREACH AND PARTNERSHIPS

- Partner with community groups, such as BikeWalkLee and Fit Friendly SWFL, to host public events (similar to BWL Lakes Parks events in 2009 & 2010) to inform the community about the Master Plan and to seek their involvement and support during the implementation of bike/ped improvements.
- Conduct training and workshops for local jurisdictions and committee members about issues such as complete streets, integrating multi-modal goals into the overall transportation planning process
- Coordinate with and seek out opportunities to market the Master Plan and successes to various agencies, community groups and residents, such as schools, colleges and universities, hospitals and health organizations, businesses, chambers of commerce, tourism organizations, bike groups and clubs, parent organizations, and the media
- Publish and distribute bicycle and pedestrian map for Lee County—seek out sponsorship and advertising to offset production costs
- Document successes with before and after pictures and press releases

EXHIBIT F – BikeWalkLee Report



Lee County makes progress towards goal of filling gaps in its bicycle and pedestrian facilities network

New and improved bike/ped facilities throughout Lee County: FY 2011-2013

Report by Darla Letourneau, BikeWalkLee
October 13, 2012

Overview

Lee County is a large far-flung area, with 804 square miles of land and 625,310 people. There are almost 1,000 miles of major roadways (arterials and collectors) and hundreds of more miles of local roads. It's sometimes hard to see the totality of new bike/ped facilities that are being added in the county, but progress is happening! For the second year, BikeWalkLee has worked with all the local jurisdictions, FDOT and Lee MPO staff to report on new and improved bike and pedestrian facilities countywide added over the past year, along with facilities underway that will be online during the coming year.

Countywide, during 2012, 41.4 miles* of existing paved shoulders were converted to signed and marked bike lanes, and 8.0 miles of new on-road bicycle facilities were added. In addition, 7.1 miles of new shared use paths were constructed, along with 19.8 miles of sidewalks*, and 1.3 miles of shared use paths were widened. A major feature of the MPO countywide bike/ped plan was completed in 2012-- LeeDOT completed wayfinding signs on two demonstration loops envisioned in the plan--The Tour de Parks Recreational Loop and the University Loop. In total, 65.4 miles are now connected by wayfinding.

In total, during 2012, 35.0 miles of new bike/ped facilities were added. This is in addition to the 38.6 miles of new bike/ped facilities constructed in 2011; for a total of 73.6 miles of new facilities over the last two years. This pace is picking up substantially in 2013, with almost 60 miles of new bike/ped facilities scheduled to be completed during the coming year.

Total new and improved bike/ped facilities on all public roadways in Lee County: 2011-2013

(in lane miles. i.e., both sides of bike lanes & sidewalks counted)

<u>Year</u>	<u>New Wayfinding</u>	<u>Conver. to bike lanes</u>	<u>New on-road bike facil.**</u>	<u>New shared use paths (SUP)**</u>	<u>New sidewalks**</u>	<u>Improv ed bike/p ed (e.g. widened)</u>	<u>Total new bike/ped facilities **</u>
2011			8.0	5.0	25.6	1.5	38.6
2012	88.4	41.4 46.8	8.0 25.96	7.1 10.10	19.8 23.2	1.3	35.0
2013		4.8	22.0 15.9	5.9 2.9	31.7 30.5	1.0	59.6
TOTAL	88.4	46.2 51.6	38.1 49.86	18.0	77.1 79.1	3.8	133.2

***total new facilities = new on-road bike facilities, plus new SUPs, and new sidewalks*

** throughout the report, miles listed refer to "lane miles", which means that both sides of bike lanes and sidewalks are counted, consistent with national reporting norms.*

The good news is that since the MPO adopted the countywide master plan in early 2011, the county will have added a 3-year total of 133.2 miles of new bike/ped facilities. This total doesn't include the 46.2 miles of paved shoulders that have been converted to bike lanes or other important improvements, such as 88.4 miles of biking connected with wayfinding signs or widening of shared use paths. Many of these new bike/ped facilities are part of larger road improvement/expansion projects, especially on state and county-maintained roads. As a result of the complete streets policies adopted by the county in 2009, bike/ped facilities are now included in the design of almost all road projects.

Simply looking at the number of miles of new bike/ped facilities doesn't tell you the full story of the progress in creating a connected bike/ped network. For example, in Cape Coral, the construction of 2.2 miles of new bike lanes actually resulted in a new 17-mile connected biking loop, since these two small bike lane additions closed the gaps, creating two new biking loops. Another exciting development was the 2011 completion of Fort Myers Beach's North Estero Blvd. drainage and road improvement project which fully incorporated a complete streets approach. N. Estero Blvd. serves as a model complete streets project for other communities in Lee County to consider.

There are other indications of progress not just in the construction of new facilities but in usage of the county's bike/ped network. As an indication of the value of investments in this infrastructure, Sanibel conducted its second shared use path survey this year and found that during the intervening 6 years since the first survey, path usage had increased by both cyclists (up 56%) and pedestrians (up 77%). In addition, as a result of a model public/private partnership, a new Sanibel Path Welcome Center was opened this year.

The new bike/ped facilities throughout Lee County reflect the County's commitment to complete streets (policy adopted in 2009), and the subsequent adoption by the Lee MPO of the first countywide bicycle and pedestrian master plan adopted in 2011.

[http://www.mpo-swfl.org/content/BikePed/Lee MPO Bike Ped Master Plan.pdf](http://www.mpo-swfl.org/content/BikePed/Lee_MPO_Bike_Ped_Master_Plan.pdf)

Because there are at least seven jurisdictions involved (unincorporated Lee County, five municipalities, and FDOT), there was a need for a countywide plan. As noted in the master plan, Lee County has significant bicycle and pedestrian facilities but they are fragmented and lack continuity and connections. The countywide master plan identified 668 miles of bicycle gaps and 758 miles of sidewalk gaps. (*Note: this data is in terms of linear miles vs. lane miles and only covers arterial and collector roads, not local roads.*) (See exhibit MM from the master plan for the distribution of those gaps by jurisdiction:

<https://docs.google.com/open?id=0B0STY4W4YQUgdHRMNjhGaWE5eGM>

Jurisdictions throughout the county are working to fill these gaps so that the goal of having a comprehensive and cohesive countywide network can become a reality.

So, take a walk, a run, or a bike ride and explore these new and improved biking and walking facilities. Spread the word to your friends and neighbors. Send us a photo or comment on BikeWalkLee's blog or Facebook page about these new facilities. Last but not least, say "thank you to the elected officials and government staff who made these improvements possible. Progress is being made. Thanks, LeeDOT, FDOT, Lee MPO, and local cities and towns!

RELATED INFORMATION:

2011 Report

This 2012 report follows on the 2011 report BikeWalkLee issued in October 2011. Given that not all jurisdictions submitted reports in 2011, this report may be incomplete.

Here's a link to the 2011 report on the stand-alone bike/ped projects throughout the county, posted on BikeWalkLee's blog on Oct. 13, 2011:

<http://bikewalklee.blogspot.com/2011/10/update-on-county-local-bikeped-projects.html>

In addition, see the Oct. 19, 2011 blog post on the nine major Lee County road projects and their bike/ped facilities.

<http://bikewalklee.blogspot.com/2011/10/new-bikeped-facilities-included-in-nine.html>

Some of the future bike/ped projects approved for funding over next 5 years:

In addition to the new projects in 2012 and 2013, there are many more planned for 2014-2018. Click here for information on these upcoming projects:

June 23rd blog post on Lee MPO bike/ped projects recommended over next 5 years:

<http://bikewalklee.blogspot.com/2012/06/lee-mpo-requests-fdot-increases-in.html>

Sept. 20th blog post on LeeDOT projects funded over next 5 years:

<http://bikewalklee.blogspot.com/2012/09/lee-countys-approved-2013-budget.html>

MAPS OF EXISTING BIKE/PED FACILITIES IN 2010 (from MPO Countywide bike/ped master plan):

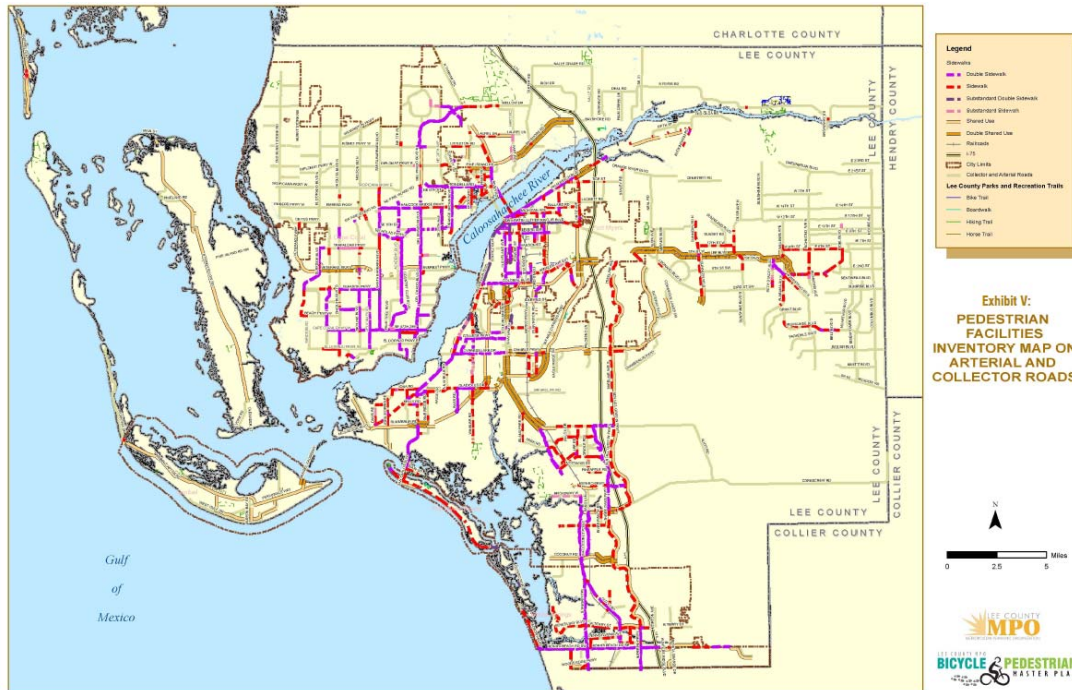


Exhibit V in Lee MPO Countywide Bicycle Pedestrian Master Plan (shows pedestrian facilities as of 2010.)
Click here for larger view of map:

<https://docs.google.com/open?id=0B0STY4W4YQUgbHZpdExseE9YU1U>



Exhibit W in Lee MPO Countywide Bicycle Pedestrian Master Plan (shows bicycle facilities as of 2010.)

Click here for larger view of map:

<https://docs.google.com/open?id=0B0STY4W4YQUgSnZHa29PaVVZQWM>

Technical Note

This report was prepared by BikeWalkLee, using input from each of the jurisdictions plus FDOT, listing the newly constructed or improved facilities, along with projects currently under construction that will be completed this coming year. MPO staff reviewed the data submitted for completeness and accuracy.

The data submitted was in linear miles, while the standard reporting is in lane miles; therefore, the data was converted to lane miles. This means that bike lane miles count both directions when the bike lanes are on both sides of a two-way street (in all cases in Lee County). For sidewalks, if the sidewalks were on both sides of the streets, then both sides were counted. (Note: methodology for counting comes from the Alliance for Biking and Walking's 2012 Benchmarking Report, see p. 99). As shown in the jurisdiction by jurisdiction reports, the MPO countywide master plan used linear miles vs. lane miles and only included data on arterial and collector roads; therefore, the data in the "box" is not comparable to the data in this report. In the future, the MPO staff plans to revise the baseline data so that everything is reported in lane miles, which is the national standard methodology. Once that is done, it will be possible to compare the county's progress against the 2010 baseline.

The data is presented by geographic location rather than by the agency responsible for the construction project. Thus, all the projects being managed by FDOT are displayed in the city/town in which they are located. Likewise, there are some projects managed by LeeDOT because they are county maintained roads located in the independent cities. They are shown here in the city/town in which they are located.

NEW & IMPROVED BIKE/PED FACILITIES ON ALL PUBLIC ROADWAYS IN LEE COUNTY, BY JURISDICTION: 2011-2013 (note--FDOT & LeeDOT-managed projects reflected in relevant jurisdiction)

New and improved bike/ped facilities on all public roadways in Lee County completed in 2011
(in lane miles. i.e., both sides of bike lanes & sidewalks counted)

<u>Jurisdiction</u>	<u>New Wayfinding</u>	<u>Conver. to bike lanes</u>	<u>New on-road bike facil.</u>	<u>New shared use paths</u>	<u>New sidewalks</u>	<u>Improved bike/ped (e.g. widened)</u>
Unincorp.Lee					1.6	
Cape Coral				4.0	24.0	
Fort Myers*					*	
Bonita Sp			8.0			
Sanibel				1.0		1.5
FM Beach						
TOTAL			8.0	5.0	25.6	1.5

*projects planned for 2011 were completed in 2012, so shifted to 2012 report

New and improved bike/ped facilities on all public roadways in Lee County completed in 2012
(in lane miles, i.e. both sides of bike lanes & sidewalks counted)

<u>Jurisdiction</u>	<u>New Wayfinding</u>	<u>Conver. to bike lanes</u>	<u>New on-road bike facil.</u>	<u>New shared use paths</u>	<u>New sidewalks</u>	<u>Improved bike/ped (e.g. widened)</u>
Unincorp.Lee	65.4	41.4 46.8	1.7 19.56	5.9 8.9	10.3 13.6	
Cape Coral			4.4		3.6	
Fort Myers			1.27		3.5	
Bonita Sp					0.4 0.5	
Sanibel	23.0			1.2		1.3
FM Beach*			2.0		2.0	
TOTAL	88.4	41.4 46.8	8.1 27.23	7.1 10.10	19.8 23.2	1.3

*includes 2011 complete streets project, which wasn't included in 2011 report

New and improved bike/ped facilities on all public roadways in Lee County to be completed in 2013
(in lane miles. i.e., both sides of bike lanes & sidewalks counted)

<u>Jurisdiction</u>	<u>New Wayfinding</u>	<u>Conver. to bike lanes</u>	<u>New on-road bike facil.</u>	<u>New shared use paths</u>	<u>New sidewalks</u>	<u>Improved bike/ped (widened)</u>
Unincorp.Lee			6.3 0.2	3.0	10.6 7.3	
Cape Coral		4.8	3.9		7.0	
Fort Myers			10.0	0.3	12.7	
Bonita Sp			1.8 2.0	0.8	3.4 3.5	
Sanibel				1.8**		1.0
FM Beach						
TOTAL		4.8	22.0 15.9	5.9 2.9	31.7 30.7	1.0

**Includes 1.2 mile Pond Apple/Shipleigh trail

UNINCORPORATED LEE COUNTY

Unincorporated Lee County

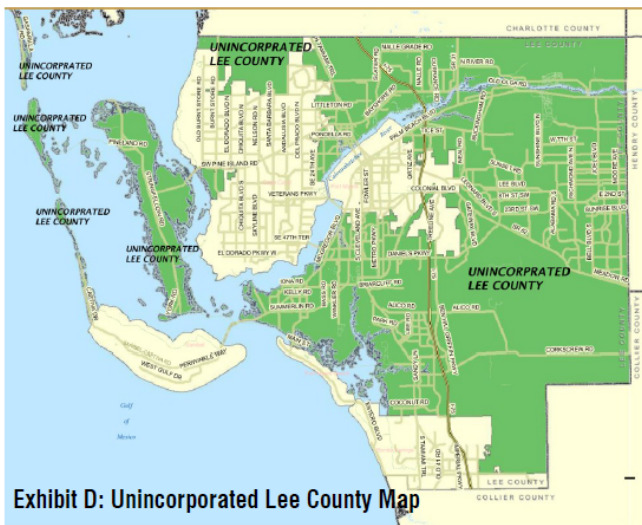


Exhibit E: Unincorporated Lee County Profile

Land Area: 611.6 square miles
 Population: 313,256
 Arterial & Collector Miles: 596
 Arterial & Collector Lane Miles: 1,633
 Paved Shoulder Miles: 123.4
 Bike Lane Miles: 39.7
 Shared Use Path Miles: 109.4
 Sidewalk Miles: 118
 Average Commute: 25 minutes
 Drive or Carpool: 91%
 Walk or Bike: 3%
 Work at Home: 5%

Commute data from US Census

(Exhibit from Lee MPO Countywide Bicycle Pedestrian Master Plan, adopted May 2011 (2010 data)
 Note: bike/ped facilities are shown in linear miles vs. lane miles and only include arterial and collectors.

New and improved bike/ped facilities on all public roadways in Unincorporated Lee County: 2011-13
 (in lane miles, i.e., both sides of bike lanes and sidewalks are counted)

<u>Year</u>	<u>New Wayfinding (2 sides)</u>	<u>Conver. to bike lanes (2 sides)</u>	<u>New on-road bike facil . (2 sides)</u>	<u>New shared use paths</u>	<u>New sidewalks (both sides counted)</u>	<u>Improved bike/ped (e.g. widened)</u>
2011					1.6	
2012	65.4	46.8	13.56 19.56	5.9 8.9	10.3	
2011 & 2012 actual	65.4	46.8	13.56 19.56	5.9 8.9	11.9	
2013 planned			6.3 0.2	3.0	10.6	
3 yr total	64.5	46.8	21.56 19.76	8.9	22.5	

Projects completed in 2012:

- **Recreational Loop (Tour de parks) Demonstration Project** (Gladiolus Dr, Six Mile Cypress, Ten Mile Linear Park, Colonial Blvd, Treeline Ave, Daniels Pkwy) This project connects Lakes Regional Park, Lee County Sports Complex (Hammond Stadium), Six Mile Slough Preserve Park, and Jet Blue Park. The Tour de Parks Route primarily uses off-road bike paths. A bike route was created with waypoints and distance information signage.
 - Tour de Parks has 48.4 lane miles of on-road and off-road facilities.
 - Lee County Parks and Rec has created a great map and brochure of the Tour de Parks Loop, which they have posted on their general website, as well as on the webpage for each of the

parks that are part of the "Tour de Parks" Loop. The file has been compressed so that it is easy to download on a smart phone.

<http://www.leeparks.org/pdf/Lee%20County%20Tour%20de%20Parks%20Route%20Bike-Walk-Recreate.pdf>

- ***University Loop Demonstration Project*** (Ben Hill Griffin Pkwy, Estero Pkwy, Three Oaks Pkwy, Alico Rd) This project involved converting the existing paved shoulders into bike lanes with signage and pavement markings, and also creating a bike route with waypoints and distance information signage.
 - The University Demonstration Loop is 17 lane miles.
 - LCDOT is still working with FDOT to get signage and pavement markings approved on Alico Road

Colonial Blvd. (west of I-75 to Lee Blvd.) Road widening project with 5.5 lane miles of new bike lanes and 2.75 miles of new bike path. (see Feb. 6th blog post on completion of Colonial shared use path: <http://bikewalklee.blogspot.com/2012/02/good-news-colonial-construction-work.html>)

Six Mile Cypress Pkwy (Daniels Pkwy to Heritage Palms entrance) Road widening with 6.3 lane miles of new bike lanes and 3.15 miles of new bike path on the west side.

Homestead Road Paved Shoulder (Theodore Vail St. to Veteran's Park in Lehigh Acres) Installed 6' paved shoulder along Homestead Rd. on the east side. The Homestead Rd. paved shoulder is 1.76 miles (one side only)

Bike Lane Conversions: (total of 41.4 lane miles)

Treeline Ave. Bike Lane Conversion (Alico Rd. to Colonial Blvd.) This project involved converting the existing paved shoulders into bike lanes with signage and pavement markings.

- The Treeline Ave. bike lane conversion is 17.4 lane miles

Ben Hill Griffin Bike Lane Conversion (Corkscrew Rd. to Alico Rd.) This project involved converting the existing paved shoulders into bike lanes with signage and pavement markings.

- The Ben Hill Griffin bike lane conversion is 8.4 lane miles.

US 41 bike lane conversion (in southern Lee County), converted paved shoulders to designated bike lanes on US 41 from the Collier County line to south of Corkscrew Road (15.6 lane miles), including "yield to bikes" signs – completed in March 2011 (FDOT project)

- ***Pine Island Rd. bike Lane conversion (US 41 to Del Prado Blvd):*** As part of a resurfacing project, bicycle keyholes were installed and existing paved shoulders were converted to marked and signed bike lanes (5.4 lane miles). (FDOT project)

Resurfaced the following shared use paths:

- ***Summerlin Rd. path*** (Maple Ave. to College Pkwy) 1 mile of path was re-surfaced. (See Aug. 8th blog post on Summerlin Rd. bike/ped improvements project: <http://bikewalklee.blogspot.com/2012/08/summerlin-rd-bikeped-improvements.html>.)
- ***Three Oaks Pkwy*** (Alico Rd. to Corkscrew Rd.) major concrete repairs and path resurfacing.

(See April 10th blog post on Corkscrew Rd. biking improvements:
<http://bikewalklee.blogspot.com/2012/04/corkscrew-road-biking-improvements-are.html>.)

- **Path pavement management**

LCDOT also had their pavement management contractor examine all existing LCDOT maintained bike paths and produce a Pavement Condition Index (PCI) and map. This will be a valuable tool to evaluate pavement conditions in path inventory and help guide LCDOT when facilities need to be resurfaced.

Sidewalks Constructed 2012: (total of 10.33 lane miles)

- Sunniland Blvd. (Park Rd. to Lee Blvd., and 25th St. W (Unice Ave. to Sunniland Blvd.) 4.4 lane miles of new sidewalk (2 sides)
- Atlantic Ave. (Pine Island Rd to Monterey St) 1.04 lane miles of new sidewalk (2 sides)
- Tennessee Ave. (Pine Island Rd. to Clark St.) 0.38 lane miles of new sidewalk (2 sides)
- Clark St. (Tennessee Ave. to Pacific Ave) 0.24 lane miles of new sidewalk (2 sides)
- 2nd Ave (Maple Dr. to Oak Dr.) 0.28 lane miles of new sidewalk (2 sides)
- 6th Ave (Maple Dr. to Cypress Dr.) 0.84 lane miles of new sidewalk (under construction) (2 sides)
- 10th Ave. (Maple Dr. to Oak Dr.) 0.84 lane miles of new sidewalk (under construction) (2 sides)
- 71 Development Orders (DO) with pedestrian facilities included on them in Lee County right-of-way, with approximately 2 lane miles of new facilities (2 sides)
- 16 Limited Development Orders (LDO) have been approved with pedestrian facilities included on them in Lee Co. right-of-way, with approximately 1 lane mile of new facilities (2 sides)
- McGregor Blvd (in unincorp. Lee): 0.15 miles of new sidewalk added on west side (1 side) in conjunction with resurfacing project from Edinburgh to north of College Pkwy (FDOT project)

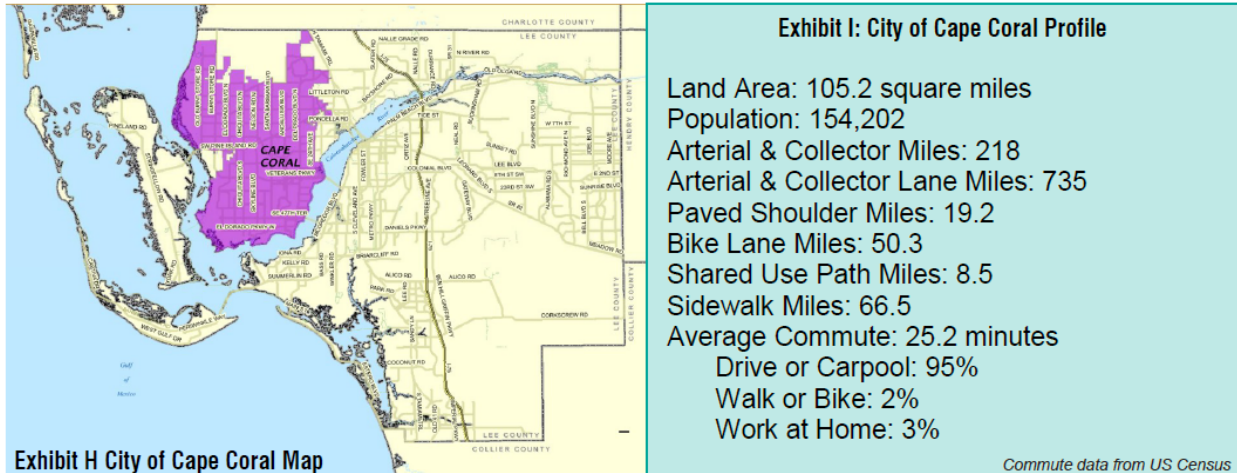
Projects to be completed in 2013

- ***Matlacha Bridge*** (in Pine Island), with on-road bike lanes and sidewalks (2 sides), scheduled to be completed in Jan. 2013. Approximately 0.2 lane miles of new bike lanes and .2 miles of sidewalks.
- ***Metro Extension project***: New eight-foot shared use paved pathway on west side with scenic views of Six Mile Cypress Slough along new roadway from Six Mile Cypress Parkway to Alico Road (3 miles) and five-foot signed and marked bike lanes (6 lane miles) – part of Metro Parkway Extension project expected to finish in fall 2012 (FDOT project). ***This project is now complete.***
- ***New sidewalks: (total of 19.2 lane miles)***
 - ***US 41 in south Fort Myers***: new eight-foot sidewalk on both sides of US 41 from south of Daniels Parkway to south of Palm Drive (1.8 miles) – completion expected very soon/fall 2012 (FDOT project) ***This project is now complete.***
 - ***In North Fort Myers***, on US 41 from North Bay Park to Pine Island Road/SR 78, approximately 3.3. lane miles of new sidewalks to fill gaps on both east and west side of US 41. Project also includes new bicycle and pedestrian ramps – project started late September 2012 and completion expected spring 2013 (FDOT project)
 - ***McGregor Blvd. sidewalk projects (FDOT project)***

- **McGregor Blvd:** 0.31 miles of new sidewalk from Travers Lane to Dean Way on west side (1 side)
- **McGregor Blvd:** 0.427 miles of new sidewalk from Argyle Dr to Davis Dr on east side (1 side)
- **McGregor Blvd:** 0.08 miles of new sidewalk from Peck Ave to Bayside Dr on west side (1 side)
- **McGregor Blvd:** 0.55 miles of new sidewalk from College Pkwy to Wilson Ave on east side (1 side)

**CAPE
CORAL**

City of Cape Coral



(Exhibit from Lee MPO Countywide Bicycle Pedestrian Master Plan, adopted May 2011 (2010 data)
 Note: bike/ped facilities are shown in linear miles vs. lane miles and only include arterial and collectors.

New and improved bike/ped facilities on all public roadways in Cape Coral: 2011-13
 (in lane miles, i.e., both sides of bike lanes and sidewalks are counted)

<u>Year</u>	<u>New Wayfinding (2 sides)</u>	<u>Conver. to bike lanes (2 sides)</u>	<u>New on-road bike facil . (2 sides)</u>	<u>New shared use paths</u>	<u>New sidewalks (both sides counted)</u>	<u>Improved bike/ped (e.g. widened)</u>
2011				4.0	24.0	
2012			4.4		3.6	
2011 & 2012 actual			4.4	4.0	27.6	
2013 planned		4.8	3.9		7.0	
3 yr total		4.8	8.3	4.0	34.6	

Projects completed in 2012:

Completed Bike Lanes FY 2012: (4.4 lane miles)

- Beach Pkwy/from Agualinda Pkwy to Oasis Blvd (both directions) 1.6 lane miles
 Agualinda/from Cape Coral Pkwy to Beach Pkwy (both directions) 2.8 lane miles
 See Feb. 7th blog post on 2 bike lane projects:
<http://bikewalklee.blogspot.com/2012/02/cape-coral-city-council-approves-2-bike.html>

Completed Sidewalks FY 2012: (3.6 miles total)

- SE 8th St/from Cultural Park Blvd to Santa Barbara Blvd (north side) 1 lane mile (1 side)
- (Mariner Schools) Chiquita Blvd/from existing sidewalk to Tropicana Pkwy (east side) 0.25 lane miles (1 side)

- (Mariner Schools) Tropicana Pkwy/from Chiquita Blvd to the end of the school property (south side) 0.33 lane miles (1 side)
See March 2nd blog post about these sidewalk projects:
<http://bikewalklee.blogspot.com/2012/03/mariner-high-school-sidewalks-project.html>
- NE 10 St/Cultural Park Blvd to Country Club (both sides) and missing links by SE 9th Av and SE 9th Place. 2 lane miles (2 sides) (to be completed Oct. 2012)

Projects to be completed in 2013

- Sidewalks on Savona Pkwy/from Chiquita Blvd to Agualinda Blvd (2 sides) 2.5 lane miles
- Sidewalks on Bolado Pkwy/ from Del Prado Blvd to SE 20th Ct (2 sides) 4.48 lane miles
- Bike lanes on Pine Island Road from W of Santa Barbara Blvd to west of Del Prado Blvd: Bicycle keyholes will be installed next to auxiliary lanes. In addition, existing paved shoulders will be converted to marked and signed bike lanes (4.784 lane miles). (*FDOT project*)
- Bike lanes on Pine Island Road from Burnt Store Road to Chiquita Blvd: Bike lanes and bicycle keyholes will be installed as part of the 4-lane widening FDOT project (3.88 lane miles). (*FDOT project*)
- A long-awaited traffic signal will be installed at the Del Prado Blvd. and 3rd Terrace intersection by Cape Coral's Burton Park in early 2013. This is where 13-year old Ryan Santos was killed while crossing the street on his bike over two years ago. Click here to read BikeWalkLee's May 16th blog story: <http://bikewalklee.blogspot.com/2012/05/lee-county-commissioners-move-forward.html>.

CITY OF FORT MYERS

City of Fort Myers

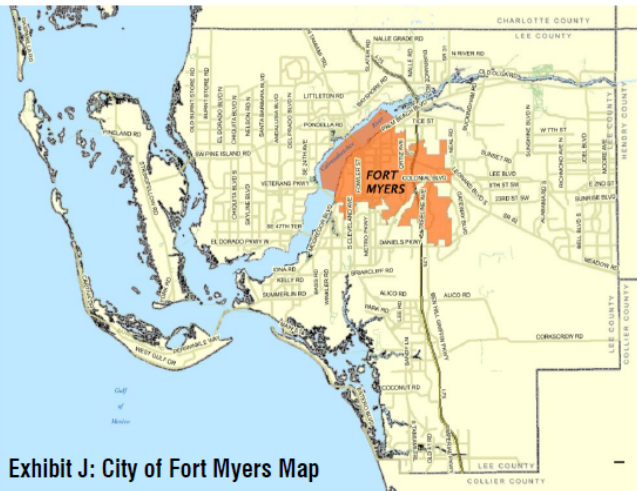


Exhibit J: City of Fort Myers Map

Exhibit K: City of Fort Myers Profile	
Land Area:	31.8 square miles
Population:	64,674
Arterial & Collector Miles:	83
Arterial & Collector Lane Miles:	280
Paved Shoulder Miles:	16.2
Bike Lane Miles:	10.5
Shared Use Path Miles:	18.1
Sidewalk Miles:	42
Average Commute:	23 minutes
Drive or Carpool:	90%
Walk or Bike:	5%
Work at Home:	2%

Commute data from US Census

*Exhibit from Lee MPO Countywide Bicycle Pedestrian Master Plan, adopted May 2011 (2010 data)
 Note: bike/ped facilities are shown in linear miles vs. lane miles and only include arterial and collectors.*

New and improved bike/ped facilities on all public roadways in Fort Myers: 2011-13

(in lane miles, i.e., both sides of bike lanes and sidewalks are counted)

<u>Year</u>	<u>New Wayfinding (2 sides)</u>	<u>Conver. to bike lanes (2 sides)</u>	<u>New on-road bike facil . (2 sides)</u>	<u>New shared use paths</u>	<u>New sidewalks (both sides counted)</u>	<u>Improved bike/ped (e.g. widened)</u>
2011					*	
2012			1.27		3.5	
2011 & 2012 actual					3.5	
2013 planned			10.0	0.3	12.7	
3 yr total			10.0 11.27	0.3	16.2	

**projects reported in 2011 were actually constructed in 2012*

Projects completed in 2012:

- **New sidewalks** (total of 3.5 lane miles of new sidewalks)
 - Challenger Blvd. sidewalk connection (Challenger Blvd. to Winkler) (0.2 lane miles) (2 sides)
 - Henderson sidewalk replacement (Henderson Ave. by MLK Blvd) Cranford Avenue sidewalk (Cranford Avenue. between Edison & Lafayette) (0.2 lane miles) (2 sides)
 - Veronica Shoemaker Blvd. sidewalk (VSM from MLK Blvd. to Michigan Ave.) (1.0 lane mile) (2 sides)
 - Polk Ave. sidewalk(Polk Avenue from Palm Beach to Marion) (1.0 lane miles) (2 sides)
 - Tarpon Street sidewalk (tarpon from SR 82 to Edgewood Ave) (0.4 lane miles) (2 sides)
 - Evans Ave. (SR 739)/ Hanson Street), five-foot sidewalk and safety handrail on Evans Avenue (.002 lane miles) (2 sides) – completed April 2011 (FDOT project)

- Michigan Ave. (from Michigan Avenue Link to east of Clotilde Avenue), five-foot sidewalk (2 sides) (0.7 lane miles) and roadway striping for school zone and crosswalks – completed December 2011 (*FDOT project*)

Of the 3.5 new lane miles, 1.702 miles were in federal aid highways with the remainder in local roads.

Safety improvements: In March 2012, the City Council reduced the speed limit on city streets to 25 mph. This is making the city's streets safer for pedestrians and cyclists. Check BikeWalkLee's March 3rd blog post about this development. <http://bikewalklee.blogspot.com/2012/03/starting-next-week-city-of-fort-myers.html>

Projects to be completed in 2013:

- **SR 82**, 6.6 lane miles of new sidewalk (2 sides) of SR 82 from Ortiz Avenue to Lee/Colonial Boulevard and 6.6 lane miles of designated bike lanes – part of City of Fort Myers' project to six-lane SR 82 expected to finish in fall 2012 (*FDOT project*)
- **Palm Beach Blvd:** 10-foot pathways (0.2 miles) and 0.4 lane miles of new paved shoulders on Palm Beach Boulevard at the I-75 interchange – part of six-lane interstate construction from Lockett Road to Palm Beach Boulevard (SR 80) and improvements to the SR 80 interchange (*FDOT project*)
- **New Metro Parkway project (Metro Fowler Crossover):** 3 lane miles of new five and six-foot sidewalks (2 sides) and 3 lane miles of new four-foot designated bike lane on Metro Parkway from Winkler Avenue to Hanson Street. In addition, improvements to crosswalks at Metro/Winkler Avenue, Metro/Hardee Street, Metro/Hanson Street, and Metro/Fowler Avenue intersections – preliminary work may start before the end of 2012. Also includes approximately 0.08 mile shared use path on south side of Hardee Street from old Metro to New Metro. (*FDOT project*)
- **Stand-alone sidewalk projects underway** (total of 2.72 lane miles of new sidewalks)
 - Thomas Ave. sidewalk (Thomas St. from Henderson to Highland) (0.48 lane miles) (2 sides)
 - Fountain Avenue sidewalk (Fountain St MLK to Thomas St.) (0.48 lane miles) (2 sides)
 - Veronica Shoemaker Blvd sidewalk (Phase II)(VSMB from Michigan to Marion) (1.0 lane miles) (2 sides)
 - Marion Ave. sidewalk (Marion Avenue. Between Terry & SR80) (0.6 lane miles) (2 sides)
 - Lynnedda Avenue (from Glenwood Avenue to Pelham Street) five-foot sidewalk on the west side near Tice Elementary School (0.16 miles) (1 side) – completion expected by end of 2012 (*FDOT project*)

BONITA SPRINGS

City of Bonita Springs



Exhibit G: City of Bonita Springs Profile

Land Area: 35.3 square miles
 Population: 42,874
 Arterial & Collector Miles: 58
 Arterial & Collector Lane Miles: 184
 Paved Shoulder Miles: 8.4
 Bike Lane Miles: 12
 Shared Use Path Miles: 8.7
 Sidewalk Miles: 30.7
 Average Commute: 24.5 minutes
 Drive or Carpool: 91%
 Walk or Bike: 4%
 Work at Home: 5%

Commute data from US Census

Exhibit from Lee MPO Countywide Bicycle Pedestrian Master Plan, adopted May 2011 (2010 data)

Note: bike/ped facilities are shown in linear miles vs. lane miles and only include arterial and collectors.

New and improved bike/ped facilities on all public roadways in Bonita Springs: 2011-13

(in lane miles, i.e., both sides of bike lanes and sidewalks are counted)

<u>Year</u>	<u>New Wayfinding (2 sides)</u>	<u>Conver. to bike lanes (2 sides)</u>	<u>New on-road bike facil. (2 sides)</u>	<u>New shared use paths</u>	<u>New sidewalks (both sides counted)</u>	<u>Improved bike/ped (e.g. widened)</u>
2011			8.0			
2012					0.4 0.5	
2011 & 2012 actual			8.0		0.4 0.5	
2013 planned			2.0	0.8	3.6 3.5	
3 yr total			9.8 10	0.8	3.8 4.0	

Projects Completed in 2012

- **Michigan sidewalk project** is a new north-south sidewalk facility beginning at Bonita Beach Road on the south and terminating at Pennsylvania Avenue at the north end. (1 side) A new crossing has been installed at Pennsylvania to connect with the existing east-west sidewalk on the north side of Pennsylvania Avenue. (0.42 lane miles)
- **City-wide repair of sidewalk facilities** that were broken or not up to standards. (0.11 miles)
- **Hickory Blvd.** (Kings Kew to bridge on north end) 1.9 miles of bike path was re-surfaced (*LeeDOT project*)
- **New flashing crosswalks** in downtown Bonita Springs. At the beginning of FY 2012, new flashing lights and warning sirens were installed in three locations on Old 41 near downtown. These improved crosswalks are making it safer for pedestrians.

Projects to be completed in 2013

- **West Terry sidewalk project** (from Old 41 Rd. to N. Riverside Drive) has just begun, with a projected completion date of November 1, 2012. The finished product will allow pedestrians to walk continuously along the north side of West Terry Street (1 side) and remain behind the existing guardrail. This sidewalk carries a high volume of pedestrians and bicyclists due to the fact that 99% of the students at Bonita Middle School that walk to school use this route. (0.1 lane miles). ***This project is now complete.***
- **Old 41 SUP project.** Construction of a shared use path (7-8 ft. wide) on Old 41 from Bonita Beach Road to the Collier line (less than 0.1 mile) will begin in spring of 2013 for completion by fall 2013).
- **Shangri-La Rd. Project.** In FY 2013, the city will be extending Shangri-La Rd. from Windley Key Terrace to Imperial Parkway. 1.46 lane miles of new 5 ft. sidewalks (2 sides) and 0.73 miles of 7 ft. bike paths. (construction to start in spring 2013 for completion by fall 2013).
- **Bonita Beach Road widening project** (old 41 to Lime St.) Approximately 2.04 lane miles of new sidewalks (2 sides) and 2.04 lane miles of new bike lanes is scheduled to be completed in April 2013 (*LeeDOT project*)

SANIBEL

City of Sanibel

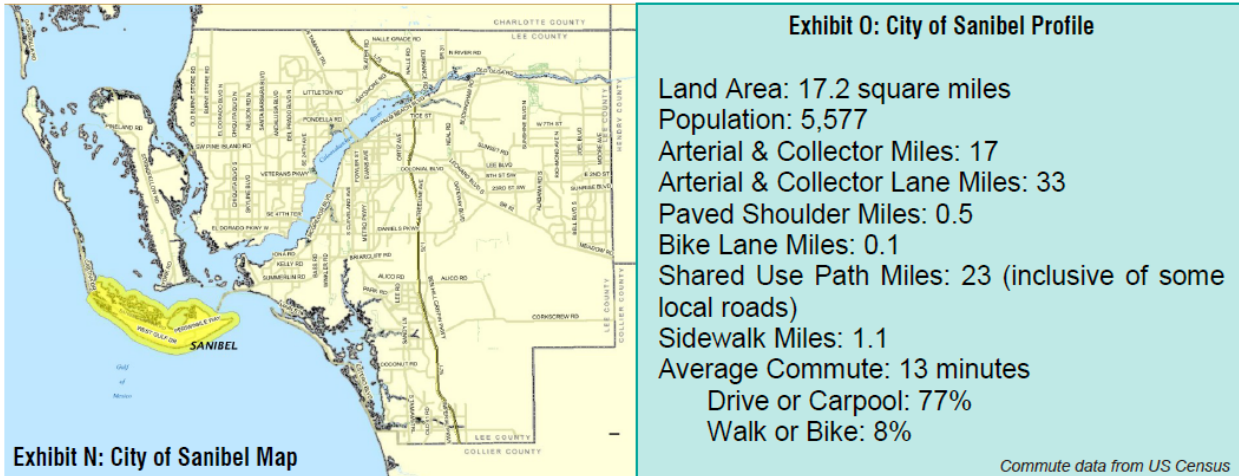


Exhibit from Lee MPO Countywide Bicycle Pedestrian Master Plan, adopted May 2011 (2010 data)
 Note: bike/ped facilities are shown in linear miles vs. lane miles and only include arterial and collectors.

New and improved bike/ped facilities on all public roadways in Sanibel: 2011-13

(in lane miles, i.e., both sides of bike lanes and sidewalks are counted)

<u>Year</u>	<u>New Wayfinding</u>	<u>Conver. to bike lanes (2 sides)</u>	<u>New on-road bike facil. (2 sides)</u>	<u>New shared use paths</u>	<u>New sidewalks (both sides counted)</u>	<u>Improved bike/ped (e.g. widened)</u>
2011				1.0		1.5
2012	23.0			1.2		1.3
2011 & 2012 actual	23.0			2.2		1.8
2013 planned				1.8*		1.0
3 yr total	23.0			4.0		2.8

* includes 1.2 mile Pond Apple/Shipleigh trail (crushed shell)

Projects Completed in 2012

- **Shared use path extension projects** – totaling approximately 1.2 miles at the following locations:
 - o **Bailey Road** from Periwinkle Way to just south of Bay Drive (8 ft. wide) (anticipated completion 10/31/12).
 - o **Dixie Beach Boulevard** from Albatross Road to Royal Poinciana Drive (8 ft. wide) (anticipated completion 10/31/12).
- **Shared use path widening projects** – totaling approximately 1.3 miles at the following locations:
 - o **Tarpon Bay Road** from Island Inn Road to West Gulf Drive.

Width is 8 feet from Periwinkle to Island Inn Rd. (last year's project), 10 ft. from Island Inn Rd. to Trost parking and then 12 ft. from Trost parking to West Gulf Dr.

o **Rabbit Road** from West Gulf Drive to Sanibel-Captiva Road. New width is 8 feet.

- **Shared use path repair project** – approximately 1.1 miles of repairs located Island wide.
- **Shared use path striping repairs** – 21 crosswalks re-striped located Island wide.
- **Wayfinding on Path System.** Last Fall, Sanibel installed wayfinding signs on the path near the "town center", the beginnings of a wayfinding system for the entire 23-mile path system. These new signs provide direction and distance information on key destinations. The signs include QR codes so that visitors can use their smart phones to access websites with information on designation points on the signs, such as the Ding Darling Refuge, the Historical Village, etc.
- **Sanibel Path Welcome Center.** In addition to the city funded projects, the new Sanibel Path Welcome Center on Periwinkle Way by Huxters, was opened in April 2012. This project was initiated by the Sanibel Bicycle Club and funded and implemented by a partnership of community organizations and private individuals,
April 21st blog post on Sanibel's Welcome Center Grand Opening:
<http://bikewalklee.blogspot.com/2012/04/sanibels-path-welcome-center-grand.html>
- **Sanibel's Shared Use Path Survey**
In April 2012, the City of Sanibel completed an important survey of users of Sanibel's shared use path. This survey, called for in the City's 2009 Shared Use Path Master Plan, was a follow-up to the survey conducted in 2006, and was conducted to be comparable between the two surveys. The results of this survey provided quantitative data on the major increases in path usage over the past 6 years: During the survey period (2 days/4 hour periods each at 7 locations) a total of 4,650 bikes and 1,361 pedestrians were counted--an increase of 56% in cyclists and 77% in pedestrians as compared to 2006. Clearly, Sanibel's shared-use path is popular and well-used by both residents and visitors, whether they're walking or cycling.

Projects to be completed in 2013:

- **Widening of the East End of Periwinkle Way** from Kings Crown Drive to Lighthouse Beach parking lot (1 mile), width will be 10 ft. (summer 2013)
- **new path extension on Bowman's Beach Road. (0.6 miles)** (summer 2013)
- **Pond Apple trail**--Sanibel received a FL Office of Greenway & Trails grant for a new boardwalk to connect (and improve) the current Pond Apple Trail from the Chamber of Commerce parking lot to the new SCCF Shipley trail on the new SCCF Bailey Homestead site to the City Roadside Park. This connection to be completed in 2013, provides 1.2 miles of new/improved crushed shell trail. Click here for map of new trail:
<https://docs.google.com/open?id=0B0STY4W4YQUgZ3JZQW5vR2ZjTIE>

FORT MYERS BEACH

Town of Fort Myers Beach



Exhibit L: Town of Fort Myers Beach Map

Exhibit M: Town of Fort Myers Beach Profile

- Land Area: 2.9 square miles
- Population: 6,325
- Arterial & Collector Miles: 7
- Arterial & Collector Lane Miles: 15
- Paved Shoulder Miles: 5.1
- Bike Lane Miles: 0
- Shared Use Path Miles: 0.6
- Sidewalk Miles: 6
- Average Commute: 20 minutes
 - Drive or Carpool: 79%
 - Walk or Bike: 11%
 - Work at Home: 3%

Commute data from US Census

Exhibit from Lee MPO Countywide Bicycle Pedestrian Master Plan, adopted May 2011 (2010 data)
 Note: bike/ped facilities are shown in linear miles vs. lane miles and only include arterial and collectors.

New and improved bike/ped facilities on all public roadways in Fort Myers Beach: 2011-13

(in lane miles, i.e., both sides of bike lanes and sidewalks are counted)

Year	<u>New Wayfinding (2 sides)</u>	<u>Conver. to bike lanes (2 sides)</u>	<u>New on-road bike facil . (2 sides)</u>	<u>New shared use paths</u>	<u>New sidewalks (both sides counted)</u>	<u>Improved bike/ped (e.g. widened)</u>
2011						
2012			2.0		2.0	
2011 & 2012 actual			2.0		2.0	
2013 planned						
3 yr total			2.0		2.0	

Projects Completed in 2012

Although there is no new bike/ped infrastructure on Fort Myers Beach this year, there was an model complete streets project completed in 2011 that was not included in last year's report, so we're including here:

- **North Estero Blvd.** (2 lane miles of new bike lanes and 2 lane miles of new sidewalks)--drainage and road improvement project completed in 2011. From the beginning, this project was designed as a complete street, featuring trolley pull-offs, bike lanes, and sidewalks on both sides of the blvd., separated from the auto and bike travel lanes by landscaping. If you want to visit a model complete streets project, this is it! Kudos to the Town of Fort Myers Beach. (See BikeWalkLee's blog posts of this project: June 11th: <http://bikewalklee.blogspot.com/2012/06/fort-myers-beachs-north-estero-blvd-is.html>; June 12th: <http://bikewalklee.blogspot.com/2012/06/bikewalklees-suggestions-for-county.html>.)

Projects to be completed in 2013:

- None planned at this time. Major ***Estero Blvd. improvement project***, which will include new bike/ped and complete streets facilities, is in the planning phase during 2013.

UPDATE ON THE BICYCLE PEDESTRIAN SAFETY ACTION PLAN

INFORMATION AND DISCUSSION ITEM

The MPO is currently developing a Lee County Bicycle Pedestrian Safety Action Plan. The Plan is analyzing bicycle/pedestrian crashes, and identifying short term and long term strategies that will build the foundation for a comprehensive safety program in Lee County. A stakeholder and staff training workshop followed by a technical stakeholder workshop have been held so far as part of the initial development of this Plan. The Technical Stakeholder Workshop included a discussion on results of a preliminary crash analysis, survey results, the development of a mission statement, goals for the reduction in fatalities and injuries and the discussion on infrastructure and outreach strategies. The next steps will be reported and discussed at the January 29th BPCC meeting.

PRESENTATION ON THE CMP ANALYSIS SCOPE PHASE II

INFORMATION AND DISCUSSION ITEM

The Lee MPO publishes a congestion monitoring report annually. A draft of the 2012 Congestion Monitoring Report has been completed and reviewed by all the MPO's advisory committees. The final draft will be completed after conducting a performance measure analysis. A Phase I of the Performance Measure Analysis was completed in early December which refined and updated the performance measures and project evaluation criteria from the MPO's Congestion Management Process Plan. The Phase II Analysis will develop a database which will feed these performance measures, and provide insight into system-wide trends and conditions of the transportation network organized by five emphasis areas consistent with MAP 21 – *Mobility, Accessibility, Socio-Economic, Safety, and Sustainability*. It will also help identify and rank all the roadway segments and corridors identified in the Lee County Congestion Management Network and evaluate the effectiveness of completed projects by a before/after comparison on each segment and corridor. The Phase II Analysis will also rank segments with projects funded in FDOT's Work Program, and also technically rank segments with projects from the MPO's 2035 Cost Feasible Plan.

The results of the Phase II Analysis will be incorporated into the 2012 Congestion Monitoring Report as a Technical Memorandum and subsequently the final report in its entirety will be brought before the MPO Board for approval.

The budget for developing and analyzing the performance measures is \$40,000. The scope was recommended for MPO approval by both the TAC and CAC at their January 3rd meetings. The MPO's action will be reported at the BPCC meeting.

**Lee County Metropolitan Planning Organization
Congestion Management Performance Measure Analysis**

Scope of Services

A. INTRODUCTION

The MPO's Congestion Management Process (CMP) provides a systematic framework for decision-making on mobility issues in Lee County. The CMP is designed to provide updated information to the MPO (by way of its annual congestion reporting surveys and congestion monitoring reports) that assists in developing the MPO's annual project priorities while addressing strategy needs for the Transportation Improvement Program (TIP).

This scope of services identifies the work that will be performed by the CONSULTANT to supplement the 2012 Congestion Management Report. The results from this analysis will provide insight into system-wide trends and conditions of the transportation network. The analysis will also provide the opportunity to evaluate the performance based Goals, Objectives, Measures and Targets from the 2035 Long Range Plan, and re-evaluate the technical ranking process to incorporate the Operational /Intelligent Transportation System (ITS), and Complete Streets projects into the MPO prioritization process.

The results from this exercise will be compiled into a Technical Memorandum. The Technical Memorandum will be organized around five emphasis areas of the new federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21). These include Mobility, Accessibility, Socio-economic, Safety and Sustainability/ Environment. The following sections describe each task to be performed as part of this scope of services.

B. Phase I – Data Collection & Technical Rankings

B.1. Data Collection

The CONSULTANT will collect data and compile the data from multiple sources, to update the CMP Ranking Database with the following data:

- Population (based on annual BEBR estimates for the County);

- Building permits;
- Vehicle registrations;
- Fuel sales;
- Gasoline prices;
- Air quality;
- Past three years of traffic counts;
- Year 2035 forecasts using the E+C network developed during the 2035 LRTP;
- Past three years of crash data;
- Updated project funding information from the FY 2012-2017 TIP;
- Transit ridership and service; and
- Truck traffic estimates.

The CONSULTANT will limit the summary to characteristics that can be readily obtained from existing data sources, such as the Bureau of Business and Economic Research's (BEBR) Florida Statistical Abstract.

B.2. Database Development & Segment Technical Ranking

This is the most critical task of the Technical Memorandum because it provides technical guidance to the MPO and its committees in prioritizing projects and strategies for the TIP. Using pre-defined performance measures, the CONSULTANT will develop a database and rank each CMP segment by their classification and provide two sets of ranked segments, the top 10 SIS segments and top 25 Regional Road and Non-Regional Road Segments, by rank in tables and maps.

C. Phase II – System Trends and Conditions & Report

C.1. System Trends and Conditions

This task will provide an overview of system wide trends on travel and mobility in Lee County. The Trends and Conditions will be organized into five major sections:

- Mobility
- Accessibility
- Socio-economic
- Safety
- Sustainability / Environment

This year, the MPO will be evaluating certain new system-wide trends and conditions, and historical relationships will be summarized (where the historical data exists) in the new sections of the report. Each section will summarize the trends and conditions as they relate to defined performance measures that are consistent with MAP-21 national goals guiding transportation plans and programs. The CONSULTANT will present information for the following characteristics and conditions over the past three years, where the supporting data exists:

Mobility	Roadway / Transit / Bike Ped Miles
	VMT on SIS / Regional / Non-regional roadways
	VMT per Person
	Volume per lane (SIS / Regional / Non-regional)
	Truck Miles of Travel on Regional Roads
	Total Number of Congested Lane Miles (SIS / Regional / Non-Regional)
	Percent of congested truck route miles
	Duration of Congestion on Congested Roadway
	Transit Passengers & and Passengers per Rev Hours
	LOS (VC) across the system
Accessibility	Population within 20 min of Activity / Employment Centers
	Population within 1/4 mile of Transit line
	Transit Revenue hours within 5 miles of Activity Center
	Bike Lanes within 2mile of Activity Centers
	Sidewalks within 1/4 miles of Activity Centers
	Percent of population within one mile of Evacuation Route
Delay in Vehicle Hours of Re-occurring Delay	
Socio-Economic	Population
	Building permits (residential / non-residential)
	Vehicle Registrations
	Fuel Sales
	Gas price per gallon

Safety	Total Vehicle Crashes
	Total Bike / Ped Crashes
	Total Truck Crashes
	Disaster Event (VMT / VMC)
	High Crash Intersections/Corridors
Sustainability / Environment	Total VMT per Person
	Total Mobile Source Emissions
	Air Quality
	Non Interstate Lane miles outside the Urban Service Area & VMT on those Lane Miles

C.2. Improvement Status

The CONSULTANT will identify how each critically ranked segment is addressed in the improvement process. A table will be prepared that lists the top 25 Regional Roads and top 10 SIS segments and includes recommended strategies in the LRTP and funding status in the TIP. This task is intended to help the TPO generally assess whether or not the improvement process is adequately addressing critical needs in the county.

C.3. Recently Implemented Strategies

As part of the CMS monitoring process, the Lee County MPO has recently completed strategies on several affected segments. A before/after comparison will be performed on each segment to gauge the effectiveness of the strategies on the technical rankings.

The CONSULTANT will produce two additional rankings tables; one table will technically rank all the segments with projects identified in the Transportation Improvement Program (TIP); and the other table will technical rank all the segments with projects identified in the adopted Cost Feasible Plan of the Long Range Transportation Plan. This analysis will assist to demonstrate how planned improvement projects will support new performance measures.

D. DELIVERABLES

D.1 Report

The CONSULTANT will compile the results of each of the technical work tasks into a Technical Memorandum that includes graphs, tables and narrative. A draft document will be submitted electronically for staff review and comment. After all comments have been received, the CONSULTANT will prepare a final document and submit two (2) bound full-color copies. For both the draft and final reports, the CONSULTANT will provide one (1) clean, unbound black and white original version to MPO staff for copying and distribution. Color pages (maps and figures) will be provided separately. Digital copies of the report (in Adobe PDF format) and all supporting spreadsheets will be supplied to MPO staff for internal use and distribution on the MPO's Web site.

D.2 Executive Summary (Optional)

The CONSULTANT will prepare a standalone Executive Summary suitable for distribution to a non-technical audience. The Executive Summary will include only the more salient points from the analysis, and will be rich in graphics, contain minimal narrative and be free from technical jargon.

E. MEETINGS

The CONSULTANT will prepare a PowerPoint presentation and supporting materials conveying the results of the CMP analysis and Report at one regularly scheduled meeting of the Technical Advisory Committee/Citizens Advisory Committee (TAC/CAC) and MPO Board. The presentation will be in Microsoft PowerPoint format and will utilize the MPO's LCD projector. A digital version of the presentation will be supplied for distribution on the MPO's Web site.

F. SCHEDULE AND BUDGET

The CONSULTANT will perform all of the tasks identified by March 31, 2013. Commencement of work shall begin upon receipt of Notice to Proceed. The project budget for the CMP Technical Memorandum is provided in the next page.

PRESENTATION ON THE SAFE STREET ACTIVITIES

INFORMATION ITEM

Dan Moser who is a member of Streets Alive will give a short presentation on the history of Streets Alive program (formerly known as Fit Friendly Southwest Florida), its function, and ongoing projects undertaken by the group.

DISCUSS THE TRANSPORTATION ALTERNATIVES AND MULTI-MODAL ENHANCEMENT BOX FUNDS

INFORMATION AND DISCUSSION ITEM

A total of 25 projects are being submitted for the 2013 funding cycle for TAP and MPO Multi-modal Enhancement Box funds of which 9 are unfunded projects from the 2012 cycle. Of the 26 projects, 11 are located within the City limits of Fort Myers, 9 within the City limits of Cape Coral, 1 within the limits of the Town of Fort Myers Beach, 1 within the Bonita Springs City limits, and the remainder in unincorporated Lee County. **Attachment A** includes the complete list of projects. Pre-applications for all these projects will be forwarded to FDOT by the last week of January for determination of project constructability. Later in this process, the projects will be evaluated by staff and ranked for recommendation of project priorities by the June MPO meeting.

Attachement A - Project List

Applicant	Project	Limits	Improvements	Phase	Comments
City of Fort Myers	Six Mile Cypress Pkwy SUP	Winkler Ave to Challenger Pkwy	Build a 8' shared use path on the west side of Six Mile Cypress Pkwy	PE + CST	Used to be part of the scope for the SRTS application for Ray D Potterof Elementary.
City of Fort Myers	Hanson St SW	US 41 to Fowler Avenue	Build sidewalks on both sides	PE + CST	Identified in MPO Bike Ped Master Plan.
City of Fort Myers	Marion St SW	Veronica Shoemaker Pkwy to Polk St	Build sidewalks on both sides	PE + CST	Consistent with MPO Bike Ped Master Plan
Lee MPO	SR 78 (Pine Island Rd) Bike Lanes	Santa Barbara Blvd to Chiquita Blvd	Reconstruct paved shoulders to marked and signed bike lanes, and install bicycle keyholes	PE + CST	Was withdrawn from the 2012 cycle because of lack of good cost estimates and scope of work.
Lee MPO	SR 80 (Palm Beach Blvd)	Orange River Bridge to west of Verandah Blvd; Parker Avenue to west of Upcohall Ave; Weber St to Loring Way	Add 10' wide shared use paths on south side; Install concrete bus pads and sidewalk connections from bus stops.	PE+CST	Identified in MPO Bike Ped Master Plan
Cape Coral	Cape Hospital SW projects	SE 13 th Ct/SE 6 th St from SE 8 th St to Del Prado (East and South side); SE 8 th Terrace from Del Prado to SE 13 th Ct (North side)	Add sidewalks around Cape Coral Hospital.	PE + CST	Further details will be provided at TAC meeting
LC Parks	Abel Canal Linear Trail	Joel Blvd to Harnes Marsh	Pathway on Canal Right of Way	PD&E Study	This project is being resubmitted
City of Fort Myers	Winkler Canal Feasibility Study	McGregor Ave to US 41	Pathway on canal right of way	Feasibility Study	This project is being resubmitted
School District	Abernathy St SW Hampton St SW Crockett St SW	Horne Ave to Old 41 Pullen Av to Old 41 Felts Av to Old 41	Sidewalk on south side Sidewalk on south side Sidewalk on south side		SRTS project benefits Bonita Elementary, Bonita Springs
School District	Moreno Ave SW Sunset Ave SW	Sunset Ave to US 41 Moreno Ave to Passaic	Sidewalk on south side Sidewalk on east side	PE+CST	This project is being resubmitted. SRTS project benefits Allen Park Elementary, Fort Myers
School District	Winkler Ave Ext SW Challenger Blvd SW	Pacific Pines Ave to Six Mile Cypress Pkwy Six Mile Cypress Pkwy to 450' west of existing SW	Sidewalk on north east side Sidewalk on south side	PE+CST	This project is being resubmitted with modification. SRTS project benefits Dunbar Middle and Ray Pottorf Elementary in Fort Myers.
School District	SW 32 nd Terrace SW SW 3 rd Ave SW SW 37 th Lane SW	Pelican Blvd to SW 3 rd Ave SW 32 nd Terr to SW 37 th Ln SW 3 rd Ave to Pelican Blvd	Sidewalk on south side Sidewalk on west side Sidewalk on north side	PE+CST	This project is being resubmitted. SRTS project benefits Pelican Elementary in Cape Coral.
City of Fort Myers	Franklin St SW	Ford to Highlands	Sidewalk (North side)	PE+CST	This project is being resubmitted
Town of Fort Myers Bch	Connecticut St SW	Estero Blvd to Estero Bay	Sidewalk (East side)	PE+CST	This project is being resubmitted
City of Fort Myers	Jeffcott St SW	Ford St to Highlands St	Sidewalk (North side)	PE+CST	This project is being resubmitted
City of Fort Myers	Stella St SW	Ford St to Highlands St	Sidewalk (North side)	PE+CST	This project is being resubmitted
City of Fort Myers	Katherine St SW	Ford St to Highlands St	Sidewalk (North side)	PE+CST	This project is being resubmitted
Cape Coral	Old Burnt Store Rd BL	Embers Pkwy to Tropicana Pkwy	Bike Lane	PE+CST	This project is being resubmitted
Cape Coral	Chiquita Blvd SW	North of Gleason Pkwy to SW 12 th Terrace	Sidewalks on both sides	PE+CST	Consistent with MPO Bike Ped Master Plan
Cape Coral	Gator Circle SW Averill Blvd SW	Entire Circle Del Prado Blvd to S. Gator Circle	Sidewalks on both sides on Averill and on the outside of Gator Circle	PE+CST	Will connect to Del Prado multi-use path
Cape Coral	Tropicana Pkwy west of Chiquita	Current end of existing sidewalk west of Chiquita Blvd to Burnt Store Rd	Sidewalks on one side	PE+CST	Consistent with MPO Bike Ped Master Plan
Cape Coral	Tropicana Pkwy east of Chiquita	Current end of existing sidewalk east of Chiquita Blvd to Santa Barbara Blvd	Sidewalk on one side	PE +CST	Consistent with MPO Bike Ped Master Plan
Cape Coral	Great Cape Coral Circle Route	Citywide	Install signage and pavement markings	CST	Consistent with MPO Bike Ped Master Plan
Cape Coral	Oasis-Ida Baker-Gulf Schools Bike Route	Around school area, connecting existing facilities	Develop new bike route	CST	New Route will cover Oasis Charter and Ida Baker/Gulf School Complex
Lee MPO	Colonial Blvd	East of Veronica Shoemaker to west of Winkler Ave	Build 10' wide shared use path and 3 concrete bus pads with shelters	PE + CST	Consistent with MPO Bike Ped Master Plan

Note: SUP – Shared Use Path; SW –Sidewalk; BL – Bike Lane;

**DISCUSS POSSIBLE ITEMS FOR THE UPCOMING JOINT LEE
COLLIER BPCC/PAC MEETING**

DISCUSSION ITEM

The Joint Lee BPCC/Collier PAC meeting is scheduled for February 26, 2013 in Estero. Staff is seeking input from the Committee on potential Joint meeting items that will be shared with the Collier staff prior to producing a final agenda. At this point staff only has one item which is the adoption of the Regional Pathways Priority list.