

METROPOLITAN PLANNING ORGANIZATION BOARD

9:00 a.m., Friday, December 18, 2015
City of Cape Coral Council Chambers
1015 Cultural Park Boulevard
Cape Coral, Florida 33990
239-244-2220



AGENDA

Call to Order

Pledge of Allegiance

Roll Call

- 1 Citizens Advisory Committee Meeting Report
- 2 Bicycle Pedestrian Coordinating Committee Report
- 3 Public Comments will be Taken at Each Item

Public Hearing Item

4. *^Adoption of the 2040 Long Range Transportation Plan

New Business

5. *Approval of CAC Appointments (Johnny Limbaugh)
6. * Approval of the Local Coordinating Board (LCB) Certification (Don Scott)
7. *Approval of the Cape Coral Bicycle Pedestrian Contract (Johnny Limbaugh)
8. *Approval of the Fort Myers Beach Bicycle Pedestrian Master Plan Scope of Services (Ron Gogoi)
9. *Approval of the Scope of Services for the Fort Myers Beach Lighting Study (Ron Gogoi)
10. *Election of Officers for 2016 (Don Scott)
11. *Election of 2016 MPOAC Representatives (Don Scott)
12. Status of the Florida Transportation Plan and Strategic Intermodal System Plan Update (Sarah Catala)
13. Review of the 2016 Calendar (Johnny Limbaugh)

Other Business

14. Public Comments on Items not on the Agenda
15. Update on MPO Projects
16. LeeTran Report
17. FDOT Report
18. Announcements
19. Information and Distribution Items

Adjournment ^Roll Call Vote *Action Items +May Require Action

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 has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Lee County MPO Title VI Coordinator Johnny Limbaugh at (239) 330-2242 or by writing him at P.O. Box 150045, Cape e Coral, Florida 33915-0045.

ADOPTION OF THE 2040 LONG RANGE TRANSPORTATION PLAN

RECOMMENDED ACTIONS: Review, provide comments and MPO adoption of the 2040 Long Range Transportation Plan as outlined in the **attached** Executive Summary.

Staff will present an overview of the 2040 Long Range Transportation Plan (LRTP) update and then present the recent changes that have been made to the tables based on the direction received at the last MPO Board meeting. Listed below are the changes to the project Needs and Cost Feasible project lists that have been made since the last meeting (**attached** are the tables with the highlighted changes):

- The CR 951 Extension project between Corkscrew Road and Alico Road has been removed from the Needs Plan project list.
- A Cape Coral evacuation study has been added to the Cost Feasible Other Arterial/SU funding list in the 2021-2025 time period in support of up-front planning and project justification for the future Del Prado Extension Interchange with I-75. In addition, the Del Prado Interchange Justification Report (IJR) phase has been added to the Cost feasible Plan in the 2021-2025 time frame. The funding for these project phases came from the major Intersections operational studies line item funding.
- The Three Oaks Extension project was moved from the 2031-2040 time frame in the Cost Feasible Plan to the 2021-2025 time frame. This was accomplished by moving three bridge projects (the construction phase for the Alva bridge from the estimated replacement year of 2024 to 2026-2030; the construction phase for the Buckingham Road bridge project from an estimated replacement year of 2030 to 2031-2040 and the construction phase for the Constitution Circle bridge project from an estimated replacement year of 2030 to 2031-2035 on the Cost Feasible list), the design phases for the Lockett Road extension project segments were moved from 2026-2030 to 2031-2040 time frame and the major intersections operational project funding was moved up from 2026-2030 to 2021-2025 time frame along with revising the project costs to match the latest project cost estimates, where they were available, from the recently updated Capital Improvement Program.

Also **attached** are the updated transit tables from the re-evaluated LeeTran revenue estimates where the service routes and headways projected for the 2040 Cost Feasible Plan are estimated to be the same as the routes and headways that the current service provides. Unless there is an influx in additional funding, the transit improvements over the years will be limited to Comprehensive Operations Analysis (COA) improvements that are

implemented on a periodic basis, operational improvements such as Transit Signal Priority implementation and smaller capital improvements like the addition of bus shelters.

The MPO Board, following the public hearing, is being asked to adopt the 2040 Long Range Transportation Plan. Following the adoption of the Plan, the MPO has ninety days to finalize the documentation and submit it to Federal Highway. The Technical Advisory Committee, the Citizens Advisory Committee, the Bicycle Pedestrian Advisory Committee and the Traffic Management Operations Committee unanimously reviewed and approved the 2040 LRTP Executive Summary at their respective meetings.

DRAFT for Public Comment



2040 TRANSPORTATION PLAN: **EXECUTIVE SUMMARY**

DRAFT: November 3, 2015

JACOBS

LEE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION



Lee County MPO Board

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Council Member Rexann Hosafros (Alternate Member)

Village of Estero

Mayor Nick Batos

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TABLE OF CONTENTS

CHAPTER 1: BACKGROUND AND STATE OF THE TRANSPORTATION SYSTEM

BACKGROUND	9
STATE OF THE TRANSPORTATION SYSTEM.....	9
REGIONAL COORDINATION	11

CHAPTER 2: POPULATION AND EMPLOYMENT FORECASTING

POPULATION AND EMPLOYMENT FORECASTING.....	15
LAND USE SCENARIO PLAN	15
PREFERRED LAND USE SCENARIO	15
THE PREFERRED SCENARIO AND THE TRANSPORTATION PLAN.....	16
ENVIRONMENTAL JUSTICE	17

CHAPTER 3: VISION AND MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY

VISION.....	24
MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY	24
2060 FLORIDA TRANSPORTATION PLAN.....	24
LAND USE SCENARIO EXERCISE GOALS	24
2040 TRANSPORTATION PLAN GOALS AND OBJECTIVES	25

CHAPTER 4: FEDERAL AND STATE FUNDING SOURCES

FEDERAL AND STATE FUNDING SOURCES	28
LOCAL FUNDING SOURCES.....	28
MAINTENANCE AND OPERATIONS	29

CHAPTER 5: IDENTIFYING DEFICIENCIES

DEFINING THE 2040 NEEDS PLAN.....	32
IDENTIFYING DEFICIENCIES	32
ROAD/HIGHWAY PROJECTS.....	32
TRANSIT PROJECTS.....	33
BICYCLE, PEDESTRIAN, AND MULTI-USE TRAIL FACILITY PROJECTS.....	34

CHAPTER 6: THE 2040 COST FEASIBLE PLAN	38
DEFINING THE 2040 COST FEASIBLE PLAN	38
ROAD/HIGHWAY PROJECTS	39
BICYCLE, PEDESTRIAN, AND MULTI-USE TRAIL FACILITY PROJECTS.....	40
CONGESTION MANAGEMENT PROCESS PROJECTS.....	40

CHAPTER 7: PUBLIC INVOLVEMENT	44
IN-PERSON ENGAGEMENT.....	44
PUBLIC WORKSHOP #1	44
PUBLIC WORKSHOP #2.....	45
ONLINE ENGAGEMENT.....	45
ONLINE SURVEY - LAND USE SCENARIO.....	45
PROJECT WEBSITE.....	46
ONLINE SURVEY - 2040 TRANSPORTATION PLAN	47

FIGURES

FIGURE 1: LEE COUNTY PLANNING COMMUNITIES	8
FIGURE 2: STATE OF LEE COUNTY'S TRANSPORTATION.....	9
FIGURE 3: PLAN DEVELOPMENT PROCESS.....	14
FIGURE 4: THE PREFERRED LAND USE SCENARIO AND HOW DEVELOPMENT IS ANTICIPATED TO BE DISTRIBUTED.....	16
FIGURE 6: POPULATION 2040	18
FIGURE 5: POPULATION 2010	18
FIGURE 7: POPULATION GROWTH 2010-2040	19
FIGURE 9: EMPLOYMENT 2040	20
FIGURE 8: EMPLOYMENT 2010	20
FIGURE 10: EMPLOYMENT GROWTH 2010-2040.....	21
FIGURE 11: TRANSIT NEEDS.....	33
FIGURE 12: COST FEASIBLE ROAD AND HIGHWAY PROJECTS	38
FIGURE 13: COST FEASIBLE TRANSIT PROJECTS.....	39
FIGURE 14: COST FEASIBLE BICYCLE, PEDESTRIAN AND MULTI-USE TRAIL PROJECTS	40
FIGURE 15: COST FEASIBLE CONGESTION MANAGEMENT PROCESS PROJECTS	41
FIGURE 16: SOME OF THE MANY PARTICIPANTS AT THE FIRST WORKSHOP.....	44
FIGURE 17: PARTICIPANTS WERE ASKED WHERE IMPROVEMENTS WOULD HAVE THE MOST IMPACT.	44
FIGURE 18: THE SECOND WORKSHOP OFFERED A HANDS-ON WEB KIOSK.....	45
FIGURE 19: STAFF WAS AVAILABLE TO DISCUSS SPECIFIC AREAS OF CONCERN.....	45
FIGURE 20: THE LAND USE SCENARIO SURVEY	46
FIGURE 21: THE 2040 TRANSPORTATION PLAN WEBSITE	46
FIGURE 22: THE 2040 TRANSPORTATION PLAN SURVEY	47

TABLES

TABLE 1: FEDERAL AND STATE HIGHWAY FUNDING	28
TABLE 2: LEE COUNTY 2040 LOCAL TRANSPORTATION REVENUES ESTIMATES – CAPITAL (YOE).....	29
TABLE 3: LEE COUNTY 2040 LOCAL TRANSPORTATION REVENUES ESTIMATES – O&M (YOE)	29





CHAPTER 1

INTRODUCTION

CHAPTER 1: INTRODUCTION

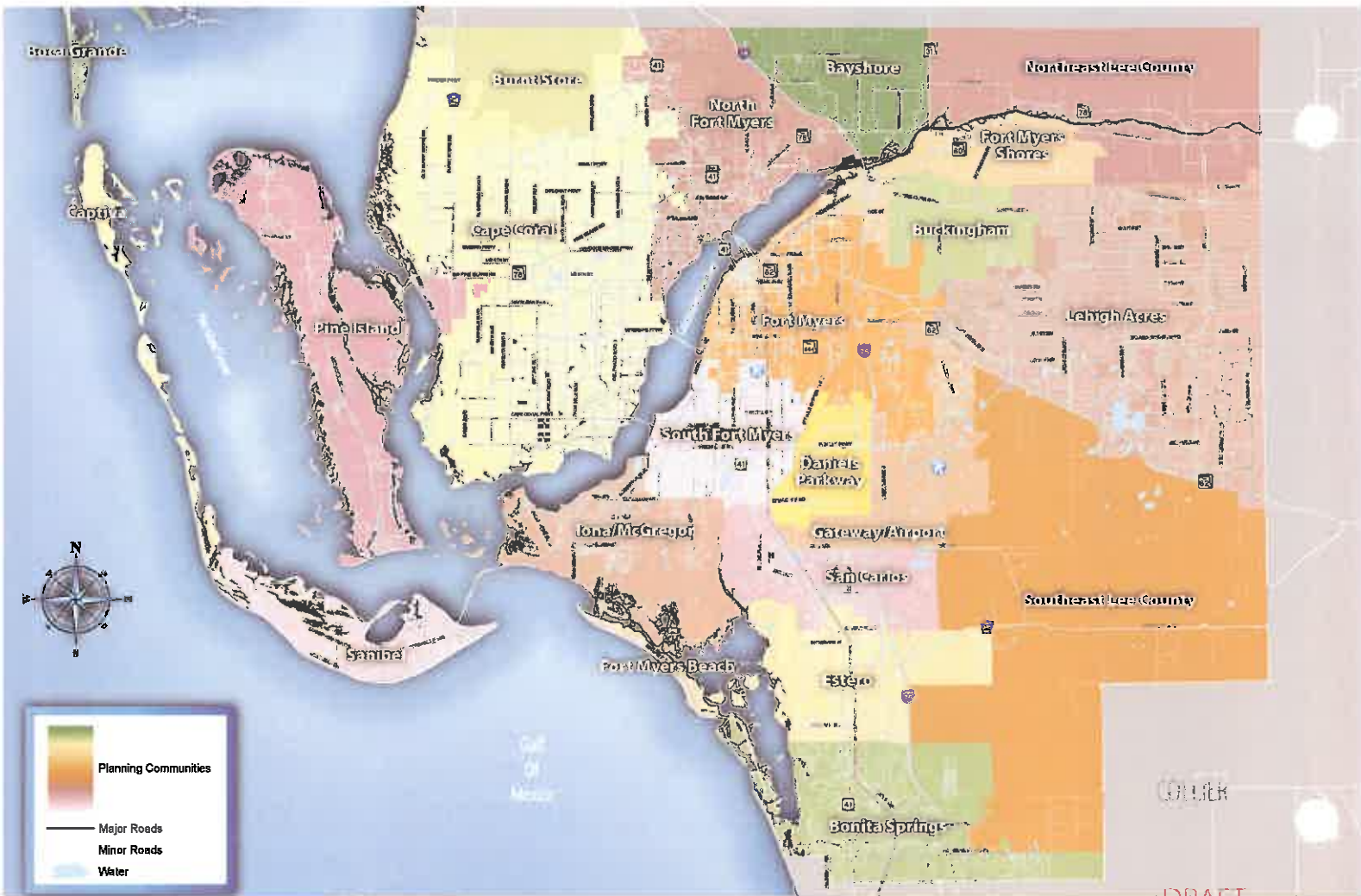
Also referred to as Document A, this Executive Summary report summarizes, defines, and illustrates the Lee County Metropolitan Planning Organization's (MPO) 2040 Transportation Plan, also called the Long Range Transportation Plan (LRTP), in both map and tabular forms. The LRTP is updated every five years per federal law to address changing growth patterns and emerging challenges. The 2040 LRTP is anticipated to be adopted in December 2015.

The LRTP responds to trends that the MPO Board and community have been discussing for several years - the available revenues from all sources are declining at the same time population is growing. In response this LRTP better integrates transportation and land use planning. The LRTP not only embraces best practices and smart planning techniques,

it meets new federal guidelines with the adoption of a set of goals and objectives that allow potential projects' performance to be measured. This ensures that the highest performing projects are the focus. The 2040 Transportation Plan recognizes the potential impact of autonomous vehicles on long range transportation planning, and the MPO continues to monitor research and state and federal guidance. It is difficult to predict how that impact will affect implementation and future planning.

The LRTP presents a balanced 25-year multimodal vision that supports improved mobility and access for people and goods and supports a high quality of life through efficient transportation investments. Given the county's shrinking revenues and growing population, it is imperative to invest

Figure 1: Lee County Planning Communities





In projects that get the most bang for the buck and meet the MPO's highest priorities and goal of a balanced multi-modal system.

In 2013, the Executive Committee of the MPO was tasked to guide the 2040 Transportation Plan. The Committee has worked with staff over the past two years to develop realistic revenue projections, determine the cost to fully maintain existing infrastructure, project the remaining funds that could be allocated to new or expanded facilities, and reinvent project review and prioritization processes based on the LRTP and MPO Board's goals.

The Committee's work provides the framework for making better decisions and directing limited resources in a cost effective way.

BACKGROUND

Lee County is in Southwest Florida along the Gulf of Mexico. While it has roots as a retirement community, its population – and its transportation needs - have grown more diverse. Lee County covers a large area, with 804 square miles of land and a 2014 population of 679,513.

The most pressing transportation challenge Lee County and its communities (Figure 1) face is an underfunded transportation system and a growing list of multi-modal transportation needs. The anticipated growth is predicted to result in increased congestion, which, in turn, leads to more safety concerns, which impede the movement of goods, and lower our quality of life. The LRTP identifies transportation strategies and projects that address the county's anticipated transportation needs between now and 2040, ensuring that scarce resources are used in a cost effective way while continuing to help make Lee County a desirable place to live, work, and play.

Figure 2: State of Lee County's Transportation

About **270 miles** of the Lee County's roads are over capacity.

Between 2011 and 2014,



total traffic crashes increased
107 percent from 4,419 to 9,169



pedestrian fatalities increased
143 percent from 7 to 17



bicycle fatalities increased
80 percent from 5 to 9

In 2013, less than **2 percent** of commuters biked, walked, or took transit to work.

STATE OF THE TRANSPORTATION SYSTEM

Lee County's transportation system supports residents, visitors, and freight traveling on more than 1,000 miles of major roadways (arterials and collectors) and 4,300 miles of local streets and roads. While personal automobiles are the most heavily used transportation mode, the county provides multimodal options as well. The county's transit system, LeeTran, is operated by Lee County and consists of 24 bus routes, paratransit services, and a vanpool program. Lee County and its municipalities also maintain a growing network of bicycle and pedestrian facilities, with about 204.9 miles of bike lanes, 312.5 miles of sidewalks, 193.8 miles of shared use paths, and 131.2 miles of paved shoulders. Figure 2 outlines some of the changes and challenges Lee County faces.

Lee County's transportation system is overburdened; yet, financial resources are declining from local revenues, such as impact fees, and state and federal resources, including gas taxes. The Federal gas tax, one of the larger sources of revenue for transportation projects, has not been raised since 1993. At the same time, vehicle fuel efficiency has significantly improved, and gas prices have remained flat when adjusting for inflation. Projected revenues for the transportation plan have decreased by nearly 25 percent since the 2035 LRTP was adopted, and project costs have increased. Federal and state revenues anticipated through 2040 have fallen 15 percent from \$739 million to \$631 million, and expected local revenues have fallen 31 percent from \$1.94 million to \$1.34 million in the same period (in present day costs). The MPO has responded by working with local municipalities to invest in projects that are realistic and give the highest return on investment.

HIGHLIGHTS

This 2040 Transportation Plan represents a significant effort to address the long-term transportation needs of Lee County and its municipalities. Key highlights of this plan include:

- Integrating transportation and land use planning (adoption of land use scenario);
- Emphasizing maintenance and improvement of existing facilities before building new ones;
- Adopting a set of goals and objectives meeting federal requirements upon which performance will be measured;
- Ensuring that the highest performing projects within each mode are the priorities; and
- Focusing on community character by restricting additional roadway capacity on constrained roads following local government policies and encouraging Complete Streets implementation (Examples include Old US 41 in Bonita Springs, and Estero Boulevard in Fort Myers Beach).

The major roadway projects included in the Cost Feasible Plan support people and goods movement and economic growth, and improve congestion for the Lee County community. These roadway projects include:

- Burnt Store Road from Van Buren Parkway to the Charlotte County line;
- Alico Connector from Alico Road to SR 82;
- SR 82 Shawnee Road to the Hendry County line;
- Big Carlos Bridge replacement;
- Hanson Street extension from Veronica Shoemaker Boulevard to Ortiz Avenue;
- Bonita Beach Road from I-75 to Bonita Grande; and
- Corkscrew Road from Ben Hill Griffin Parkway to Alico Road.



This plan includes a significant investment in bicycle and pedestrian facilities in conjunction with road projects and multi-use trails:

- The Lee MPO TIGER Grant Complete Streets Initiative includes 11 miles of new shared use paths and four miles of new sidewalks, all which will be completed by the end of 2016;
- Bonita Spring's downtown redevelopment project will make a 1.33-mile downtown corridor a walkable place;
- Major bicycle and pedestrian improvements on Estero Boulevard on Fort Myers Beach get underway in 2015; and
- Cape Coral is building 64 miles of sidewalks over the next five years, and the city is expanding its nearly 90-mile bike route system.

This plan also addresses projects to improve the movement of freight and congestion management. This includes:

- Rebuilding medians and turn lanes at the intersection of Colonial and Six Mile Parkway/Ortiz intersection;
- I-75 exit ramp improvements at Alico Road; and
- Intersection phasing improvements and turning lane improvements on Pine Island Road at Pondella Road.

The plan also includes ways to address safety and community investment protection without widening roads:

- Continued transit operations as well as expanded services such as bus rapid transit (BRT) on the US 41 corridor as well as implementing express bus on constrained and congested roadways;
- Preserving the transportation system through increased funding for road maintenance - an increase of about 19 percent over the 2035 plan; and

- Continuing to build on regional connections by making improvements to Burnt Store Road connecting to Charlotte County, and Old US 41 in Bonita Springs and north Collier County, and SR 82 in Lee and Hendry Counties to decrease congestion and increase safety.

REGIONAL COORDINATION

As Lee County and neighboring counties grow in Southwest Florida, seamless regional travel becomes increasingly important. For example, the boundaries between Cape Coral's urbanized area in Lee County and the North Port-Port Charlotte urbanized area have moved closer together, and the Naples urbanized area in Lee County grew to include Bonita Springs in 2000. The shifting boundaries reflect the reality that people cross county lines for work, shopping, entertainment, education, and healthcare.

Recognizing that reality, the MPOs in Charlotte, Collier, and Lee Counties adopted inter-local agreements to discuss and coordinate regional transportation planning with the Lee MPO. Since then, the MPOs have collaborated to implement and prioritize projects of regional significance.







CHAPTER 2

DEVELOPING THE PLAN

CHAPTER 2: DEVELOPING THE PLAN

The LRTP is a working document, updated every five years to realign its course, balance resources with needs, and adjust project lists to correspond to evolving community values. The resulting plan outlines transportation improvements in the county that will address the most pressing needs. It is consistent with the current values of the community and is financially feasible.

The 2040 Transportation Plan was developed using a step-by-step process, as shown in Figure 3, beginning with defining the assumptions for the plan. The assumptions guide what is needed for transportation and mobility for the MPO's planning area through 2040. This includes identifying the goals and objectives of the plan and forecasting the population and

employment anticipated in 2040. Based on those forecasts, the improvements to the transportation system needed to provide suitable mobility for residents and visitors throughout the county were identified. However, due to the limited funding available, select projects were then prioritized as cost feasible, or having the highest impact to mobility within the constraints of available funding.

Two well-attended public meetings were held to include the public in the plan's development. Further information on public involvement activities are summarized in Chapter 7 and Appendix D.

Figure 3: Plan Development Process





LEE COUNTY HIGHLIGHTS

- 618,800 Residents in 2010
- 425,200 New Residents by 2040 (an increase of 69 percent)
- 1,044,000 Residents in 2040

- 285,000 Jobs in 2010
- 205,200 New Jobs by 2040 (an increase of 72 percent)
- 490,200 Jobs in 2040

- 354,600 Homes in 2010
- 305,200 New Homes by 2040 (an increase of 83 percent)
- 659,800 Homes in 2040

POPULATION AND EMPLOYMENT FORECASTING

LAND USE SCENARIO PLAN

While variables such as demographic trends and fuel costs influence the transportation network, future land use patterns are a key consideration for transportation needs and costs. Sprawling communities generally require an automobile-dependent transportation system where residents travel longer distances to reach destinations.

Lee County MPO and many Lee County citizens hope to reduce or shorten vehicle trips and increase travel choices. To

accomplish this, MPO staff collaborated with local and state government staffs as well as the public in 2014 to evaluate three land use scenarios, as encouraged by the Federal Highway Administration (FHWA) as a best practice to develop L RTPs.

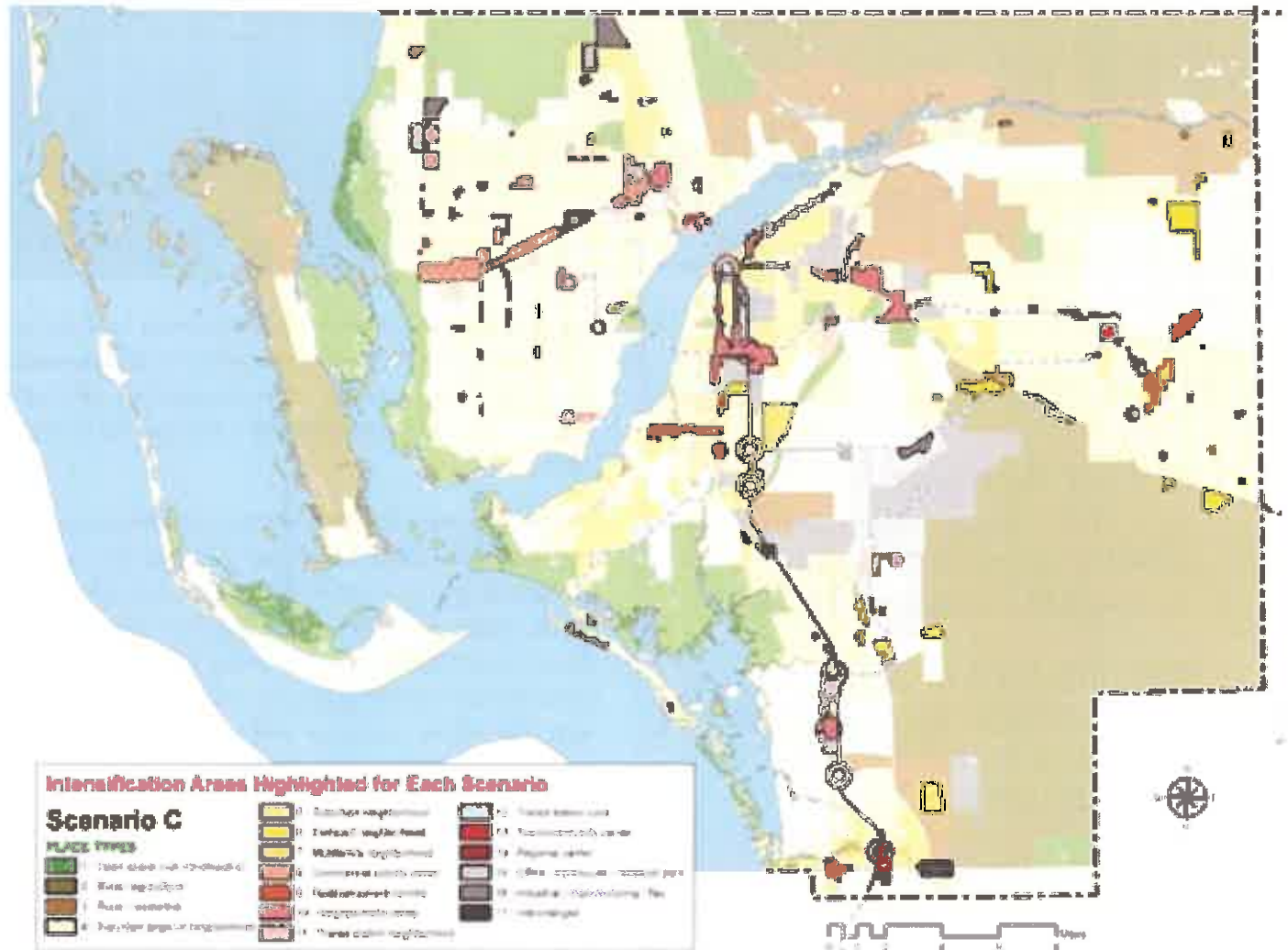
The goal of the land use study was to coordinate transportation and land use factors to develop a sustainable long-term scenario for the county that will lower vehicle miles traveled (VMT), reduce suburban sprawl, and make the best use of future transit expansions. The result of the evaluation, a preferred land use alternative, has been used by the MPO to anticipate where residential and employment growth will occur in this 2040 Transportation Plan.

PREFERRED LAND USE SCENARIO

The preferred land use scenario was created with input from local government agencies, private organizations, citizens, and with the help of modeling software. Multiple land use alternatives were created and evaluated for their impact on the following:

- Access to jobs and shopping
- Rural land retention
- Coastal development
- Diverse housing options
- Homes on large lots
- Amount of driving
- Access to transit
- Walking and bicycling
- Energy use
- Water use
- Greenhouse gas emissions

Figure 4: The Preferred Land Use Scenario and how development is anticipated to be distributed



On June 20, 2014, the MPO Board adopted a preferred land-use scenario that focuses residential and commercial development near existing and proposed transit corridors and city centers and discourages outward growth aside from what is already permitted by current comprehensive plans. This scenario reflects the top five priorities identified in an extensive online survey, which were:

0. Walking and Bicycling
1. Water Conservation
2. Less Driving
3. Preserve Rural Land
4. Access to Transit

The Preferred Land Use Scenario (Figure 4) assumes that intense development encouraged by current land use plans will be

successful. This scenario also intensifies land-use patterns on College Parkway and along north-south transportation corridors to take advantage of potential public transit along the rail corridor or US 41 and recent improvements to the north-south road network such as the Michael G. Rippe/Metro Parkway and Three Oaks/Imperial Parkway.

The preferred scenario scored the best on most of the performance indicators, with a notable exception being the coastal development indicator. Additional density near the coast impacted this scenario's performance.

This scenario is the densest scenario that was considered with growth concentrated in areas that are already developed. There is no outward expansion in this scenario, and there are no inconsistencies with local comprehensive plans.

This scenario is expected to result in the fewest VMT of all the scenarios considered, which was a primary goal of this planning effort. This scenario allows more households to have greater access to transit, another primary goal, and provides better access to jobs and shopping.

THE PREFERRED SCENARIO AND THE TRANSPORTATION PLAN

The preferred land use scenario has no regulatory authority, but it is important in creating an accurate and desirable land use forecast that can be used to forecast socioeconomic data and anticipate future transportation needs. For the LRTP, the preferred land use scenario was used as a basis for modeling where future traffic and congestion may occur, which allows the future needs to be anticipated. The socioeconomic data forecast results are shown in Figures 5-10.

ENVIRONMENTAL JUSTICE

The 2040 Transportation Plan must be fair in its treatment of low-income neighborhoods. Those neighborhoods cannot be unduly burdened with negative impacts, nor ignored when services and improvements are programmed. Another goal of the federal law is to ensure that the public, especially those traditionally underserved by the transportation system, have opportunities to participate in the decision-making process.



2040 TRANSPORTATION PLAN
LEE COUNTY MPO

Figure 6: POPULATION 2040

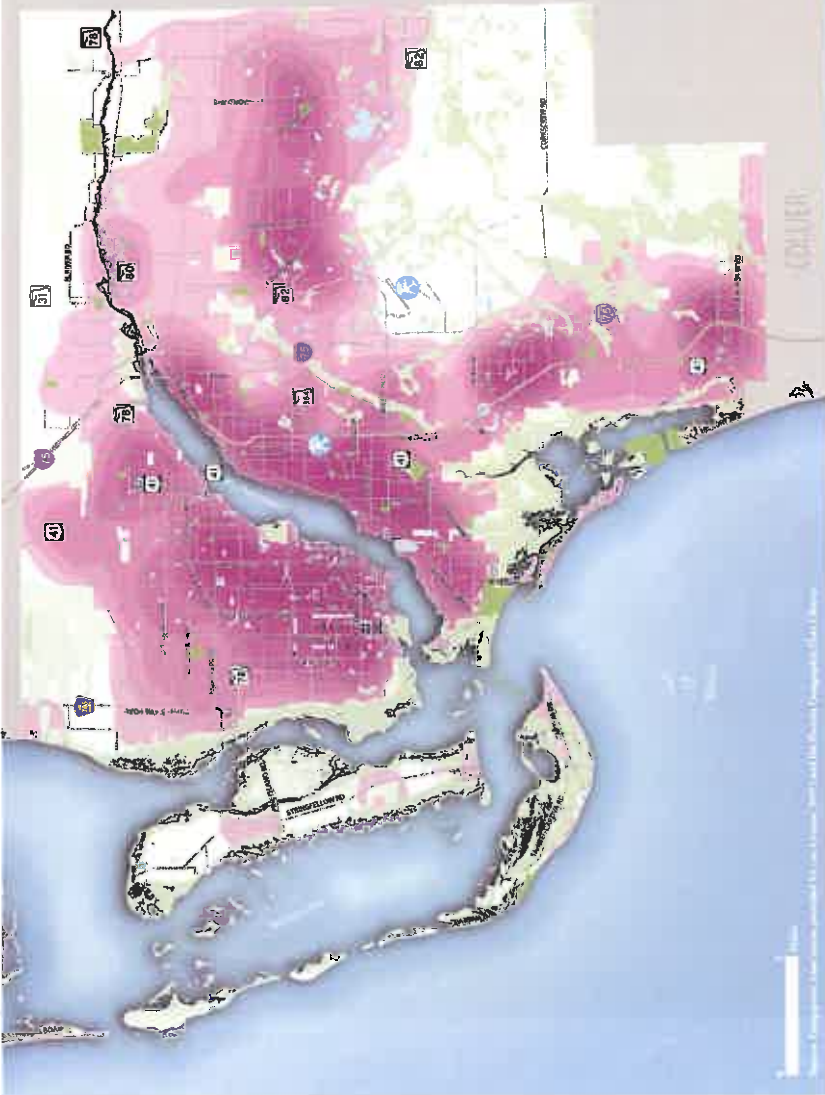
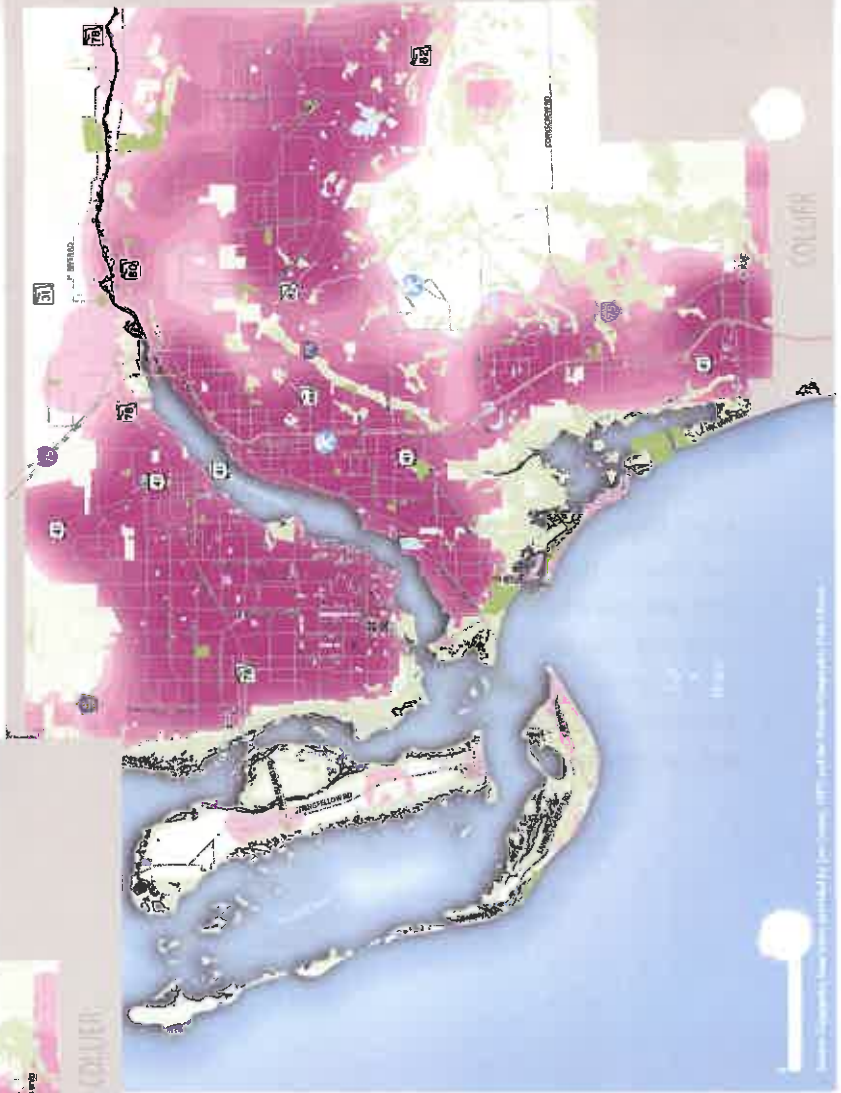
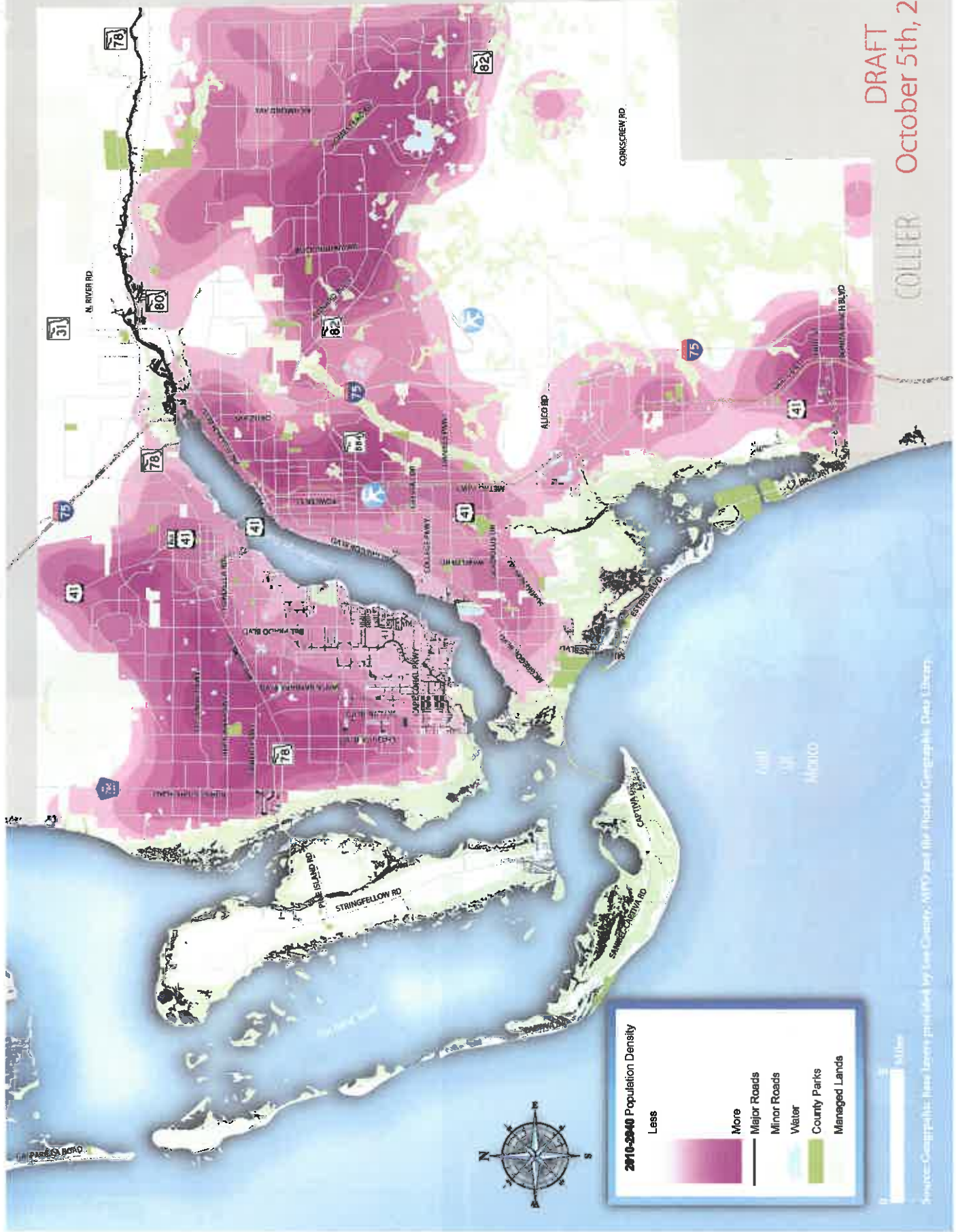


Figure 5: POPULATION 2010

Figure 7: POPULATION GROWTH 2010-2040



DRAFT
October 5th, 2015

Figure 9: EMPLOYMENT 2040

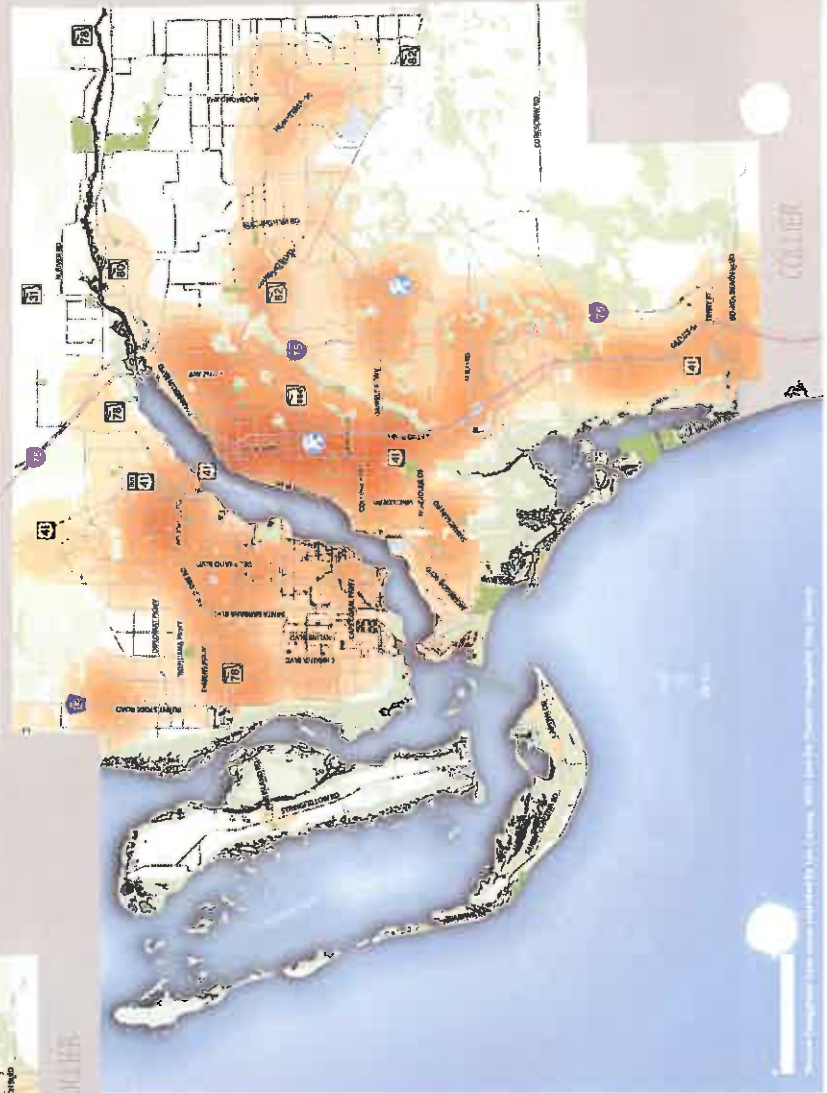


Figure 8: EMPLOYMENT 2010

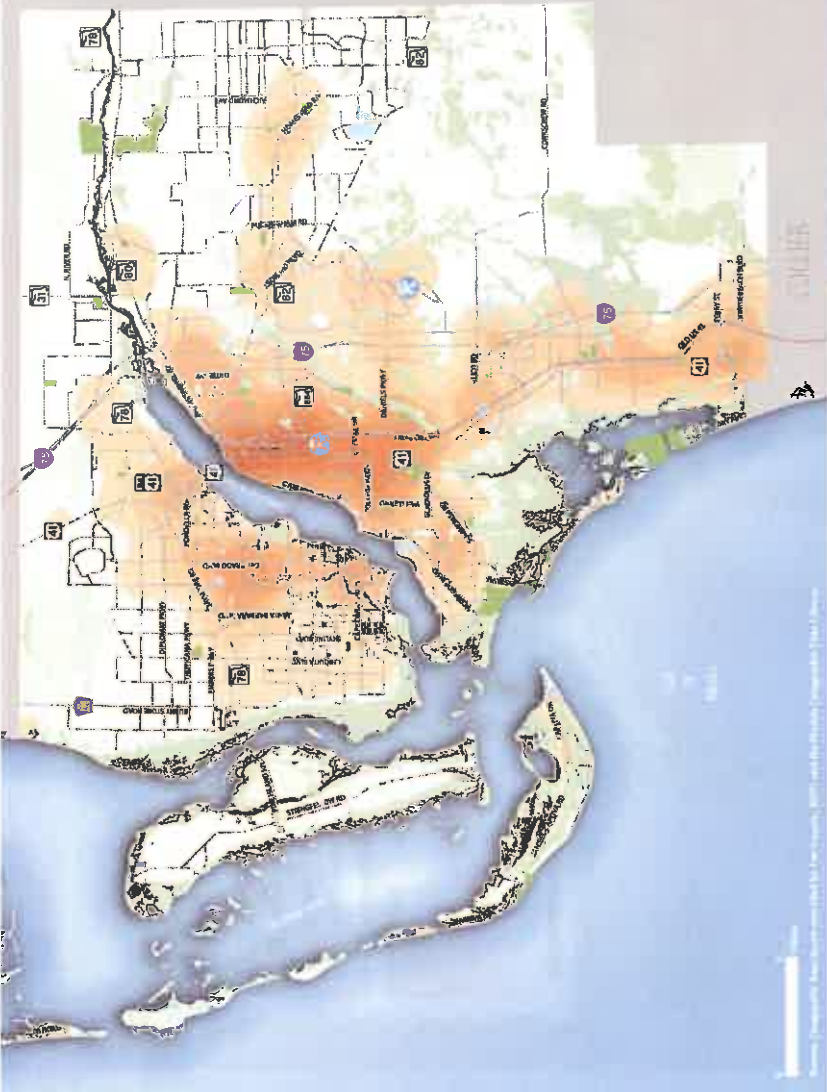
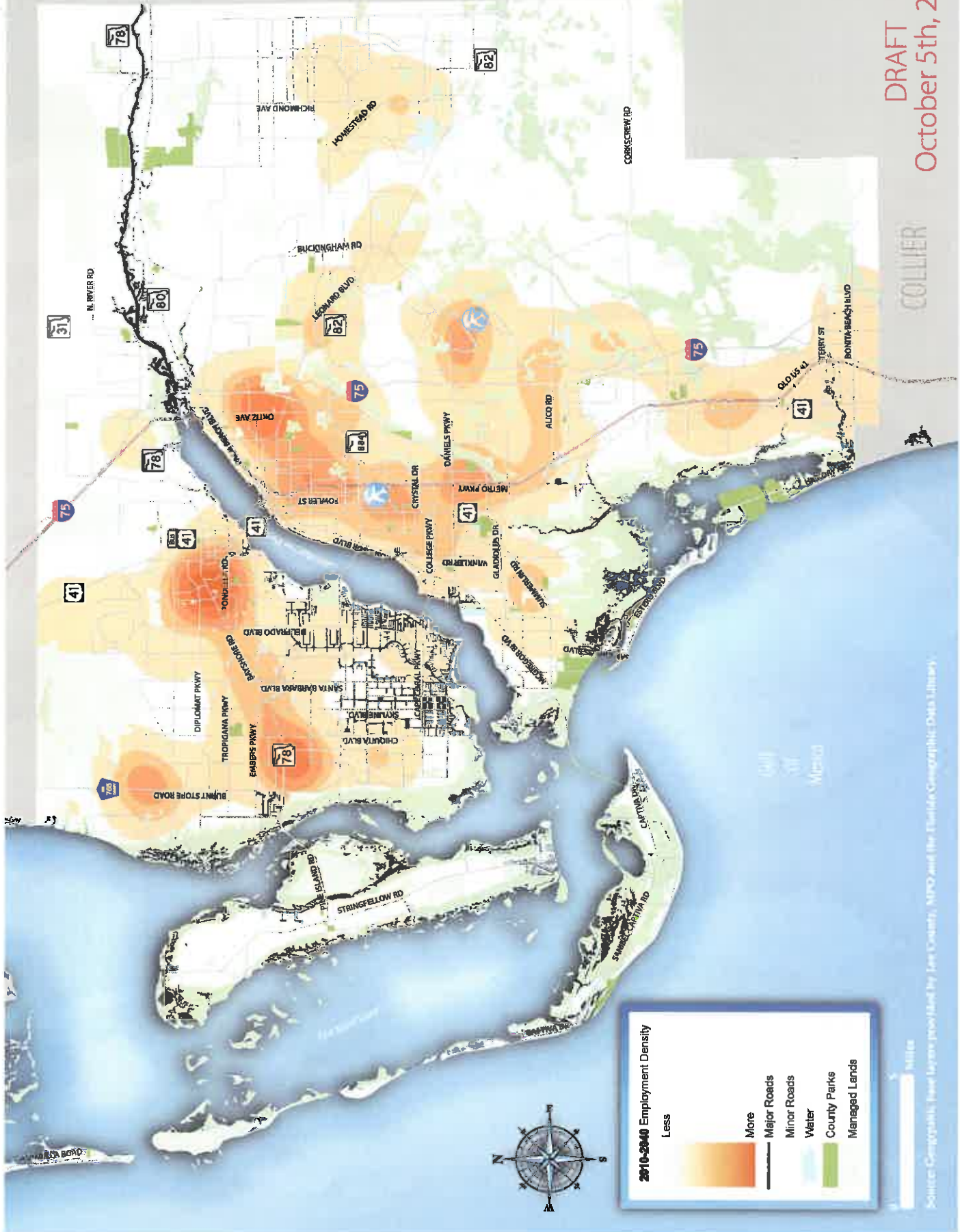


Figure 10: EMPL MENT GROWTH 2010-2040



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October 5th, 2015

LEE COUNTY 2035 HIGHWAY COST FEASIBLE PLAN



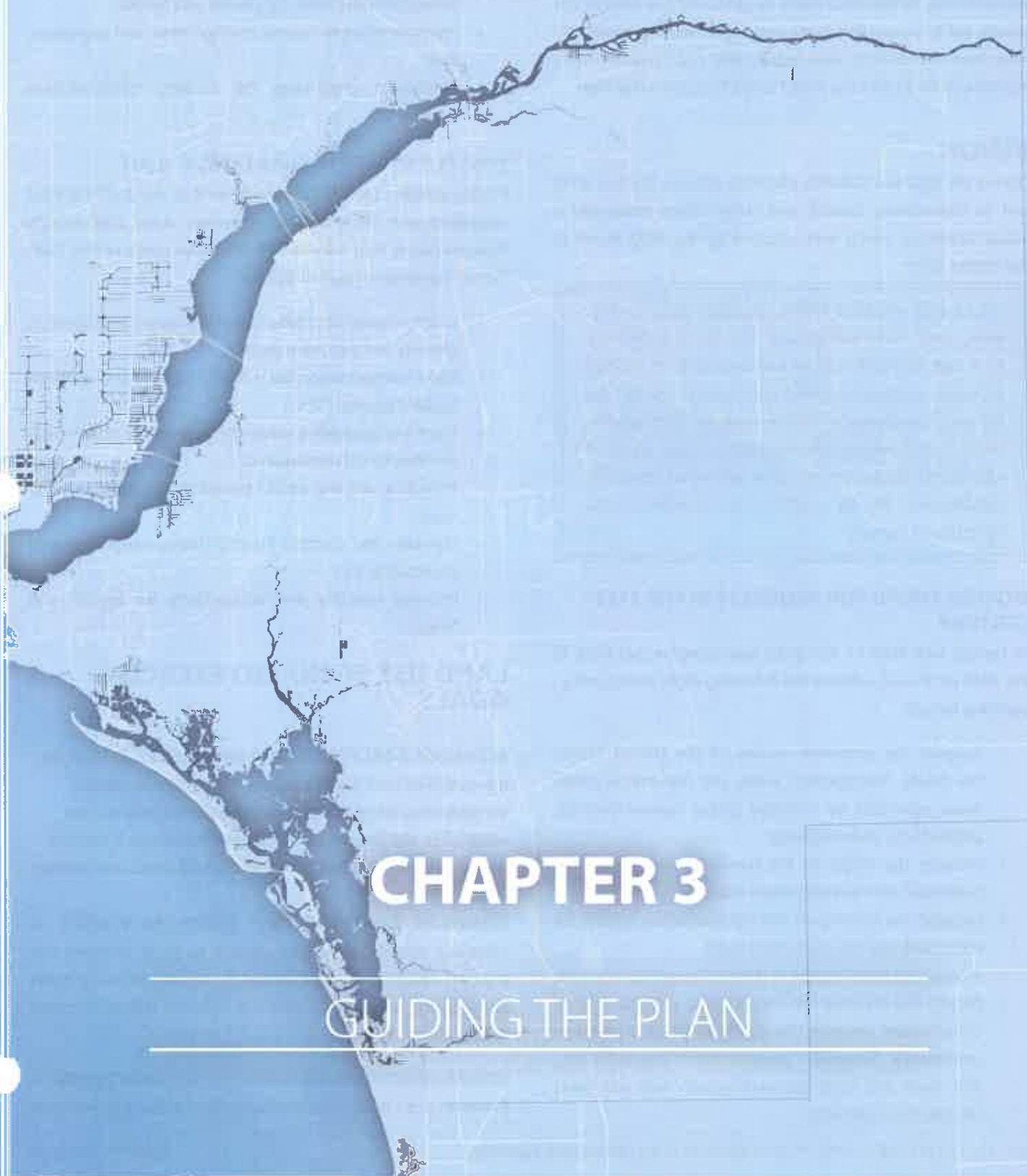
PREPARED BY

Lee County
2035 Highway Cost Feasible Plan
Map 1

Lee County
2035 Highway Cost Feasible Plan
Map 1

Route	Length (Miles)	Estimated Cost (\$)
SR 10	1.5	\$15,000,000
SR 11	2.0	\$20,000,000
SR 12	1.8	\$18,000,000
SR 13	2.2	\$22,000,000
SR 14	1.6	\$16,000,000
SR 15	2.1	\$21,000,000
SR 16	1.9	\$19,000,000
SR 17	2.3	\$23,000,000
SR 18	1.7	\$17,000,000
SR 19	2.4	\$24,000,000
SR 20	1.5	\$15,000,000
SR 21	2.0	\$20,000,000
SR 22	1.8	\$18,000,000
SR 23	2.2	\$22,000,000
SR 24	1.6	\$16,000,000
SR 25	2.1	\$21,000,000
SR 26	1.9	\$19,000,000
SR 27	2.3	\$23,000,000
SR 28	1.7	\$17,000,000
SR 29	2.4	\$24,000,000
SR 30	1.5	\$15,000,000
SR 31	2.0	\$20,000,000
SR 32	1.8	\$18,000,000
SR 33	2.2	\$22,000,000
SR 34	1.6	\$16,000,000
SR 35	2.1	\$21,000,000
SR 36	1.9	\$19,000,000
SR 37	2.3	\$23,000,000
SR 38	1.7	\$17,000,000
SR 39	2.4	\$24,000,000
SR 40	1.5	\$15,000,000
SR 41	2.0	\$20,000,000
SR 42	1.8	\$18,000,000
SR 43	2.2	\$22,000,000
SR 44	1.6	\$16,000,000
SR 45	2.1	\$21,000,000
SR 46	1.9	\$19,000,000
SR 47	2.3	\$23,000,000
SR 48	1.7	\$17,000,000
SR 49	2.4	\$24,000,000
SR 50	1.5	\$15,000,000

CHAPTER 3



CHAPTER 3

GUIDING THE PLAN



CHAPTER 3: GUIDING THE PLAN

The 2040 Transportation Plan's guidance began with its residents imagining a vision of Lee County in the future. That vision of how its residents want to grow and get around the county led to supportive goals and objectives. The goals and objectives also comply with federal and state requirements, including MAP-21 and the 2060 Florida Transportation Plan.

VISION

During the land use scenario planning process, the Lee MPO and its committees, boards, and stakeholders developed a vision statement which was adopted by the MPO Board in November 2013:

Lee County will be a highly desirable place to live, work, and visit—recognized for its commitment to a sustainable future characterized by a healthy economy, environment, and community. Lee County will be a community of choice—valued for its quality of life; varied natural environment; unique sense of history and place; distinct urban, suburban, and rural communities; diverse economy and workforce; and varied travel options.

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY

To comply with MAP-21, the goals and objectives set forth in the 2040 LRTP must address the following eight metropolitan planning factors:

- Support the economic vitality of the United States, the States, Metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Promote efficient system management and operation; and
- Emphasize preserving the existing transportation system.

2060 FLORIDA TRANSPORTATION PLAN

Florida statute [339.175(7)(a)] requires that the 2040 LRTP be consistent with the goals and objectives of the 2060 Florida Transportation Plan adopted in 2010. The goals of the 2060 Florida Transportation Plan include:

- Invest in transportation systems to support a prosperous, globally competitive economy;
- Make transportation decisions to support and enhance livable communities;
- Make transportation decisions to promote responsible environmental stewardship;
- Provide a safe and secure transportation system for all users;
- Maintain and operate Florida's transportation system proactively; and
- Improve mobility and connectivity for people and freight.

LAND USE SCENARIO EXERCISE GOALS

SCENARIOS GOAL FOR COUNTY-WIDE ISSUES: To improve the quality of Lee County's unique mix of diverse vibrant communities, affordable pre-platted subdivisions, coastal waterways, and interior wetlands. Develop where it benefits the county, away from sensitive areas, rural lands, and remote locations.

SCENARIOS GOAL FOR NEW MIXED-USE PLACES: To introduce mixed-use activity centers to serve existing and planned residential neighborhoods. Mixing housing types and focusing on walkable streets at different scales will create livable places.

SCENARIOS GOAL FOR NEIGHBORHOODS AND STREETS: To maintain Lee County's healthy neighborhoods and revitalize



or build others to higher standards of connectivity and convenience. Neighborhoods should be compact, strong, and with services in or nearby.

SCENARIOS GOAL FOR THE REGIONAL TRANSPORTATION NETWORK: To optimize the existing regional transportation network to improve existing shortcomings and respond to evolving preferences in living and travel patterns. Street character is important as is considering current and future roadway maintenance costs.

SCENARIOS GOAL FOR PUBLIC TRANSIT AND OTHER TRAVEL MODES: To provide a wider variety of transportation choices for Lee County's diverse population through Complete Streets and better public transportation.

2040 TRANSPORTATION PLAN GOALS AND OBJECTIVES

The 2040 Transportation Plan's goals and objectives were adopted by the MPO Board on August 22, 2014, after collaboration from the Executive Committee, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and community partners.

The goals adopted by the Lee MPO establish a long-term framework for developing and maintaining the county's transportation system consistent with the vision. The result is a multi-modal transportation system that is:

- Balanced and integrated with all transportation modes for people and goods;
- Safe and secure for existing and future residents, visitors, and businesses;
- Enhances emergency responsiveness and evacuation;
- Sensitive to the County's communities, the community character, and environmental resources;

- Enhances economic growth and anticipates development demands;
- Maintained, optimized, and expanded using the best available technologies and innovation;
- Financially feasible; and
- Coordinated with relevant agencies and based on effective integration of transportation, land use, conservation, and smart growth planning.

PERFORMANCE MEASURES

Each proposed project's performance was measured against the following criteria developed through the MPO committees:

- Might the project improve existing volume to capacity ratio?
- Might the project improve future volume to capacity ratio?
- Is it in an area with safety concerns?
- Does it provide bicycle, pedestrian, or public transportation improvements?
- Does it address system preservation or maintenance of assets in place?
- Is there a local financial commitment for the project?
- Is the project on or support emergency evacuation routes?
- Does it provide or enhance intermodal connectivity?
- Does it positively or negatively impact underserved populations?
- Might the project improve access to major activity centers?
- Is the project on a designated truck route?
- Does it positively or negatively impact the environment?
- Does the project showcase or encourage innovation?





CHAPTER 4

FUNDING THE PLAN

CHAPTER 4: FUNDING THE PLAN

The Lee County 2040 Transportation Plan is required by law to contain a financial plan indicating resources from public and private sources that are reasonably expected to be available. This section describes the forecast of reasonably available funding from traditional federal, state, and local revenue sources to support transportation investments made in Lee County through 2040. The revenue Sources are listed in Appendix C.

FEDERAL AND STATE FUNDING SOURCES

Federal funding for transportation projects in Lee County are derived from highway excise taxes on motor fuel and truck-related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use. The revenue that the federal government collects on these items goes into the Highway Trust Fund, where it is deposited in either the Highway Account or the Mass Transit Account. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) then distribute funds from their respective accounts to each state according to a system of formula grants and discretionary allocations. State funds for transportation projects in Florida are deposited into the State

Transportation Trust Fund. These funds are comprised of five major revenue sources: fuel tax, motor vehicle fees, aviation, document stamps, and rental cars.

The majority of federal and state funding for transportation projects is funneled through FDOT which periodically conducts long-range forecasts of revenue and program levels. The 2040 Transportation Plan revenue estimates for federal and state sources were provided to the MPO are for the time period of FY2019 - 2040. The tables that follow include estimates for FY2021-2040 as 2019 and 2020 are now included in the adopted work program and Capital Improvements Program and are therefore included in the Existing and Committed network. Overall, the projected revenue from federal and state sources is estimated at \$3.8 billion. The available projected revenues from federal and state sources are summarized in Table 1.

LOCAL FUNDING SOURCES

Until recently, the state gave local jurisdictions the power to levy certain taxes. Included in these categories of taxes were sales taxes and fuel excise taxes. Extremely fast population growth since the 1960s and high rates of inflation placed fiscal

Table 1: FEDERAL AND STATE HIGHWAY FUNDING

Revenue Source	Fiscal Year 2021-2040
SIS Highways	\$105,710,000
Other Arterial Roads	\$402,240,000
Federal Urban Allocation (SU)	\$157,500,000
Transportation Alternatives (Urban)	\$15,400,000
Transportation Alternatives (District-wide)	\$76,100,000
Transit	\$291,800,000
Statewide New Starts	\$760,500,000
TRIP (District-wide)	\$27,700,000
District-wide State Operation & Maintenance Funds (est. Lee County's portion)	\$1,920,000,000
Total Federal & State Revenue	\$3,756,950,000



demands on local governments that exceeded their ability to address those demands with their existing revenue-raising ability. The need to improve and expand the transportation system constituted much of the initial demand, and in 1972 the legislature established a precedent when it allowed counties to ‘piggyback’ onto the state’s excise tax on highway fuels. Since then many kinds of local option taxes are available, three of which deal exclusively with transportation. The following local revenues are available to fund the 2040 LRTP: Local Option Gas Taxes, excess toll revenue, Impact Fees, and Transit Funding. The projected local revenues available for capital expenditures though 2040 are estimated at \$2.3 billion. The available projected revenues from local sources are summarized in Table 2.

MAINTENANCE AND OPERATIONS

The 2040 Transportation Plan also identifies the level of funding required for the operations and maintenance of the existing transportation system. For Lee County, the total amount of revenues projected to be spent on operations and maintenance is projected to be 58 percent of the total transportation revenues collected (leaving 42 percent for Capital Improvements). The projected revenue available for operation and maintenance is approximately \$3.1 billion. The transportation revenues that are projected to be spent on operations and maintenance of the existing facilities are shown in Table 3.

Table 2: LEE COUNTY 2040 LOCAL TRANSPORTATION REVENUES ESTIMATES – CAPITAL (YOE)

Jurisdiction	Total
Bonita Springs	\$227,300,000
Cape Coral	\$278,000,000
Fort Myers	\$104,400,000
Fort Myers Beach	\$19,600,000
Lee County	\$1,317,400,000
LeeTran	\$255,400,000
Sanibel	\$75,700,000
Total	\$2,277,800,000

Table 3: LEE COUNTY 2040 LOCAL TRANSPORTATION REVENUES ESTIMATES – O&M (YOE)

Jurisdiction	Total
Bonita Springs	\$52,900,000
Cape Coral	\$312,500,000
Fort Myers	\$105,800,000
Fort Myers Beach	\$4,910,000
Lee County	\$2,540,400,000
Sanibel	\$83,500,000
Total	\$3,100,010,000



An aerial photograph of a coastal area, possibly a bay or estuary, with a blue overlay that follows the water's edge and some inland areas. The overlay is semi-transparent, allowing the map details to be seen through it. The text 'CHAPTER 5' is prominently displayed in white, bold, sans-serif font. Below it, 'THE 2040 NEEDS PLAN' is written in a smaller, white, sans-serif font, flanked by two horizontal white lines. The background shows a mix of water, land, and some urban or industrial structures.

CHAPTER 5

THE 2040 NEEDS PLAN

CHAPTER 5: THE 2040 NEEDS PLAN

DEFINING THE 2040 NEEDS PLAN

The Needs Assessment identified projects that are unconstrained by cost and support the ultimate vision of a safe and balanced transportation system that meets the anticipated demand within Lee County by 2040. An extensive process was conducted to identify the projects, including reviewing the projects identified in the 2035 LRTP; coordinating between the Lee County MPO, Lee County, City of Fort Myers, City of Cape Coral, City of Bonita Springs, City of Sanibel, Village of Estero, and Town of Fort Myers Beach staff; working with community stakeholders, including the MPO Board; and working with the public.

IDENTIFYING DEFICIENCIES

Before developing the list of projects to address mobility needs in the future, problem areas were identified to understand where deficiencies are likely to occur. Identification of projects that meet the future travel demand through the 2040 timeframe was accomplished through an iterative needs assessment based upon the adopted Goals and Objectives.

To do this, the existing transportation system and the projects that are committed to be completed over the next five years

were compared to the expected demand on the transportation system from the residents, visitors, and workers in 2040 to predict how they will travel in the future. FDOT District One's Regional Planning Model, developed and refined with the MPOs within FDOT District One was utilized for this assessment. The result was the list of roadways anticipated to be over capacity, or deficient, by 2040. Projects were then identified to increase capacity where it is needed to improve mobility.

These needs were also compared to Constrained Roadways. These roads are not eligible for widening based on environmental impacts, impacts to existing neighborhoods and businesses, and limitations of the existing rights-of-way. Constrained Roadways are defined through local policies.

All Needs Plan Projects are listed in Appendix A.

ROAD/HIGHWAY PROJECTS

The Needs Plan consists of approximately \$4.1 billion in roadway capacity and improvement projects (in present day costs). These roadway projects reflect analysis of current and future needs for moving people and goods as well as a focused Congestion Management Process.



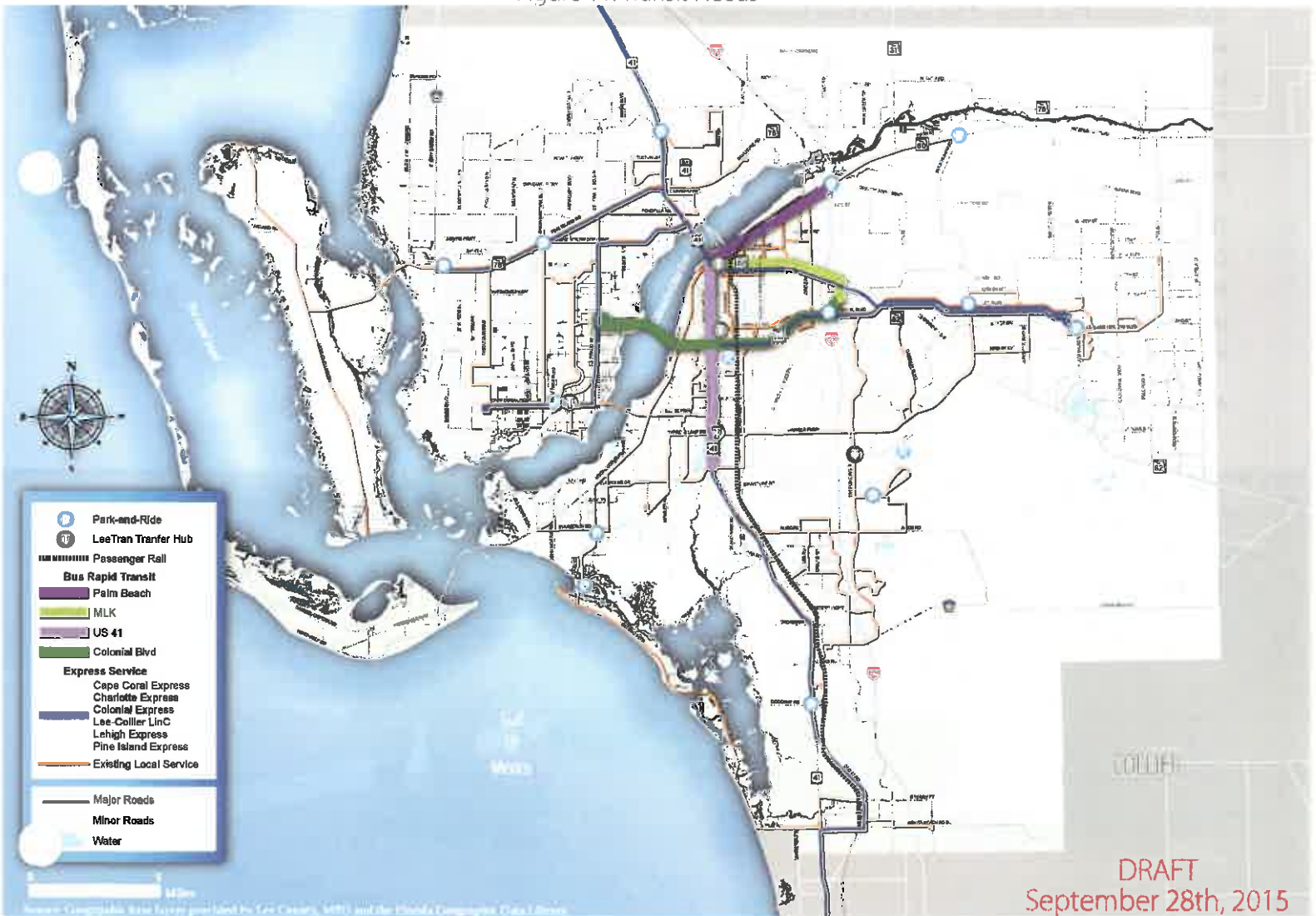


TRANSIT PROJECTS

Transit Needs were identified in LeeTran's 2012 Transit Development Plan (TDP). Figure 11 shows the Needs Plan Transit Projects. The total cost of the transit projects is projected to be \$x million (PDC) and includes the following projects:

Circulator services in Cape Coral, Estero, Research Diamond East and West, and services along Colonial Boulevard to Southwest Florida International Airport, along Gunnery Road, along Chiquita Boulevard, near Heron Pond Apartments, and connecting Gateway Boulevard, Lee Boulevard, and Gunnery Road.

Figure 11: Transit Needs



DRAFT
September 28th, 2015

2040 TRANSPORTATION PLAN

LEE COUNTY MPO

Flex services in areas that aren't covered by existing service or proposed circulator services, such as Mariner West – Burnt Store Road, Mariner East, North Lehigh Acres, Easy Bonita Springs, and Harlem Heights.

New services include proposed passenger rail along 32 miles of the SGLR Corridor; proposed Bus Rapid Transit along US 41, Colonial Boulevard, and Palm Beach Boulevard; proposed Express Service from Cape Coral, from Charlotte County, along Colonial Boulevard, in Lehigh Acres, and to Pine Island; and new local services are proposed on McGregor and Ben Hill Griffin Parkway.

BICYCLE, PEDESTRIAN, AND MULTI-USE TRAIL FACILITY PROJECTS

The Needs Plan bicycle, pedestrian, and multi-use trail facility projects were identified through an updated Lee County Bicycle and Pedestrian Plan. Many of the projects have been completed since the Plan's last update in 2011. In fact, in the last four years, Lee County increased its bicycle and pedestrian facilities by 130 miles or 18 percent. Still, more than \$74 million in projects were identified as needs. This represents 153 miles of bicycle, pedestrian, and multi-use trail facilities throughout Lee County.

This plan includes all bicycle and pedestrian projects in Lee County that propose to use state and/or federal funding for implementation. Local agencies and fund bicycle and pedestrian projects through local sources, and those projects are not listed in this plan.

All Needs Plan projects are listed in Appendix A.



AUTOMATED VEHICLES

Technology is advancing rapidly, and the Lee MPO is staying up to date with changing policies and partnership opportunities. Its largest potential partner, FDOT, is actively engaged in research and data collection through passengEr vehicle and freight pilot projects.

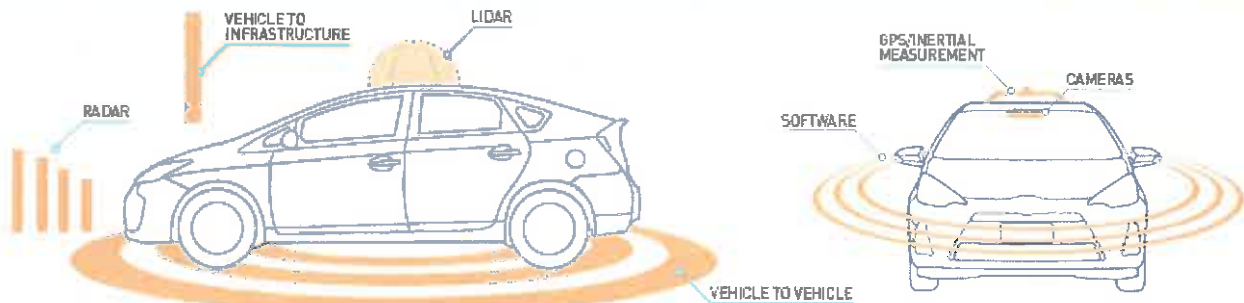
Passenger vehicles in the Tampa Bay area are being tested with Advanced Driver Assistance Systems. One hundred vehicles, including transit vehicles, have been equipped with GeoTab (data collection device). Fifty vehicles use MobilEye devices that assist the driver with daylight bicycle and pedestrian collision warning; forward collision warning, both in highway and urban areas, including motorcycle detection; lane departure warning; headway monitoring and warning.

The devices are currently collecting data. With its elevated and reversible lanes, Tampa's Selmon Expressway offers a perfect test bed for autonomous vehicles with support from U.S. Department of Transportation and FDOT where research is underway of wireless communications, vehicle sensors, and global positioning systems to provide drivers with better real time travel information. According to FDOT, it is the only transportation center based operational test bed in the country.

The freight delivery pilot project focuses on the floral industry through Miami International Airport, a multi-billion dollar industry; 2/3 of all flowers consumed in the U.S. are imported through MIA.

The outcomes of these studies and other future opportunities have the potential to change the future of Lee County's transportation entirely. The necessary policies, regulations, and cooperative agreements are needed to support this innovation and determine impacts to local transportation plans.

IHS Automotive, a global marketing group, predicts that by 2030, 92 percent of the US automobile fleet will be equipped with self-driving features.



Source: Florida Automated Vehicles, 2015.





CHAPTER 6

THE 2040 COST FEASIBLE PLAN

CHAPTER 6: THE 2040 COST FEASIBLE PLAN

DEFINING THE 2040 COST FEASIBLE PLAN

Note: Cost Feasible Plan projects are presented in year of expenditure (YOE).

The projects selected for inclusion in the Cost Feasible Plan are the result of the process that identified potential cost feasible projects based on their performance against the established set of evaluation criteria. The best performing projects for each mode were then balanced against the revenue forecasted over the next 25 years and vetted for public opinion to arrive at the Cost Feasible Plan. Project size and geography were also considered.

The Cost Feasible Plan reflects approximately \$3 billion (YOE) worth of implementable projects. Improvements between 2015 and 2020 are considered committed projects, as they are already funded in the work program. These projects are included in the Existing Plus Committed list in Appendix B. Table 4 shows the Cost Feasible Plan summary; all Cost Feasible Plan projects are listed in Appendix B.

ROAD/HIGHWAY PROJECTS

The roadway element of the LRTP represents a significant investment in roadway capacity and improvement projects. The major roadway projects included in the Cost Feasible Plan support economic growth, provide for a balanced multimodal

Figure 12: Cost Feasible Road and Highway Projects



transportation network, and improve the safety and security for the Lee County community. The Cost Feasible Plan includes \$2.0 billion (YOE) in roadway expansion projects. Highlights of the proposed Cost Feasible roadway projects include:

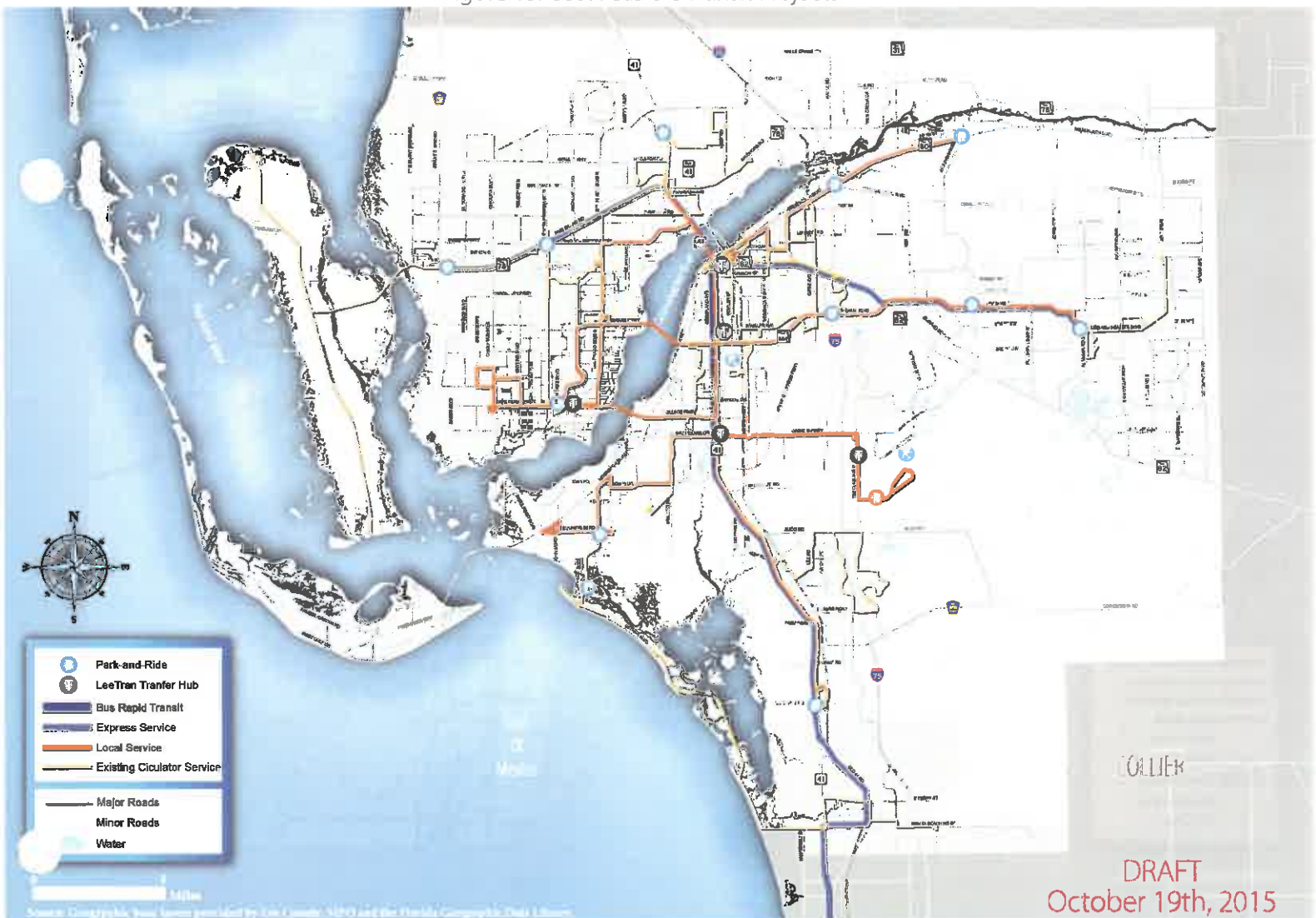
- Burnt Store Road from Van Buren Parkway to the Charlotte County line;
- Alico Connector from Alico Road to SR 82;
- SR 82 from Shawnee Road to the Hendry County line;
- Big Carlos Bridge replacement;
- Hanson Street extension from Veronica Shoemaker Boulevard to Ortiz Avenue; and
- Corkscrew Road from Ben Hill Griffin Parkway to Alico Road.

Figure 12 shows the committed roadway improvements.

TRANSIT PROJECTS

The Cost Feasible Plan includes \$190 million (YOE) for transit capital (including vehicles, station amenities, and other infrastructure) and \$770 million (YOE) for operations and maintenance. This includes continued operations as well as expanded services such as bus rapid transit (BRT), Express, and Improved Local Bus Service. Figure 13 shows the Cost Feasible transit projects.

Figure 13: Cost Feasible Transit Projects



DRAFT
October 19th, 2015

BICYCLE, PEDESTRIAN, AND MULTI-USE TRAIL FACILITY PROJECTS

The Cost Feasible Plan includes \$40 million (YOE) for bicycle, pedestrian, and multi-use trail facility projects identified in the Lee County MPO Bicycle and Pedestrian Plan and scheduled for funding and implementation through the current bicycle and pedestrian project prioritization process. This total cost includes only projects identified separately from roadway projects. Bicycle and pedestrian improvements to be built as part of roadway projects are included in the total cost for road/highway projects. Figure 14 shows the Cost Feasible Plan bicycle, pedestrian, and multi-use trail projects. These projects reflect a ten-year plan as opposed to the roadway and transit projects planned for a future 25 years away.

The cost affordable projects are the 35 bike and pedestrian projects that are feasible from an economic perspective. This set of projects will make walking and biking in Lee County safer and more comfortable and convenient.

Among the cost affordable projects, there are 18 shared use paths totaling 47 miles. Several of the shared use paths will add dedicated walking and biking facilities along arterials, such as Summerlin Road, North River Road, and Westgate Boulevard. Without a separated facility, these corridors are often barriers between destinations for people on foot or bike. Completing these projects will fill in bicycle and pedestrian network gaps and provide important connections between cities, towns, and neighborhoods.

Figure 14: Cost Feasible Bicycle, Pedestrian and Multi-Use Trail Projects



DRAFT
October 19th, 2015

There are 24.3 miles of sidewalk, distributed over 15 different projects. These projects add the basic infrastructure required to accommodate walking trips, and will make people more comfortable choosing to walk for transportation or recreation.

Bike lanes along Buckingham Road and Joel Boulevard total roughly 3.5 miles. These projects will add dedicated bike facilities along north-south roadways that connect Palm Beach Boulevard to the rural and residential areas immediately to the south.

CONGESTION MANAGEMENT PROCESS PROJECTS

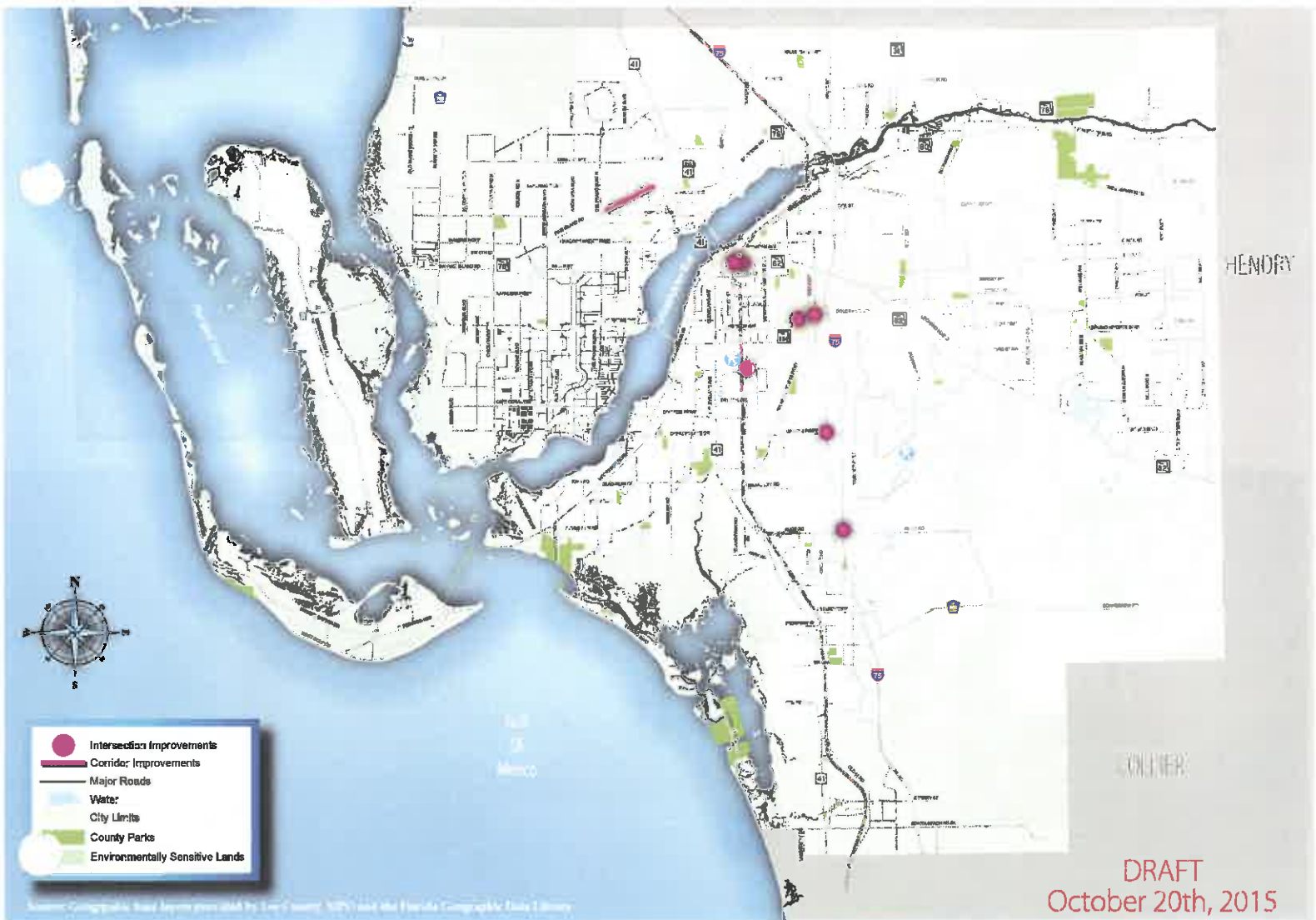
The Cost Feasible Plan includes \$10 million (YOE) for implementing congestion management strategies on the

corridors and intersections with the most relative congestion. Specific projects for each corridor or intersection will be prioritized and selected through the Congestion Management Process (CMP) and identified for funding in the County's five-year Transportation Improvement Program.

The highest priority hotspot in Cape Coral is located at the intersection of Veterans Parkway and Del Prado Boulevard. This location is expected to be fully congested by the year 2030. Del Prado Boulevard and Veterans Parkway to the west are constrained roadways so additional capacity is not an option.

There are several hotspots in Fort Myers. Daniels Parkway between US-41 and Metro Parkway is one of the highest scored hotspots and corresponds to a fully congested 2030 constrained roadway. Therefore, this location is a good

Figure 15: Cost Feasible Congestion Management Process Projects



candidate for congestion management strategies.

One of the highest scored hotspots in Bonita Springs is located on Old US-41 between Terry Street and Bonita Beach Road. This location is expected to be fully congested in 2030 and is a constrained roadway. The City of Bonita Springs is addressing these issues by currently revitalizing the corridor with bicycle pedestrian facilities, parking spaces, transit amenities, and roundabouts at the intersections of Old 41 and Terry Street and Old 41 and Pennsylvania Road.

Other projects identified for CMP improvement are shown in Figure 15 and listed in Appendix B.

The intersections and corridors with the highest number of crashes were also identified and will benefit from CMP safety and operation strategies to prevent future crashes and to more quickly address the crashes that do occur, thereby reducing congestion.

A public survey tool helped identify the projects or project types most desired by the survey participants in the fall of 2015. Chapter 7 describes the Public Involvement efforts in greater detail.

Bike and Pedestrian Needs

1. Sidewalks
2. Bike Lanes
3. Shared Use Paths
4. Off Road Trails
5. Facilities Near Schools

Transit Needs

1. Airport Service
2. Improved Frequencies
3. Bus Rapid Transit on US 41
4. Express Bus to Cape Coral
5. Express Bus to Lehigh Acres

Roadway Needs

1. Three Oaks Extension
2. Widen Corkscrew Road
3. Major Intersection at Colonial and Summerlin
4. Interchange at I-75 and Colonial
5. Widen Old US 41



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What is the
transportation Plan?

15 years for the 25 year planning
through 2040

all types of travel including driving,
public transportation, and freight

do we need this plan?

transportation needs change over time
funded by the Federal Highway Administration
funded with federal and/or state monies
to be included and analyzed within the plan
back for creating a desirable place to





CHAPTER 7

PUBLIC INVOLVEMENT

CHAPTER 7: PUBLIC INVOLVEMENT

The Lee County 2040 Transportation Plan included a public involvement effort with the primary purpose to have a meaningful dialogue, in-person and online, with the public regarding the needs and priorities of the community.

The public, MPO stakeholders, and MPO Committees and Board were involved throughout the process beginning in the fall of 2013. The public was welcome at all workshops and meetings throughout the 2040 Transportation Plan process. Counting public meetings and monthly MPO meetings in 2015, the public and stakeholders had the opportunity to be involved in-person at nearly 70 meetings. In addition to meetings, there were many online and mobile-friendly ways to stay informed, become involved, and have voices heard.

The public was involved first during the 2040 Land Use Scenario Plan (which included population and employment forecasts) and then during the 2040 Transportation Plan needs development. The topics were congested and constrained roadways, and needed transportation projects for bicycle and pedestrian, transit, and roadway improvements through the next 25 years. During the priorities development and refinement, the public was asked to select their top five projects identified from the needs development. They were also asked to suggest other projects or types of projects that were not already identified.

Appendix D includes summaries of the 2040 Transportation Plan Public Workshops, comments received from the project

Figure 16: Participants at the first workshop.



website, and results and comments from the interactive online survey. The full description of the Lee 2040 Transportation Plan public involvement efforts will be included in the Lee 2040 Transportation Plan document with a comprehensive comment database, complete reporting from the Lee 2040 Transportation Plan online survey, and an image gallery.

IN-PERSON ENGAGEMENT

PUBLIC WORKSHOP #1

The first public workshop for the 2040 Transportation Plan was held on June 16, 2015, at the North Fort Myers Public Library. The workshop began at 5:30 p.m. and was attended by approximately 50 residents, stakeholders, and members of the media (Figure 16). Throughout the two-hour workshop attendees were given the opportunity to learn about the 2040 Transportation Plan, project schedule, vision, goals, evaluation criteria for long range transportation projects, and why long range planning is an important and required step in the ability to receive federal funding for future transportation investments. Fifteen minutes into the workshop Don Scott, Lee County MPO Executive Director, gave a presentation covering Lee County's transportation needs for the next 25 years, as well as the financial constraints that must be considered when prioritizing projects for future funding and implementation.

Before and after the presentation, attendees were also given the opportunity to participate in two hands-on workshop

Figure 17: Participants show where improvements would have the most impact.



activities. The first activity asked attendees to choose their preferred transportation solutions. Attendees were given five green dots and were asked to put them near the solution or solutions they most want in the future. The transportation solutions consisted of new alignments and additional lanes; technology to address congestion; economic/freight development; bike lanes, multi-use trails, sidewalks, and crosswalks; aesthetics; maintain infrastructure; transit improvements; and operational/intersection improvements. The most preferred transportation solution was bike lanes, multi-use trails, sidewalks, and crosswalks. The second activity asked attendees to draw on a map to show where they want to see improvements in Lee County (Figure 17). Attendees could either draw on the map themselves or have a staff member draw on it for them, and the boards were placed on a round table so participants could easily approach the map. Over 70 map comments were collected.

PUBLIC WORKSHOP #2

The second public workshop was held on August 25, 2015, at the Estero Recreation Center. The workshop began at 5:00 p.m. and was attended by approximately 70 residents, stakeholders, and members of the media. Fifteen minutes into the two-hour workshop Don Scott, Lee County MPO Executive Director gave a presentation about the bike/ped, transit, and roadway needs that scored the most favorably once the project evaluation criteria were applied. Before and after the presentation

Figure 18: The second workshop offered a hands-on web kiosk.



attendees were given the chance to walk around the room, test out the interactive online survey (Figure 18), and discuss the projects or areas of concern with MPO staff (Figure 19).

The online survey went live before the workshop so attendees could be the first to formally take the survey. The main objective of the survey was to ask respondents which bike/ped, transit, and roadway projects they prefer the most and should be a priority to receive available funding. As a reminder to visit the project website and take the survey, stickers were provided to workshop attendees who signed in at the welcome table or visited the web kiosk to make sure their voices are heard. In addition, if attendees happened to take the survey while visiting the web kiosk or via their own smartphones, stickers were given to them so they could show others they made their voices count.

Refer to Appendix D for a complete summary of the public workshops.

ONLINE ENGAGEMENT

ONLINE SURVEY - LAND USE SCENARIO

The Lee County MPO engaged in its own scenario planning project beginning in 2013 that supports the development of the 2040 Transportation Plan. An online interactive survey, created on the MetroQuest platform that specializes in creating quick and efficient web-based planning surveys was

Figure 19: Staff was available to discuss specific areas of concern.



used to gather preferences on the scenarios from residents and stakeholders in the community. The online survey asked participants to rank priorities and rate the alternative land use scenarios. Survey participants could also contribute written comments. The survey was successful, partly due to its highly visual and interactive displays that allowed participants to easily identify priorities and weigh in on the alternative land use scenarios.

The MetroQuest Land Use Scenario survey (Figure 20) was available to participants for six weeks from mid-February to early April 2014. During that time, 2,564 people visited the site, and a total of 1,227 individuals participated in the survey. The survey allowed users to share optional information about themselves such as their zip code, occupation, and age group. A significant majority (exact number/percentage) of people who participated were 55 and older, just over half worked outside of their home, and one third were retired.

As mentioned in Chapter 2, the top five priorities identified by respondents were 1) walking and biking, 2) water conservation, 3) less driving, 4) preserve rural land, and 5) access to transit. A vast majority of respondents chose the Transit-Focused scenario with over half giving it a five-star rating.

The Lee 2040 Land Use Scenarios online survey is closed; however, the demo site can be accessed via <http://p1.leempo.v6.metroquest.com/>.

Figure 20: The Land Use Scenario Survey



PROJECT WEBSITE

A website specific to the 2040 Transportation Plan (Figure 21) was created in early 2015 to provide a central, consistent source for project information and updates. The project website is an effective method of communication and was constantly updated as new information was available and public meetings were announced. It served as the central location to access the 2040 Transportation Plan online survey.

The project website also allowed users to submit comments, suggest a project idea for a transportation need, add themselves to the project mailing list, find MPO and staff contact information, access web links to other partners and social media accounts, and read up on the latest press and media related information. The project website also served as a repository for project related maps, plans, supporting documents, and meeting agendas and presentations.

Existing websites of partner agencies or area municipalities to post information about the 2040 Transportation Plan can also be used as an effective means of notification and awareness.

Project deliverables were posted on the MPO website to ensure all public materials are available to the public. This will include public workshop event materials and summaries, surveys or questionnaires, and draft sections of the 2040 Transportation Plan. Visitors to the MPO website will have an opportunity to comment and provide ideas and suggestions throughout the development of the 2040 Transportation Plan.

The Lee County 2040 Transportation Plan project website can be accessed via <http://2040transportationplan.leempo.com/>

Figure 21: The 2040 Transportation Plan Website



ONLINE SURVEY – 2040 TRANSPORTATION PLAN

Projects built in our future begin with conversations today. In order to find out where the public thinks investments should be made to move people and goods in Lee County, an interactive online survey was created to ask the simple yet essential question: what's important to you?

After great success with the land use scenario online outreach, a second survey was created on the MetroQuest platform (Figure 22). This interactive and online survey helped the MPO to ask questions in a more creative, simple, public-friendly, and visually appealing way. The questions included:

- Which bike and pedestrian needs are the most important?
- Which transit projects are the highest priorities?
- Which roadway projects should be a priority for implementation in the next 25 years?

Survey respondents could also suggest a different project or type of project and were given the option of commenting on each specific transportation project.

The survey went live a few days before the August 2015 public workshop and was formally unveiled for workshop attendees at the web kiosk. The survey closed after eight weeks of online participation and received 929 visits with close to 560, or 60 percent of visitors, providing data. The survey was promoted via the project website, the project mailing list, and the help of many MPO Committee members, business stakeholders, as well as through the BikeWalkLee blog and by many Lee County departments and staff.

Four hundred and thirty-four comments were received with 24 percent of visitors providing comments. Optional demographic data was collected from survey responders, and the most common age to take the survey was between 45 and 54 years of age (25 percent of respondents). It should be noted that this age is a little younger than the majority of the land use scenario survey respondents (55+).

Fifty-eight percent of responders who answered the optional questions work outside of their home, 29 percent are retired, and 10 percent work at or from their home. Thirty percent of survey responders who answered the optional questions have a daily commute length of 21 to 30 minutes while 24 percent have a commute of only 10 minutes or less. Two-thirds of those who chose to answer the optional questions drive alone to work and five percent bike to work. The most common zip codes include 33928 (29 percent), 33967 (12 percent), and zip codes 34135 and 33901 each had five percent.

A summary of the survey results, optional demographic data, and all comments received can be found in Appendix D.

The Lee County 2040 Transportation Plan online survey has now closed, but the demo site can be accessed via <https://lee2040-2draft.metroquest.com/>.

Comments on this summary report and overall plan will be collected and considered through December 18, 2015, the targeted adoption date. Send comments to jlimbaugh@leempo.com or through www.2040transportationplan.leempo.com.

Figure 22: The 2040 Transportation Plan Survey





APPENDICES

- A - 2040 NEEDS PLAN PROJECTS
- B - 2040 COST FEASIBLE PROJECTS
- C - REVENUE PROJECTION SOURCES
- D - PUBLIC INVOLVEMENT SUMMARIES

APPENDIX A

2040 NEEDS PLAN PROJECTS

Needs Plan: Road Projects

Facility	From	To	Improvement		Cost (millions)
			From (# of lanes)	To (# of lanes)	
1st Street	Fowler St	Palm Beach Blvd	Two way		\$ 5.50
23rd Street SW	Gunnery Rd	Beth Stacey Blvd	2	4	\$ 85.70
2nd Street	Fowler St	Palm Beach Blvd	Two way		\$ 5.50
40TH Street	End of 40th Street	Alabama	New 2 Lanes		\$ 4.51
Alabama Street	SR 82	Homestead Rd	2	4	\$ 70.10
SR 78	W. of Santa Barbara	East of Pondella	4	6	\$ 36.80
Alico Connector	Alico	SR 82	New 4 Lanes		\$ 51.70
Alico Road	Ben Hill Griffin	Airport Haul Road	2	4	Committed
Alico Road	Airport Haul Road	Alico Connector	2	4	\$ 33.10
Alva Drawbridge			Reconstruct Bridge		\$ 26.00
Andalusia Boulevard	Pine Island Road	Tropicana Parkway	4	6	\$ 6.90
Andalusia Boulevard	Jacaranda Parkway	Kismet Parkway	New 4 Lanes		\$ 26.30
Bell Boulevard	SR 82	Leeland Heights Blvd	2	4	\$ 112.20
Beth Stacey Boulevard	23rd St SW	Homestead Rd	2	4	\$ 21.80
Big Carlos Bridge	Bridge Replacement		Reconstruct Bridge		\$ 30.10
Big Hickory Pass Br			Reconstruct Bridge		\$ 12.10
Bonita Beach Road	I-75	Bonita Grande Drive	4	6	\$ 19.00
Bonita Grande Drive	Terry Street	Bonita Beach Road	2	4	\$ 20.40
Buckingham Road	Orange River Blvd.	SR 80	2	4	\$ 82.30
Buckingham Road Bridge	Over the Orange River		Reconstruct Bridge		\$ 3.00
Burnt Store Road	Pine Island Road	Van Buren Parkway	2	4	Committed
Burnt Store Road	Van Buren Parkway	Charlotte Co. Line	2	4	\$ 89.50
Cape Coral Bridge			Reconstruct Bridge		\$ 85.40
Chiquita Boulevard	Pine Island Road	Cape Coral Parkway	4	6	\$ 72.60
Colonial	at Summerlin		Intersection		Unknown
Constitution Circle Bridge	Over Mullock Creek		Reconstruct Bridge		\$ 1.00
Corkscrew Road	US 41	e/o Ben Hill Griffin Pkwy	4	6	\$ 62.60
Corkscrew Road	Ben Hill Griffin	Alico Road	2	4	\$ 76.40
Crystal Drive	US 41	Metro Pkay	2	3	\$ 5.80
Daniels Parkway	Gateway Blvd	SR 82	4	6	\$ 35.50
Del Prado Extension	e/o US 41	e/o Prarie Pines	2	4	Total Cost included below
Del Prado Extension	I-75	SR 31	New 4 Lanes		\$ 263.20
Del Prado Extension	Mellow Dr	I-75	New 2 Lane		\$ 29.00
Diplomat Parkway	Burnt Store Road	US 41	4 Lane Divided	Limited Access	\$ 58.00
East West	Ben Hill Griffin	Airport Haul Road	New 2 Lanes		\$ 31.10
Edison Avenue	US 41	Fowler St	2	4	\$ 11.00

Facility	From	To	Improvement		Cost (millions)
			From (# of lanes)	To (# of lanes)	
Estero	Segment 4		Reconstruction		Committed
Estero	Segment 5		Reconstruction		\$ 7.75
Estero	Segment 6		Reconstruction		\$ 7.75
Estero Ext.	Ben Hill Griffin	Corkscrew Road	New 2 Lanes		\$ 44.90
Fowler Street	Metro/Fowler	SR 82			Improvement Unknown
Garden Boulevard	North of DeNavarra Parkway	NE 23rd Place	2	4	\$ 12.70
Gunnery Road	Lee Blvd	Buckingham Rd	2	4	\$ 35.90
Hancock Bridge Parkway Bridge			Reconstruct Bridge		\$ 3.00
Hanson Extension	Veronica Shoemaker	Ortiz Avenue	New 4 Lanes		\$ 34.10
Hanson Street	Evans Avenue	Veronica Shoemaker	2	4	\$ 22.40
Hanson Street	US 41	Fowler St	2	4	\$ 12.70
Harbor Drive Bridge	Over Boca Grande Canal		Reconstruct Bridge		\$ 1.00
Homestead Road	Milwaukee	Sunrise	2	4	\$ 28.90
Joel Blvd	17th St	Palm Beach Blvd	2	4	\$ 53.00
Homestead Road	Sunrise	Alabama	2	4	Committed
Homestead Road	SR 82	Milwaukee	2	4	\$ 35.90
I-75	at SR 884		Interchange		\$ 70.00
I-75	at Corkscrew Road		Interchange		\$ 78.00
I-75	at Bonita Beach Rd		Interchange		\$ 91.40
I-75	Collier Co. Line	Luckett Road	6	8	\$ 255.83
I-75	at Daniels Parkway		Interchange		\$ 91.90
Intermodal Freight Terminal	Rail/Truck at Hanson/Veronica Shoemaker				\$ 3.00
Jacaranda Parkway	Old Burnt Store Road	Burnt Store Road	New 2 Lane		\$ 22.50
Kismet Parkway	NW 18th Avenue	Chiquita Boulevard	2	4	\$ 5.00
Kismet Parkway	Burnt Store Road	El Dorado Parkway	New 4 Lanes		\$ 38.60
Leeland Heights Boulevard	Lee Blvd	Bell Blvd	4	6	\$ 37.40
Leonard Boulevard	Lee Blvd	Gunnery Rd	2	4	\$ 51.40
Little Carlos Pass Br.			Reconstruct Bridge		\$ 10.10
Little Pine Island			Reconstruct Bridge		\$ 10.10
Littleton Road	NE 24TH	Business 41	2	4	\$ 39.10
Littleton Road	US 41/N. Tamiami Trl	SR 78	New 2 Lane		\$ 50.70
Livingston/Imperial Parkway	Collier Co. Line	Bonita Beach Road	4	6	\$ 12.70
Luckett Road	Ortiz Avenue	I-75	2	4	\$ 6.60
Luckett Road ext.	Sunshine Blvd	Hendry County Line	New 4 Lanes		\$ 126.20
Luckett Road ext.	Buckingham Rd	Gunnery Rd	New 4 Lanes		\$ 32.70
Luckett Road ext.	Gunnery Rd	Sunshine Blvd	2	4	\$ 68.20

Facility	From	To	Improvement		Cost (millions)
			From (# of lanes)	To (# of lanes)	
Lockett Road ext.	e/o I-75	Buckingham Rd	New 4 Lanes		\$ 118.40
Metro Parkway	Daniels Parkway	South of Winkler Avenue	4	6	\$ 67.50
NE 24th Avenue	Pondella Road	Garden Boulevard	2	4	\$ 48.20
NE 24th Avenue	Garden Boulevard	Del Prado Boulevard	New 4 Lanes		\$ 26.90
Nelson Road North	Embers Parkway	Tropicana Parkway	2	4	\$ 9.60
New Pass Bridge			Reconstruct Bridge		\$ 15.60
North Airport Rd Extension	Metro Parkway	Plantation Road	New 2 Lane		Committed
Old US 41	Bonita Beach Road	Collier Co. Line	2	4	\$ 18.40
Del Prado Extension	US 41	I-75	New 4 Lanes		Total Cost included in Extension between I-75 and SR 31
Orange River Road	Buckingham Rd	SR 80	2	4	
Orange River Road Bridge			Reconstruct Bridge		\$ 2.00
Ortiz Avenue	Martin Luther King	Lockett Road	2	4	\$ 9.30
Ortiz Avenue	Colonial Blvd	SR 82 (MLK)	2	4	\$ 13.30
Ortiz Avenue	Lockett Road	SR 80	2	4	\$ 13.40
Pine Island Road	Del Pine Dr	Hancock Creek Blvd (NE 24th Ave)	4	6	\$ 11.40
Pine Island Road Bridge	Over Porpoise Pass Canal		Reconstruct Bridge		\$ 3.00
Pine Island Road Bridge	Over Pine Island Creek		Reconstruct Bridge		\$ 3.00
Rail Intermodal Yard	Alico Road				\$ 8.00
River Road Bridge 1	Over Millers Gulley		Reconstruct Bridge		\$ 0.75
River Road Bridge 2	Over Spansih Creek		Reconstruct Bridge		\$ 0.75
River Road Bridge 3	Over Fichters Creek		Reconstruct Bridge		\$ 0.75
River Road Bridge 4	Over Cypress Creek		Reconstruct Bridge		\$ 0.75
San Carlos Boulevard	Reconstruction/Transit, Pedestrian, and Capacity Improvements		TBD		Unknown
Sandy Lane Extension	Strike Lane	Pelican Colony	New 2 Lanes		\$ 23.43
Signal Interconnection	Phase III		Signal		\$ 8.00
SR 31	SR 80	Charlotte Co. Line	2	4	\$ 58.10
SR 78	Business 41	I-75	4	6	\$ 70.80
SR 78	Chiquita Boulevard	w/o Santa Barbara	4	6	\$ 26.50
SR 78	24th Ave	US 41	4	6	\$ 19.90
SR 78	US 41	Business 41	4	6	\$ 14.60
SR 80	SR 31	Buckingham Rd	4	6	\$ 61.50
SR 82	Colonial Blvd/Lee Blvd	Shawnee	2	6	Committed
SR 82	Alabama	Homestead	4	6	\$ 35.30
Stingfellow Road Bridge	Over Monroe Canal		Reconstruct Bridge		\$ 1.00
SR 82	at Colonial Blvd		Intersection		Unknown
SR 82	Shawnee	Alabama	2	6	\$ 35.30

Facility	From	To	Improvement		Cost (millions)
			From (# of lanes)	To (# of lanes)	
SR 82	at Daniels Parkway/Gunnery Road		CFI		Included in Lee to Shawnee Widening
SR 82	Homestead	Hendry County Line	2	4	\$ 31.10
SR 82	Michigan Avenue	Ortiz Avenue	5	6	\$ 2.10
Sunshine Blvd	SR 82	Lee Blvd	2	4	\$ 41.50
Surfside Boulevard	Trafalgar Parkway	Pine Island Road	New 4 lanes		\$ 36.30
Terry Street	Bonita Grande Drive	West of Imperial Parkway	2	4	\$ 28.70
Three Oaks Ext.	North of Alico Road	Daniels Parkway	New 4 lanes		\$ 40.30
Traffic Operations Center					\$ 5.70
Transportation Enhancement Box	Bike/Ped/CMP/Transit				\$ 89.30
Tropicana Parkway	Chiquita Boulevard	Nelson Road	2	4	\$ 19.50
US 41/Daniels Parkway	Intersection		Intersection		Unknown
Veronica Shoemaker	Michigan Avenue	SR 80	2	4	\$ 19.00
Veterans	at Santa Barbara		Overpass		\$ 30.10
Williams Road	US 41	Three Oaks Parkway	2	4	\$ 17.80
Winkler Road	Gladiolus Drive	Cypress Lake Drive	2	3	\$ 11.80
Total					\$ 4,039.67

PROJECT NO.	ROADNAME	GAP TYPE	LENGTH (FT)	FROM	TO	JURISDICTION	IMPROVE. TYPE	TOTAL SCORE	SAFETY	CONNECT-IVITY	MOBILITY	ECONOMIC IMPACT	COST/ FT	SIDE OF ROAD	TOTAL COST
1	SR 80 (PALM BEACH BLVD)	BOTH	87,989	LEXINGTON AVE	COUNTY LINE	STATE	MULTI-USE PATH	16	4	4	4	4	\$102	2	\$17,949,818
2	SR 78 (PINE ISLAND RD)	BOTH	22,634	VETERANS PKWY	SANTA BARBARA BLVD	STATE	MULTI-USE PATH	16	4	5	3	4	\$102	2	\$4,617,399
3	SR 78 (BAYSHORE RD)	ONESIDE	6,769	N TAMIAMI TRL	WHALEYS DR	STATE	MULTI-USE PATH	15	4	4	3	4	\$102	1	\$690,480
4	SUMMERLIN ROAD	ONESIDE	13,112	PINE RIDGE RD	WINKLER RD	COUNTY	MULTI-USE PATH	15	4	4	3	4	\$102	1	\$1,337,433
5	VERONICA S SHOEMAKER BLVD	BOTH	8,290	MARION ST	MLK BLVD	FORT MYERS	MULTI-USE PATH	15	4	3	4	4	\$102	2	\$1,691,070
6	SR 78 (PINE ISLAND RD)	BOTH	28,859	STRINGFELLOW RD	VETERANS PKWY	COUNTY	MULTI-USE PATH	15	3	5	3	4	\$102	2	\$5,887,265
7	FOWLER ST	BOTH	18,314	FIRST ST	COLONIAL BLVD	STATE	BIKE LANE	15	4	4	3	4	\$100	2	\$3,662,804
8	PLANTATION RD	BOTH	4,157	DANIELS PKWY	BEN C PRATT SIX MILE CYPRESS	COUNTY	MULTI-USE PATH	15	4	4	3	4	\$102	2	\$848,006
9	PLANTATION RD	BOTH	4,157	DANIELS PKWY	BEN C PRATT SIX MILE CYPRESS	COUNTY	BIKE LANE	15	4	4	3	4	\$100	2	\$831,379
10	US 41 (N TAMIAMI TRL)	BOTH	8,991	PINE ISLAND RD	BRIDGE	STATE	BIKE LANE	15	4	4	3	4	\$100	2	\$1,798,226
11	CYPRESS LAKE DR	BOTH	5,011	SUMMERLIN RD	S CLEVELAND AVE	COUNTY	BIKE LANE	15	4	4	3	4	\$100	2	\$1,002,222
12	PLANTATION RD	BOTH	12,303	IDLEWILD ST	DANIELS PKWY	COUNTY	SIDEWALK	14	3	4	3	4	\$44	2	\$1,082,648
13	LEE BLVD	ONESIDE	10,679	SR 82	SUNSHINE BLVD	STATE	MULTI-USE PATH	14	3	4	3	4	\$102	1	\$1,089,283
14	FOWLER ST	BOTH	6,344	MLK BLVD	HANSON ST	STATE	SIDEWALK	14	4	3	3	4	\$44	2	\$558,310
15	SR 78 (PINE ISLAND RD)	BOTH	25,788	SANTA BARBARA BLVD	HERRON RD	COUNTY	MULTI-USE PATH	14	4	3	3	4	\$60	2	\$3,094,521
16	CAPE CORAL BRIDGE RD	BOTH	10,162	SE 17TH PL	MCGREGOR BLVD	COUNTY	MULTI-USE PATH	14	3	4	3	4	\$102	2	\$2,073,065

1	SR 80 (PALM BEACH BLVD)	BOTH	87,989	LEXINGTON AVE	COUNTY LINE	STATE	MULTI-USE PATH	16	4	4	4	4	\$102	2	\$17,949,818
17	SANIBEL CAUSEWAY	BOTH	15,301	CAUSEWAY BLVD	MCGREGOR BLVD	COUNTY	MULTI-USE PATH	14	1	6	3	4	\$102	2	\$3,121,404
18	MIDPOINT BRIDGE	BOTH	8,450	VETERANS PKWY	COLONIAL BLVD	COUNTY	MULTI-USE PATH	14	3	5	3	3	\$102	2	\$1,723,720
19	METRO PKWY	BOTH	6,834	COLONIAL BLVD	DANIELS PKWY	STATE	BIKE LANE	14	3	4	3	4	\$100	2	\$1,366,773
20	COLLEGE PKWY	BOTH	7,004	MCGREGOR BLVD	US 41	COUNTY	BIKE LANE	14	4	3	3	4	\$100	2	\$1,400,828
21	SAN CARLOS BLVD	BOTH	13,070	SUMMERLIN RD	MAIN ST	STATE	BIKE LANE	14	3	5	3	3	\$100	2	\$2,613,997
22	BONITA BEACH RD	BOTH	21,593	HICKORY BLVD	OLD 41 RD	COUNTY	BIKE LANE	14	3	4	3	4	\$100	2	\$4,318,501
23	SUMMERLIN RD/MCGREGOR BLVD	ONESIDE	11,176	SHELL POINT BLVD	KELLY COVE DR	COUNTY	MULTI-USE PATH	14	2	4	3	5	\$102	1	\$1,139,998
24	VERONICA S SHOEMAKER BLVD	BOTH	5,023	PATRICK AVE	MLK BLVD	FORT MYERS	MULTI-USE PATH	14	4	3	3	4	\$102	2	\$1,024,697
25	VERONICA S SHOEMAKER BLVD	BOTH	5,023	PATRICK AVE	MLK BLVD	FORT MYERS	BIKE LANE	14	4	3	3	4	\$100	2	\$1,004,605
26	ORTIZ AVE	BOTH	13,653	PALM BEACH BLVD	MLK BLVD	COUNTY	MULTI-USE PATH	14	3	3	4	4	\$102	2	\$2,785,248
27	ORTIZ AVE	BOTH	13,653	PALM BEACH BLVD	MLK BLVD	COUNTY	BIKE LANE	14	3	3	4	4	\$100	2	\$2,730,635
28	PLANTATION RD	BOTH	12,303	IDLEWILD ST	SIX MILE CYPRESS	COUNTY	BIKE LANE	14	3	4	3	4	\$100	2	\$2,460,563
29	US 41 (TAMIAMI TRAIL)	ONESIDE	8,297	HICKORY	BROADWAY	STATE	MULTI-USE PATH	13	2	4	3	4	\$102	1	\$846,294
30	GLADIOLUS DR	ONESIDE	3,979	MAIDA LN	S TAMIAMI TRL	COUNTY	MULTI-USE PATH	13	2	4	3	4	\$102	1	\$405,826
31	US 41 (TAMIAMI TRAIL)	ONESIDE	848	LYCHEE LN	CORKSCREW RD	STATE	SIDEWALK	13	3	3	3	4	\$44	1	\$37,319

1	SR 80 (PALM BEACH BLVD)	BOTH	87,989	LEXINGTON AVE	COUNTY LINE	STATE	MULTI-USE PATH	16	4	4	4	4	\$102	2	\$17,949,818
32	METRO PKWY	BOTH	2,279	LANDING VIEW RD	DANLEY DR	STATE	SIDEWALK	13	3	3	3	4	\$44	2	\$200,590
33	MAIN ST (SAN CARLOS ISLAND)	BOTH	2,918	BOCA VISTA CT	STRINGFELLOW RD	COUNTY	MULTI-USE PATH	13	2	5	3	3	\$102	2	\$595,371
34	MCGREGOR BLVD (SR 867)	BOTH	9,251	SANIBEL CAUSEWAY	SHELL POINT BLVD	COUNTY	MULTI-USE PATH	13	2	4	3	4	\$102	2	\$1,887,160
35	SR 31	BOTH	7,887	BAYSHORE RD	PALM BEACH BLVD	STATE	MULTI-USE PATH	13	3	5	3	2	\$102	2	\$1,608,849
36	SR 78 (PINE ISLAND RD)	BOTH	1,120	STRINGFELLOW	AVENUE B	COUNTY	MULTI-USE PATH	13	3	4	3	3	\$102	2	\$228,399
37	SR 867 (MCGREGOR BLVD)	BOTH	14,034	SUMMERLIN RD	SAN CARLOS BLVD (SR 865)	COUNTY	BIKE LANE	13	2	5	3	3	\$100	2	\$2,806,800
38	SR 867 (MCGREGOR BLVD)	BOTH	14,956	GLADIOLUS DR (CR 865)	CYPRESS LAKE DR	STATE	BIKE LANE	13	2	5	3	3	\$100	2	\$2,991,200
39	LEELAND HGTS BLVD	BOTH	8,279	LEE BLVD	JOEL BLVD	COUNTY	BIKE LANE	13	4	3	3	3	\$100	2	\$1,655,799
40	HICKORY BLVD	BOTH	11,329	ESTERO BLVD	BONITA BEACH RD	COUNTY	MULTI-USE PATH	13	3	4	3	3	\$102	2	\$2,311,184
41	CULTURAL PARK BLVD	BOTH	596	NE PINE ISLAND RD	NE PINE ISLAND LN	CAPE CORAL	SIDEWALK	12	3	2	3	4	\$44	2	\$52,410
42	ESTERO BLVD	BOTH	17,151	ESTRELLITA DR	HICKORY BLVD	COUNTY	MULTI-USE PATH	12	2	4	3	3	\$102	2	\$3,498,800
43	METRO PKWY	ONESIDE	484	WINKLER AVE	CENTER POINTE DR	STATE	SIDEWALK	12	3	2	3	4	\$44	1	\$21,300
44	VETERANS PKWY	BOTH	9,404	DEL PRADO BLVD	MIDPOINT BRIDGE	COUNTY	MULTI-USE PATH	12	3	3	3	3	\$102	2	\$1,918,316
45	ORANGE RIVER BLVD	BOTH	10,645	PALM BEACH BLVD	ELLIS RD	COUNTY	MULTI-USE PATH	12	3	2	4	3	\$102	2	\$2,171,544
46	DANLEY DR	BOTH	570	TEN MILE CANAL	METRO PKWY	COUNTY	MULTI-USE PATH	12	2	3	3	4	\$102	2	\$116,381

1	SR 80 (PALM BEACH BLVD)	BOTH	87,989	LEXINGTON AVE	COUNTY LINE	STATE	MULTI-USE PATH	16	4	4	4	4	\$102	2	\$17,949,818
47	CULTURAL PARK BLVD	BOTH	8,163	NE PINE ISLAND RD	SE 9TH ST	CAPE CORAL	BIKE LANE	12	3	4	3	2	\$100	2	\$1,632,694
48	DANLEY DR	BOTH	1,000	6TH ST	METRO PKWY	COUNTY	MULTI-USE PATH	12	2	3	3	4	\$102	2	\$204,000
49	VETERANS PKWY	BOTH	5,258	SANTA BARBARA BLVD	COUNTRY CLUB BLVD	COUNTY	MULTI-USE PATH	11	4	2	3	2	\$102	2	\$1,072,598
50	VETERANS PKWY	BOTH	1,559	SW 3RD PL	SW 2ND AVE (change to Santa Barbara Blvd?)	COUNTY	MULTI-USE PATH	11	4	2	3	2	\$102	2	\$318,020
51	ESTERO PKWY	BOTH	7,232	US 41	THREE OAKS PKWY	COUNTY	MULTI-USE PATH	11	2	2	3	4	\$102	2	\$1,475,240
52	HANSON ST	BOTH	1,717	INDUSTRIAL AVE	METRO PKWY	FORT MYERS	SIDEWALK	11	3	2	3	3	\$44	2	\$151,111
53	SR 78 (BAYSHORE RD)	BOTH	19,235	PARK 78 DR	SR 31	STATE	MULTI-USE PATH	11	1	4	3	3	\$102	2	\$3,923,872
54	METRO PKWY	BOTH	18,682	COLONIAL BLVD	CYPRESS LAKES DR	STATE	SIDEWALK	11	2	2	3	4	\$44	2	\$1,644,016
55	METRO PKWY	BOTH	3,716	HANSON ST	WAREHOUSE RD	STATE	SIDEWALK	11	2	2	3	4	\$44	2	\$326,973
56	COUNTRY CLUB BLVD	BOTH	25,956	NICHOLAS PKWY	PALM TREE BLVD	CAPE CORAL	BIKE LANE	11	3	3	3	2	\$100	2	\$5,191,290
57	OLD 41 RD	BOTH	9,472	S TAMIAMI TRL	COCKLESH ELL CT	BONITA SPRINGS	BIKE LANE	11	3	2	3	3	\$100	2	\$1,894,429
58	GUNNERY RD N	BOTH	9,090	BUCKINGHAM RD	LEE BLVD	COUNTY	BIKE LANE	11	4	2	3	2	\$100	2	\$1,817,902
59	NICHOLAS PKWY E	BOTH	991	CULTURAL PARK BLVD	COUNTRY CLUB BLVD	CAPE CORAL	BIKE LANE	11	2	3	3	3	\$100	2	\$198,134
60	OLD 41 RD	ONESIDE	1,108	S TAMIAMI TRL	STRIKE LN	BONITA SPRINGS	SIDEWALK	10	2	2	3	3	\$44	1	\$48,732
61	BURNT STORE RD	BOTH	46,249	COUNTY LINE	CEITUS PKWY	COUNTY	MULTI-USE PATH	10	2	3	3	2	\$102	2	\$9,434,790

1	SR 80 (PALM BEACH BLVD)	BOTH	87,989	LEXINGTON AVE	COUNTY LINE	STATE	MULTI-USE PATH	16	4	4	4	4	\$102	2	\$17,949,818
62	BELL BLVD S	BOTH	25,496	JOEL BLVD	SR 82	COUNTY	BIKE LANE	10	3	2	3	2	\$100	2	\$5,099,210
63	CAPE CORAL PKWY	BOTH	8,162	SANDS BLVD	CHIQUITA BLVD	CAPE CORAL	BIKE LANE	10	2	3	3	2	\$100	2	\$1,632,482
64	NORTH RIVER RD	BOTH	63,000	SR 31	COUNTY LINE	COUNTY	BIKE LANE	10	2	3	3	2	\$100	2	\$12,600,000
65	SAN CARLOS BLVD	BOTH	5,824	S TAMiami TRL	LEE RD	COUNTY	BIKE LANE	10	2	3	3	2	\$100	2	\$1,164,701
66	CAPE CORAL BRIDGE RD	BOTH	1,724	WAIKIKI AVE	BRIDGE	COUNTY	MULTI-USE PATH	10	3	2	3	2	\$102	2	\$351,714
67	VETERANS PKWY	ONESIDE	605	SW 11TH AVE	SKYLINE BLVD	COUNTY	MULTI-USE PATH	9	2	2	3	2	\$102	1	\$61,726
68	TREELINE AVE	ONESIDE	3,363	COLONIAL BLVD	PELICAN PRESERVE BLVD	COUNTY	MULTI-USE PATH	9	2	2	3	2	\$102	1	\$343,020
69	BELL BLVD S	BOTH	26,454	JOEL BLVD	SR 82	COUNTY	SIDEWALK	9	3	2	3	1	\$44	2	\$2,327,919
70	SANDS BLVD	BOTH	3,831	BEACH PKWY W	CAPE CORAL PKWY	CAPE CORAL	SIDEWALK	9	1	2	3	3	\$44	2	\$337,118
71	SR 82	BOTH	74,932	COLONIAL BLVD	COUNTY LINE	STATE	MULTI-USE PATH	9	1	3	3	2	\$102	2	\$15,286,218
72	CAPE CORAL PKWY W	BOTH	4,751	SAND BLVD	AGUALINDA BLVD	CAPE CORAL	SIDEWALK	9	1	2	3	3	\$44	2	\$418,078
73	JOEL BLVD	BOTH	30,293	PALM BEACH BLVD	E 6TH ST	COUNTY	SIDEWALK	9	1	3	3	2	\$44	2	\$2,665,787
74	JOEL BLVD	BOTH	8,033	PALM BEACH BLVD	TUCKAHOE RD	COUNTY	BIKE LANE	9	1	3	3	2	\$100	2	\$1,606,558
75	JOEL BLVD	BOTH	25,379	E 18TH ST	LEELAND HEIGHTS BLVD	COUNTY	BIKE LANE	9	2	2	3	2	\$100	2	\$5,075,859
76	CAPE CORAL PKWY E	BOTH	546	SANTA BARBARA BLVD	SE 1ST PL	CAPE CORAL	BIKE LANE	9	2	2	3	2	\$100	2	\$109,136
77	BUCKINGHAM RD	BOTH	28,899	PALM BEACH BLVD	GUNNERY RD	COUNTY	BIKE LANE	9	2	2	3	2	\$100	2	\$5,779,757
78	ORANGE RIVER BLVD	BOTH	10,645	PALM BEACH BLVD	ELLIS RD	COUNTY	MULTI-USE PATH	9	2	2	3	2	\$102	2	\$2,171,544
79	ORANGE RIVER BLVD	BOTH	10,645	PALM BEACH BLVD	ELLIS RD	COUNTY	BIKE LANE	9	2	2	3	2	\$44	2	\$936,744
80	E TERRY ST	BOTH	4,722	SOUTHERN PINES DR	BONITA GRANDE DR	BONITA SPRINGS	MULTI-USE PATH	8	0	3	3	2	\$102	2	\$963,256
81	BUCKINGHAM RD	BOTH	9,138	DRAWDY CT	BINGHAMPTON DR	COUNTY	SIDEWALK	8	1	2	3	2	\$44	2	\$804,138
82	SR 82	ONESIDE	3,144	SILVER BIRCH WAY	WALLACE AVE	STATE	MULTI-USE PATH	8	1	2	3	2	\$102	1	\$320,701
83	SR 82	BOTH	37,660	SUNSHINE BLVD S	COLUMBUS BLVD	STATE	MULTI-USE PATH	8	0	3	3	2	\$102	2	\$7,682,615

1	SR 80 (PALM BEACH BLVD)	BOTH	87,989	LEXINGTON AVE	COUNTY LINE	STATE	MULTI-USE PATH	16	4	4	4	4	\$102	2	\$17,949,818
84	E TERRY ST	BOTH	3,996	MORTON AVE	BONITA GRANDE DR	BONITA SPRINGS	MULTI-USE PATH	8	0	3	3	2	\$102	2	\$815,205
85	DANIELS PKWY	BOTH	29,075	SR 82	TREELINE AVE	COUNTY	MULTI-USE PATH	7	0	2	3	2	\$102	2	\$5,931,380
86	BUCKINGHAM RD	BOTH	12,565	PEACE RD	GUNNERY RD	COUNTY	SIDEWALK	7	0	2	3	2	\$44	2	\$1,105,748
87	US 41 (TAMIAMI TRAIL)	BOTH	647	N TAMIAMI TRL	DEL PRADO BLVD	STATE	BIKE LANE	7	0	2	3	2	\$100	2	\$129,404

TOTAL COST OF NEEDS PROJECTS IDENTIFIED

\$202,312,258

Lee County 2040 Transit Needs Plan - Weekday Service Improvements

Route #	Route Name	Existing Weekday				LRTP (2040) Weekday			
		Start	End	Service Hours	Frequency	Start	End	Service Hours	Frequency
		Existing Route Improvements							
5	Edison Mall to The Forum	6:05 AM	8:35 PM	14:30	80	6:05 AM	12:00 AM	17:55	20
10	Michigan & Marsh to Edison Mall	6:45 AM	10:00 PM	15:15	80	6:05 AM	12:00 AM	17:55	20
15	Tice St. & Ortiz Ave. to Rosa Parks	5:45 AM	9:30 PM	15:45	60	5:45 AM	12:00 AM	18:15	20
20	Dunbar to Roas Parks	5:30 AM	9:00 PM	15:30	35	5:30 AM	12:00 AM	18:30	20
30	Camelot Isles to Bell Tower Shoppes	6:05 AM	9:04 PM	14:59	60	6:05 AM	12:00 AM	17:55	20
40	Cape Transfer Center to Coralwood Mall	5:45 AM	8:15 PM	14:30	60-135	5:45 AM	12:00 AM	18:15	20
50	SW FL Airport to Summerlin Square	6:20 AM	9:45 PM	15:25	50-95	6:20 AM	12:00 AM	17:40	20
60	San Carlos Park to Gulf Coast Town Center	6:20 AM	9:57 PM	15:37	45-130	6:20 AM	12:00 AM	17:40	20
70	Cape Transfer Center to Rosa Parks	5:30 AM	10:26 PM	16:56	60	5:30 AM	12:00 AM	18:30	20
80	Bell Tower Shoppes to Edison Mall	6:40 AM	6:15 PM	11:35	100	6:40 AM	12:00 AM	17:20	20
100	Roas Parks to Riverdale	5:25 AM	10:00 PM	16:35	30	5:25 AM	12:00 AM	18:35	15
110	Edison Mall to Homestead Plaza	5:00 AM	10:04 PM	17:04	60	5:00 AM	12:00 AM	19:00	15
120	Edison Mall to Cape Transfer Center	6:00 AM	9:10 PM	15:10	80	6:00 AM	12:00 AM	18:00	20
130	Edison Mall to Summerlin Square	6:35 AM	9:05 PM	14:30	60	6:35 AM	12:00 AM	17:25	30
140	Merchants Crossing to Bell Tower	5:00 AM	10:07 PM	17:07	20	4:00 AM	12:00 AM	20:00	10
150	Bonita Grande to Lovers Key	6:49 AM	9:39 PM	14:50	90	6:00 AM	12:00 AM	18:00	30
160	Pine Island to Cape Coral (Weekday Only)	8:00 AM	5:50 PM	9:50	150	8:00 AM	10:00 PM	14:00	30
240	Bell Tower to Coconut Point Mall	6:00 AM	10:12 PM	16:12	40	6:00 AM	12:00 AM	18:00	20
400	Beach Park & Ride-Lovers Key (seasonal)	5:50 AM	9:00 PM	15:10	45	5:50 AM	12:00 AM	18:10	20
410	Beach Park&Ride-Lovers Key (04/30 - 01/06)	5:50 AM	10:20 PM	16:30	30	5:50 AM	12:00 AM	18:10	15
450	Bowditch Park to Lovers Key Trolley (01/22-02/04)	5:50 AM	10:20 PM	16:30	15-30	5:50 AM	12:00 AM	18:10	15
490	Bowditch Park to Lovers Key Trolley (02/05-04/19)	7:05 AM	8:45 PM	13:40	15-30	7:05 AM	12:00 AM	16:55	15
515	Summerlin Square to Bowdish Park (1/22-4/29)	5:15 AM	9:04 PM	15:49	60	5:15 AM	12:00 AM	18:45	30
590	North Fort Myers, Suncoast Estates Loop	5:15 AM	9:10 PM	15:55	60	5:15 AM	12:00 AM	18:45	30
595	North Fort Myers, Pondella Loop	4:49 AM	8:50 PM	16:01	60	4:49 AM	12:00 AM	19:11	30
500	Downtown Fort Myers (Mon-Thur)	11:00 AM	7:57 PM	8:57	20				
500	Downtown Fort Myers (Mon-Sun)	11:00 AM	10:57 PM	11:57	20	6:00 AM	12:00 AM	18:00	20
600	LinC Route	5:50 AM	7:15 PM	13:25	90	5:50 AM	12:00 AM	18:10	30
Proposed New Services									
New Rail Service									
	SGLR Corridor Rail					AM Peak	PM Peak	9:00	30
New BRT Services									
BRT01	US 41 BRT					5:00 AM	12:00 AM	19:00	10
BRT02	Palm Beach BRT					6:00 AM	12:00 AM	18:00	10
BRT03	MLK BRT					6:00 AM	12:00 AM	18:00	10
BRT04	Colonial BRT					6:00 AM	12:00 AM	18:00	10
New Express Services									
NE01	Lehigh Express					AM Peak	PM Peak	6:00	30
NE02	Charlotte Express					AM Peak	PM Peak	6:00	30
NE03	Pine Island Express					AM Peak	PM Peak	6:00	30
NE04	Colonial Express					AM Peak	PM Peak	6:00	30
NE05	Cape Coral Express					AM Peak	PM Peak	6:00	30
NE06								0:00	
NE07								0:00	
NE08								0:00	
New Local Services									
NT01	McGregor Blvd					6:00 AM	12:00 AM	18:00	30

Route #	Route Name	Existing				LRTP (2040)			
		Weekday				Weekday			
		Start	End	Service Hours	Frequency	Start	End	Service Hours	Frequency
NT02	Treeline/Ben Hill Griffin					6:00 AM	12:00 AM	18:00	30
NT03	Pine Island Road					6:00 AM	12:00 AM	18:00	30
NT04	Airport-Colonial Connector					6:00 AM	12:00 AM	18:00	30
305								0:00	
New Circulator Services									
NC01	Gunnery Rd Circulator					6:00 AM	12:00 AM	18:00	30
NC02	Estero Circulator					6:00 AM	12:00 AM	18:00	30
NC03	Research Diamond E Circulator					6:00 AM	12:00 AM	18:00	30
NC04	Research Diamond W Circulator					6:00 AM	12:00 AM	18:00	30
NC05	Chiquita Circulator					6:00 AM	12:00 AM	18:00	30
NC06	Heron Pond Apts Circulator					6:00 AM	12:00 AM	18:00	30
NC07	Gateway/Gunnery Circulator					6:00 AM	12:00 AM	18:00	30
NC08	Cape Coral Circulator					6:00 AM	12:00 AM	18:00	25
NC09	Bell Tower Shops Circulator					6:00 AM	12:00 AM	18:00	30
New Flex Services									
NF01	SR 82/CR 884					6:00 AM	10:00 PM	16:00	60
NF02	North Lehigh Acres					6:00 AM	10:00 PM	16:00	60
NF03	South Lehigh Acres					6:00 AM	10:00 PM	16:00	60
NF04	Veterans Pkwy/Skyline Blvd					6:00 AM	10:00 PM	16:00	60
NF05	Nicholas Pkwy/Academy Blvd					6:00 AM	10:00 PM	16:00	60
NF06	Mariner West - Burnt Store Rd					6:00 AM	10:00 PM	16:00	60
NF07	Mariner East					6:00 AM	10:00 PM	16:00	60
NF08	Harlem Heights					6:00 AM	10:00 PM	16:00	60
NF09	East Bonita Springs					6:00 AM	10:00 PM	16:00	60

Lee County 2040 Transit Needs Plan - Saturday Service Improvements

Route #	Route Name	Existing				LRTP (2040)			
		Saturday				Saturday			
		Start	End	Service Hours	Frequency	Start	End	Service Hours	Frequency
Existing Route Improvements									
5	Edison Mall to The Forum	6:05 AM	8:35 PM	14:30	80	6:05 AM	12:00 AM	17:55	20
10	Michigan & Marsh to Edison Mall	6:45 AM	10:00 PM	15:15	80	6:05 AM	12:00 AM	17:55	20
15	Tice St. & Ortiz Ave. to Rosa Parks	5:45 AM	9:30 PM	15:45	60	5:45 AM	12:00 AM	18:15	20
20	Dunbar to Roas Parks	5:30 AM	9:00 PM	15:30	70	5:30 AM	12:00 AM	18:30	20
30	Camelot Isles to Bell Tower Shoppes	6:05 AM	9:04 PM	14:59	60	6:05 AM	12:00 AM	17:55	20
40	Cape Transfer Center to Coralwood Mall	5:45 AM	6:01 PM	12:16	114	5:45 AM	12:00 AM	18:15	20
50	SW FL Airport to Summerlin Square	6:20 AM	9:00 PM	14:40	50-95	6:20 AM	12:00 AM	17:40	20
60	San Carlos Park to Gulf Coast Town Center	7:05 AM	8:48 PM	13:43	50-130	7:05 AM	12:00 AM	16:55	20
70	Cape Transfer Center to Rosa Parks	5:30 AM	10:26 PM	16:56	60	5:30 AM	12:00 AM	18:30	20
80	Bell Tower Shoppes to Edison Mall					6:40 AM	12:00 AM	17:20	20
100	Roas Parks to Riverdale	5:30 AM	9:35 PM	16:05	40	5:30 AM	12:00 AM	18:30	15
110	Edison Mall to Homestead Plaza	5:00 AM	10:04 PM	17:04	60	5:00 AM	12:00 AM	19:00	15
120	Edison Mall to Cape Transfer Center	6:00 AM	9:10 PM	15:10	80	6:00 AM	12:00 AM	18:00	20
130	Edison Mall to Summerlin Square	6:25 AM	8:30 PM	14:05	120	6:25 AM	12:00 AM	17:35	30
140	Merchants Crossing to Bell Tower	5:00 AM	10:07 PM	17:07	20	4:00 AM	12:00 AM	20:00	10
150	Bonita Grande to Lovers Key	6:49 AM	9:39 PM	14:50	90	6:00 AM	12:00 AM	18:00	30
160	Pine Island to Cape Coral (Weekday Only)								
240	Bell Tower to Coconut Point Mall	6:00 AM	10:12 PM	16:12	40	6:00 AM	12:00 AM	18:00	20
400	Beach Park&Ride-Lovers Key (04/30 - 01/06)	5:50 AM	9:00 PM	15:10	45	5:50 AM	12:00 AM	18:10	20
410	Bowditch Park to Lovers Key Trolley (01/22-02/04)	5:50 AM	10:20 PM	16:30	30	5:50 AM	12:00 AM	18:10	15
450	Bowditch Park to Lovers Key Trolley (02/05-04/19)	5:50 AM	10:20 PM	16:30	15-30	5:50 AM	12:00 AM	18:10	15
490	Summerlin Square to Bowdish Park (1/22-4/29)	7:05 AM	8:45 PM	13:40	15-30	7:05 AM	12:00 AM	16:55	15
515	Lehigh Circulator	5:15 AM	9:04 PM	15:49	60	5:15 AM	12:00 AM	18:45	30
590	North Fort Myers, Suncoast Estates Loop	5:15 AM	9:10 PM	15:55	60	5:15 AM	12:00 AM	18:45	30
595	North Fort Myers, Pondella Loop	4:49 AM	8:50 PM	16:01	60	4:49 AM	12:00 AM	19:11	30
500	Downtown Fort Myers (Mon-Thur)								
500	Downtown Fort Myers (Mon-Sun)	11:00 AM	10:57 PM	11:57	20	11:00 AM	12:00 AM	13:00	20
600	LinC Route	5:50 AM	7:15 PM	13:25	90	5:50 AM	12:00 AM	18:10	30
Proposed New Services									
New Rail Service									
SGLR Corridor Rail									
BRT01	US 41 BRT					5:00 AM	12:00 AM	19:00	15
BRT02	Palm Beach BRT					6:00 AM	12:00 AM	18:00	15
BRT03	MLK BRT					6:00 AM	12:00 AM	18:00	15
BRT04	Colonial BRT					6:00 AM	12:00 AM	18:00	15
New Express Services									
NE01	Lehigh Express								
NE02	Charlotte Express								
NE03	Pine Island Express								
NE04	Colonial Express								
NE05	Cape Coral Express								
NE06								0:00	

Route #	Route Name	Existing				LRTP (2040)			
		Saturday				Saturday			
		Start	End	Service Hours	Frequency	Start	End	Service Hours	Frequency
NE07							0:00		
NE08							0:00		
New Local Services									
NT01	McGregor Blvd					6:00 AM	12:00 AM	18:00	30
NT02	Treeline/Ben Hill Griffin					6:00 AM	12:00 AM	18:00	30
NT03	Pine Island Road					6:00 AM	12:00 AM	18:00	30
NT04	Airport-Colonial Connector					6:00 AM	12:00 AM	18:00	30
205									
New Circulator Services									
NC01	Gunnery Rd Circulator					6:00 AM	12:00 AM	18:00	60
NC02	Estero Circulator					6:00 AM	12:00 AM	18:00	60
NC03	Research Diamond E Circulator					6:00 AM	12:00 AM	18:00	60
NC04	Research Diamond W Circulator					6:00 AM	12:00 AM	18:00	60
NC05	Chiquita Circulator					6:00 AM	12:00 AM	18:00	60
NC06	Heron Pond Apts Circulator					6:00 AM	12:00 AM	18:00	60
NC07	Gateway/Gunnery Circulator					6:00 AM	12:00 AM	18:00	60
NC08	Cape Coral Circulator					6:00 AM	12:00 AM	18:00	60
NC09	Bell Tower Shops Circulator					6:00 AM	12:00 AM	18:00	60
New Flex Services									
NF01	SR 82/CR 884					6:00 AM	10:00 PM	16:00	60
NF02	North Lehigh Acres					6:00 AM	10:00 PM	16:00	60
NF03	South Lehigh Acres					6:00 AM	10:00 PM	16:00	60
NF04	Veterans Pkwy/Skyline Blvd					6:00 AM	10:00 PM	16:00	60
NF05	Nicholas Pkwy/Academy Blvd					6:00 AM	10:00 PM	16:00	60
NF06	Mariner West - Burnt Store Rd					6:00 AM	10:00 PM	16:00	60
NF07	Mariner East					6:00 AM	10:00 PM	16:00	60
NF08	Harlem Heights					6:00 AM	10:00 PM	16:00	60
NF09	East Bonita Springs					6:00 AM	10:00 PM	16:00	60

Lee County 2040 Transit Needs Plan - Sunday Service Improvements

Route #	Route Name	Existing				LRTP (2040)			
		Sunday				Sunday			
		Start	End	Service Hours	Frequency	Start	End	Service Hours	Frequency
Existing Route Improvements									
5	Edison Mall to The Forum					6:05 AM	10:00 PM	15:55	20
10	Michigan & Marsh to Edison Mall					6:05 AM	10:00 PM	15:55	20
15	Tice St. & Ortiz Ave. to Rosa Parks	5:45 AM	9:30 PM	15:45	60	5:45 AM	10:00 PM	16:15	30
20	Dunbar to Roas Parks								
30	Camelot Isles to Bell Tower Shoppes					6:05 AM	10:00 PM	15:55	30
40	Cape Transfer Center to Coralwood Mall					5:45 AM	12:00 AM	18:15	30
50	SW FL Airport to Summerlin Square	6:45 AM	7:18 PM	12:33	120	6:45 AM	10:00 PM	15:15	30
60	San Carlos Park to Gulf Coast Town Center					7:05 AM	12:00 AM	16:55	30
70	Cape Transfer Center to Rosa Parks	6:40 AM	8:11 PM	13:31	60	6:40 AM	10:00 PM	15:20	30
80	Bell Tower Shoppes to Edison Mall					6:40 AM	12:00 AM	17:20	30
100	Roas Parks to Riverdale	7:35 AM	8:10 PM	12:35	90	7:35 AM	10:00 PM	14:25	30
110	Edison Mall to Homestead Plaza	5:00 AM	10:04 PM	17:04	60	5:00 AM	10:04 PM	17:04	30
120	Edison Mall to Cape Transfer Center	8:30 AM	6:25 PM	9:55	100	8:30 AM	10:00 PM	13:30	25
130	Edison Mall to Summerlin Square					6:25 AM	12:00 AM	17:35	30
140	Merchants Crossing to Bell Tower	6:05 AM	8:35 PM	14:30	60	6:05 AM	10:00 PM	15:55	20
150	Bonita Grande to Lovers Key	6:49 AM	9:39 PM	14:50	90	6:00 AM	10:00 PM	16:00	30
160	Pine Island to Cape Coral (Weekday Only)								
240	Bell Tower to Coconut Point Mall					6:00 AM	10:12 PM	16:12	20
400	Beach Park&Ride-Lovers Key (04/30 - 01/06)	5:50 AM	9:00 PM	15:10	45	5:50 AM	12:00 AM	18:10	20
410	Bowditch Park to Lovers Key Trolley (01/22-02/04)	5:50 AM	10:20 PM	16:30	30	5:50 AM	12:00 AM	18:10	15
450	Bowditch Park to Lovers Key Trolley (02/05-04/19)	5:50 AM	10:20 PM	16:30	15-30	5:50 AM	12:00 AM	18:10	15
490	Summerlin Square to Bowdish Park (1/22-4/29)	7:05 AM	8:45 PM	13:40	15-30	7:05 AM	12:00 AM	16:55	15
515	Lehigh Circulator					5:15 AM	12:00 AM	18:45	30
590	North Fort Myers, Suncoast Estates Loop	9:25 AM	6:30 PM	9:05	110	9:25 AM	10:00 PM	12:35	60
595	North Fort Myers, Pondella Loop	9:14 AM	6:30 PM	9:16	110	9:14 AM	10:00 PM	12:46	60
500	Downtown Fort Myers (Mon-Thur)								
500	Downtown Fort Myers (Mon-Sun)					11:00 AM	12:00 AM	13:00	20
600	LinC Route	7:25 AM	5:45 PM	10:20	90				
Proposed New Services									
New Rail Service									
SGLR Corridor Rail									
New BRT Services									
BRT01	US 41 BRT								
BRT02	Palm Beach BRT								
BRT03	MLK BRT								
BRT04	Colonial BRT								
New Express Services									
NE01	Lehigh Express								
NE02	Charlotte Express								
NE03	Pine Island Express								
NE04	Colonial Express								
NE05	Cape Coral Express								
NE06								0:00	
NE07									
NE08								0:00	
New Local Services									
NTD1	McGregor Blvd					6:00 AM	12:00 AM	18:00	60

Route #	Route Name	Existing				LRTP (2040)			
		Sunday				Sunday			
		Start	End	Service Hours	Frequency	Start	End	Service Hours	Frequency
NT02	Treeline/Ben Hill Griffin					6:00 AM	12:00 AM	18:00	60
NT03	Pine Island Road					6:00 AM	12:00 AM	18:00	60
NT04	Airport-Colonial Connector					6:00 AM	12:00 AM	18:00	60
205									60
New Circulator Service									
NC01	Gunnery Rd Circulator					6:00 AM	12:00 AM	18:00	60
NC02	Estero Circulator					6:00 AM	12:00 AM	18:00	60
NC03	Research Diamond E Circulator					6:00 AM	12:00 AM	18:00	60
NC04	Research Diamond W Circulator					6:00 AM	12:00 AM	18:00	60
NC05	Chiquita Circulator					6:00 AM	12:00 AM	18:00	60
NC06	Heron Pond Apts Circulator					6:00 AM	12:00 AM	18:00	60
NC07	Gateway/Gunnery Circulator					6:00 AM	12:00 AM	18:00	60
NC08	Cape Coral Circulator					6:00 AM	12:00 AM	18:00	60
NC09	Bell Tower Shops Circulator					6:00 AM	12:00 AM	18:00	60
New Flex Service									
NF01	SR 82/CR 884					6:00 AM	10:00 PM	16:00	60
NF02	North Lehigh Acres					6:00 AM	10:00 PM	16:00	60
NF03	South Lehigh Acres					6:00 AM	10:00 PM	16:00	60
NF04	Veterans Pkwy/Skyline Blvd					6:00 AM	10:00 PM	16:00	60
NF05	Nicholas Pkwy/Academy Blvd					6:00 AM	10:00 PM	16:00	60
NF06	Mariner West - Burnt Store Rd					6:00 AM	10:00 PM	16:00	60
NF07	Mariner East					6:00 AM	10:00 PM	16:00	60
NF08	Harlem Heights					6:00 AM	10:00 PM	16:00	60
NF09	East Bonita Springs					6:00 AM	10:00 PM	16:00	60

APPENDIX B

2040 COST FEASIBLE PLAN PROJECTS

Cost Feasible Projects by Year of Expenditure (YOE): Road Projects (in \$1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost
Lee County								
Big Carlos Bridge Replacement			Bridge	CST	\$0	\$15,650	\$0	\$15,650
Big Hickory Pass Bridge Replacement			Bridge	CST	\$0	\$12,750	\$0	\$12,750
Cape Coral Bridge Replacement			Bridge	CST	\$0	\$123,750		\$123,750
New Pass Bridge Replacement			Bridge	CST	\$8,970	\$0	\$0	\$8,970
Little Carlos Pass Bridge Replacement			Bridge	CST	\$4,150	\$0	\$0	\$4,150
Little Pine Island Bridge Replacement			Bridge	PE/CST	\$0	\$0	\$6,070	\$6,070
Orange River Bridge Replacement			Bridge	PE/CST	\$2,520	\$0	\$0	\$2,520
Alva Drawbridge Bridge Replacement			Bridge	PE	\$2,440	\$0	\$0	\$2,440
Alva Drawbridge Bridge Replacement			Bridge	CST	\$0	\$36,000	\$0	\$36,000
Harbor Drive Bridge Replacement			Bridge	PE/CST	\$1,260	\$0	\$0	\$1,260
Stringfellow Bridge Replacement			Bridge	PE/CST	\$0	\$1,440	\$0	\$1,440
Hancock Creek Bridge Replacement			Bridge	PE/CST	\$0	\$4,440	\$0	\$4,440
Buckingham Rd. over Orange River Bridge Replacement			Bridge	PE/CST	\$0	\$0	\$5,560	\$5,560
Constitution Circle Bridge Replacement			Bridge	PE/CST	\$0	\$0	\$1,840	\$1,840
North River Road			Bridge	PE/CST	\$0	\$0	\$1,400	\$1,400
North River Road			Bridge	PE/CST	\$0	\$0	\$1,400	\$1,400
North River Road			Bridge	PE/CST	\$0	\$0	\$1,400	\$1,400
North River Road			Bridge	PE/CST	\$0	\$0	\$1,400	\$1,400
Pine Island over Porpoise			Bridge	PE/CST	\$0	\$0	\$5,560	\$5,560
Pine Island over Pine Island Creek			Bridge	PE/CST	\$0	\$0	\$5,560	\$5,560
Crystal Drive Reconstruction			Reconstruct 2L	CST	\$7,330	\$0	\$0	\$7,330
Estero Phase 5			Reconstruct 2L	CST	\$9,800	\$0	\$0	\$9,800
Estero Phase 6			Reconstruct 2L	CST	\$9,800	\$0	\$0	\$9,800
Alico Road	Airport Haul Road	Alico Connector	Widen 2L to 4L	PE	\$0	\$0	\$5,070	\$5,070
Alico Road	Airport Haul Road	Alico Connector	Widen 2L to 4L	ROW	\$0	\$0	\$20,600	\$20,600
Alico Road	Airport Haul Road	Alico Connector	Wide 2L to 4L	CST	\$0	\$0	\$41,330	\$41,330
Alico Connector	Alico Road	SR 82	New 4 L	P/R/CST	\$0	\$0	\$119,000	\$119,000
Corkscrew Road	Ben Hill Griffin	Bella Terra	Widen 2L to 4L	PE	\$1,220	\$0	\$0	\$1,220
Corkscrew Road	Ben Hill Griffin	Bella Terra	Widen 2L to 4L	CST	\$29,260	\$0	\$0	\$29,260
Corkscrew Road	Bella Terra	Alico Road	Widen 2L to 4L	PE	\$3,660	\$0	\$0	\$3,660
Corkscrew Road	Bella Terra	Alico Road	Widen 2L to 4L	ROW	\$6,690	\$0	\$0	\$6,690
Corkscrew Road	Bella Terra	Alico Road	Widen 2L to 4L	CST	\$0	\$30,050	\$0	\$30,050
Burnt Store Road	Van Buren Parkway	Charlotte Co/Line	Widen 2L to 4L	CST	\$0	\$0	\$53,000	\$53,000
Homestead	Milwaukee	Sunrise	Widen 2L to 4L	PE	\$0	\$3,110	\$0	\$3,110
Homestead	Milwaukee	Sunrise	Widen 2L to 4L	CST	\$0	\$0	\$56,010	\$56,010
Homestead	Milwaukee	SR 82	Widen 2L to 4L	PE	\$0	\$0	\$5,390	\$5,390

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost
Lee County								
Homestead	Milwaukee	SR 82	Widen 2L to 4L	ROW	\$0	\$0	\$21,930	\$21,930
Homestead	Milwaukee	SR 82	Widen 2L to 4L	CST	\$0	\$0	\$44,010	\$44,010
Littleton Road	Corbett	US 41	Widen 2L to 4L	PE	\$2,200	\$0	\$0	\$2,200
Littleton Road	Corbett	US 41	Widen 2L to 4L	ROW	\$9,080	\$0	\$0	\$9,080
Littleton Road	Corbett	US 41	Widen 2L to 4L	CST	\$0	\$18,030	\$0	\$18,030
Littleton Road	Business 41	US 41	Widen 2L to 4L	PE	\$0	\$0	\$2,350	\$2,350
Littleton Road	Business 41	US 41	Widen 2L to 4L	ROW	\$0	\$0	\$9,540	\$9,540
Littleton Road	Business 41	US 41	Widen 2L to 4L	CST	\$0	\$0	\$19,130	\$19,130
Daniels	Gateway	SR 82	Widen 4L to 6L	PE	\$0	\$0	\$7,240	\$7,240
Daniels	Gateway	SR 82	Widen 4L to 6L	CST	\$0	\$0	\$59,020	\$59,020
Ortiz Avenue	Martin Luther King	Lockett Road	Widen 2L to 4L	CST	\$11,840	\$0	\$0	\$11,840
Ortiz Avenue	Colonial Blvd	Martin Luther King	Widen 2L to 4L	CST	\$16,850	\$0	\$0	\$16,850
Lockett Road	Ortiz Avenue	I-75	Widen 2L to 4L	CST	\$8,460	\$0	\$0	\$8,460
Lockett Road	East of I-75	Buckingham Road	New 4 L	PE	\$0	\$0	\$9,730	\$8,590
Lockett Road	East of I-75	Buckingham Road	New 4 L	ROW	\$0	\$0	\$70,740	\$70,740
Lockett Road	East of I-75	Buckingham Road	New 4 L	CST	\$0	\$0	\$79,360	\$79,360
Lockett Road	Buckingham	Gunnery Road	Widen 2L to 4L	PE	\$0	\$0	\$4,930	\$4,930
Lockett Road	Buckingham	Gunnery Road	Widen 2L to 4L	ROW	\$0	\$0	\$20,020	\$20,020
Lockett Road	Buckingham	Gunnery Road	Widen 2L to 4L	CST	\$0	\$0	\$40,180	\$40,180
Lockett Road	Gunnery	Sunshine Blvd	New 4L	PE	\$0	\$0	\$6,600	\$6,600
Lockett Road	Gunnery	Sunshine Blvd	New 4L	ROW	\$0	\$0	\$48,000	\$48,000
Lockett Road	Gunnery	Sunshine Blvd	New 4L	CST	\$0	\$0	\$53,850	\$53,850
Three Oaks Ext.	Oriole Rd. Ext.	Daniels Parkway	New 4L	CST	\$47,310	\$0	\$0	\$47,310
Veterans/Santa Barbara			Intersection Overpass	PE	\$0	\$5,480	\$0	\$5,480
Veterans/Santa Barbara			Intersection Overpass	CST	\$0	\$39,730	\$0	\$39,730
Bonita Beach Road	I-75	Bonita Grande	Widen 4L to 6L	PE	\$0	\$1,710	\$0	\$1,710
Bonita Beach Road	I-75	Bonita Grande	Widen 4L to 6L	CST	\$0	\$0	\$15,810	\$15,810
Major Intersections	Colonial McGregor to US 41			TBD	\$0	\$5,000	\$40,000	\$45,000
NE 24TH	SR 78	Del Prado Ext.	Widen 2L to 4L/New 4L	CST	\$0	\$0	\$15,000	\$15,000
40th Street Extension	East end of 4th Street	Alabama	New 2L	PE	\$0	\$440	\$0	\$440
40th Street Extension	East end of 4th Street	Alabama	New 2L	ROW	\$0	\$0	\$4,850	\$4,850
40th Street Extension	East end of 4th Street	Alabama	New 2L	CST	\$0	\$0	\$4,050	\$4,050
Total Cost					\$187,290	\$292,640	\$906,930	\$1,386,860
Revenues					\$178,800	\$267,600	\$871,000	\$1,317,400

2040 Cost Feasible Projects by Year of Expenditure (YOE) (In \$1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost
State/Other Arterial/SU/Federal Urban Allocation								
Countywide Signal System Updates Last Phase			ITS	CST	\$10,160	\$0	\$0	\$10,160
Metro Parkway	Daniels Parkway	South of Winkler Ave.	Widen 4L to 6L	CST	\$57,040	\$0	\$0	\$57,040
Big Carlos Bridge Replacement			Reconstruct Bridge	PE	\$1,530	\$0	\$0	\$1,530
Big Carlos Bridge Replacement			Reconstruct Bridge	CST	\$0	\$37,600	\$0	\$37,600
I-75/Corkscrew Road Interchange			Interchange	PE	\$7,310	\$0	\$0	\$7,310
San Carlos	Summerlin Road	Crescent	TBD in PD&E	ROW	\$10,000	\$0	\$0	\$10,000
San Carlos	Summerlin Road	Crescent	TBD in PD&E	CST	\$10,000	\$0	\$0	\$10,000
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	PE	\$2,160	\$0	\$0	\$2,160
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	ROW	\$0	\$8,820	\$0	\$8,820
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	CST	\$0	\$17,730	\$0	\$17,730
SR 78	W. Santa Barbara	E. of Pondella	Widen 4L to 6L	PE	\$0	\$0	\$7,490	\$7,490
SR 78	W. Santa Barbara	E. of Pondella	Widen 4L to 6L	CST	\$0	\$0	\$61,130	\$61,130
Burnt Store Road	Van Buren	Charlotte Co/L	Widen 2L to 4L	PE	\$0	\$11,480	\$0	\$11,480
Burnt Store Road	Van Buren	Charlotte Co/L	Widen 2L to 4L	ROW/CST	\$0	\$0	\$70,000	\$70,000
First and Second St.	Fowler	Seaboard	1 way to 2 way	PD&E/PE	\$1,820	\$0	\$0	\$1,820
First and Second St.	Fowler	Seaboard	1 way to 2 way	CST	\$0	\$3,000	\$0	\$3,000
Fowler Street	Metro/Fowler Cross-over	MLK	4LUD to 4LD	PD&E	\$2,440	\$0	\$0	\$2,440
Fowler Street	Metro/Fowler Cross-over	MLK	4LUD to 4LD	PE	\$0	\$4,830	\$0	\$4,830
SR 31	SR 80	Charlotte Co/L	Widen 2L to 4L	PE	\$0	\$8,700	\$0	\$8,700
Cape Coral Evacuation Study			Access	Planning	\$300	\$0	\$0	\$300
Del Prado IJR			New Interchange	IJR	\$1,250	\$0	\$0	\$1,250
Major Intersections			Operational Studies	P/R/CST	\$2,450	\$12,000	\$55,000	\$69,450
Traffic Operations Center Operations					\$1,500	\$1,500	\$3,000	\$6,000
Bus Replacements					\$7,500	\$7,500	\$15,000	\$30,000
Transportation Enhancement Box					\$16,000	\$16,000	\$32,000	\$64,000
Total Cost					\$131,400	\$129,160	\$246,120	\$506,740
Federal and State Revenues					\$125,200	\$120,400	\$256,640	\$502,240
SIS Highways/FIHS								
SR 82	Shawnee	Alabama	Widen 2L to 6L	CST	\$32,364	\$0	\$0	\$32,364
SR 82	Alabama	Homestead	Widen 2L to 6L	CST	\$40,875	\$0	\$0	\$40,875
I-75	at Colonial Boulevard		Interchange Imp.	ROW	\$2,987	\$0	\$0	\$2,987
SR 82	Homestead	Hendry County Line	Widen 2L to 4L	CST	\$0	\$29,484	\$0	\$29,484
Total Cost					\$76,226	\$29,484	\$0	\$105,710
Private								
SR 31	SR 78	Charlotte Co/L	Widen 2L to 6L	CST	\$0	\$58,760	\$0	\$58,760
East West	Ben Hill Griffin	Alico Rd	Interchange Imp.	ROW	\$0	\$46,110	\$0	\$46,110
Total Cost					\$0	\$104,870	\$0	\$104,870

2040 Cost Feasible Projects by Year of Expenditure (YOE)(In \$1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost
City of Bonita Springs								
Bonita Beach Road	I 75	Bonita Grande	Widen 4L to 6L	PE	\$0	\$1,710	\$0	\$1,710
Bonita Beach Road	I 75	Bonita Grande	Widen 4L to 6L	CST	\$0	\$0	\$15,810	\$15,810
Bonita Grande	Bonita Beach Rd	Terry St	Widen 2L to 4L	PE	\$0	\$2,090	\$0	\$2,090
Bonita Grande	Bonita Beach Rd	Terry St	Widen 2L to 4L	ROW	\$0	\$0	\$20,580	\$20,580
Bonita Grande	Bonita Beach Rd	Terry St	Widen 2L to 4L	CST	\$0	\$0	\$19,320	\$19,320
Sandy Lane Ext	Strike Lane	Pelican Colony	New 2L	PE	\$2,010	\$0	\$0	\$2,010
Sandy Lane Ext	Strike Lane	Pelican Colony	New 2L	ROW	\$15,500	\$0	\$0	\$15,500
Sandy Lane Ext	Strike Lane	Pelican Colony	New 2L	CST	\$0	\$16,530	\$0	\$16,530
Terry St	Bonita Grande	Imperial St	Widen 2L to 4L	PE	\$0	\$3,090	\$0	\$3,090
Terry St	Bonita Grande	Imperial St	Widen 2L to 4L	ROW	\$0	\$0	\$27,120	\$27,120
Terry St	Bonita Grande	Imperial St	Widen 2L to 4L	CST	\$0	\$0	\$28,510	\$28,510
Bonita Beach Road	Old US 41	US 41	Reconstruction	Phases	\$8,000	\$20,000		\$28,000
Total Cost					\$25,510	\$43,420	\$111,340	\$180,270
Revenues					\$25,400	\$44,400	\$157,500	\$227,300
City of Cape Coral								
Diplomat Parkway	Burnt Store Road	US 41	4L to 4L Limited Acces	ROW	\$0	\$33,080	\$0	\$33,080
Diplomat Parkway	Burnt Store Road	US 41	4L to 4L Limited Acces	CST	\$0	\$0	\$76,400	\$76,400
Chiquita Blvd.	Cape Coral Pkwy.	Pine Island Rd.	Widen 4L to 6L	ROW	\$28,800	\$0	\$0	\$28,800
Chiquita Blvd.	Cape Coral Pkwy.	Pine Island Rd.	Widen 4L to 6L	CST	\$0	\$0	\$85,950	\$85,950
NE 24th Ave.	SR 78	NE 28th Street	Widen 2L to 4L	PE	\$0	\$4,040	\$0	\$4,040
NE 24th Ave.	SR 78	NE 28th Street	Widen 2L to 4L	ROW	\$0	\$0	\$20,280	\$20,280
NE 24th Ave.	SR 78	NE 28th Street	Widen 2L to 4L	CST	\$0	\$0	\$27,310	\$27,310
NE 24th Ave.	NE 28th Street	Del Prado	New 2L	PE	\$0	\$1,750	\$0	\$1,750
NE 24th Ave.	NE 28th Street	Del Prado	New 2L	ROW	\$0	\$0	\$11,100	\$11,100
NE 24th Ave.	NE 28th Street	Del Prado	New 2L	CST	\$0	\$0	\$11,190	\$11,190
Total Cost					\$28,800	\$38,870	\$232,230	\$299,900
Available Funding					\$22,400	\$32,300	\$223,300	\$278,000
City of Fort Myers								
Hanson St. Ext.	Veronica Shoemaker Blvd.	Ortiz Avenue	Widen 2L to 4L	PE	\$0	\$4,770	\$0	\$4,770
Hanson St. Ext.	Veronica Shoemaker Blvd.	Ortiz Avenue	Widen 2L to 4L	ROW	\$0	\$0	\$12,900	\$12,900
Hanson Ext.	Veronica Shoemaker Blvd.	Ortiz Avenue	Widen 2L to 4L	CST	\$0	\$0	\$30,940	\$30,940
Hanson Street	Fowler	Veronica Shoemaker	Widen 2L to 4L	PE	\$2,930	\$0	\$0	\$2,930
Hanson Street	Fowler	Veronica Shoemaker	Widen 2L to 4L	ROW	\$10,080	\$0	\$0	\$10,080
Hanson Street	Fowler	Veronica Shoemaker	Widen 2L to 4L	CST	\$0	\$9,750	\$0	\$9,750
Hanson Street	US 41	Fowler	Widen 2L to 4L	PE	\$1,100	\$0	\$0	\$1,100
Hanson Street	US 41	Fowler	Widen 2L to 4L	ROW	\$0	\$6,430	\$0	\$6,430
Hanson Street	US 41	Fowler	Widen 2L to 4L	CST	\$0	\$6,320	\$0	\$6,320
Edison	US 41	Fowler	Widen 2L to 4L	PE	\$0	\$0	\$1,410	\$1,410

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost
Edison	US 41	Fowler	Widen 2L to 4L	ROW	\$0	\$0	\$9,620	\$9,620
Edison	US 41	Fowler	Widen 2L to 4L	CST	\$0	\$0	\$11,480	\$11,480
Total Cost					\$14,110	\$27,270	\$66,350	\$107,730
Revenues					\$17,600	\$22,500	\$64,300	\$104,400

Cost Feasible - Congestion Management

Roadway/Project	From	To	Improvements	Cost	FY 2021-FY 2030 Revenues (PDC)	Cost Feasible
Projected 10-year MPO Allocated Funds at \$1 million per year					\$10,000,000	
Colonial @ Six Mile Pkwy/Ortiz Ave Intersection Improvements	South of Rolfe's Rd to 0.06 miles west of Six Mile Cypress Pkwy/Ortiz Ave		Rebuilt median and reduce the westbound through lanes to accommodate a third westbound left turn lane on Colonial Blvd to southbound Six Mile Cypress Pkwy; Also, rebuild eastbound left turn lane on Colonial to provide an offset to maintain intersection clearance.	\$607,950	\$9,392,050	v
I 75 Exit Ramp Improvements	@ Alico Road		Add a second NB right turn lane at the exit ramp to address traffic backups to near the mainline I 75 during peak hours and during high shopping activity. A second right turn lane will also eliminate the safety hazard of motorists using the adjacent left turn lane to make the right on Alico.	\$1,200,000	\$7,795,050	v
MLK Blvd Intersection Phasing Improvements	@ Cranford Avenue		Add protected/permissive left turn phase on SR 82	\$40,000	\$7,755,050	v
			New mast arms only if structural analysis shows signal heads cannot be supported by existing ones	\$400,000	\$7,355,050	v
		@ Palm Ave	Add protected/permissive left turn phase	\$40,000	\$7,315,050	v
			New mast arms only if structural analysis shows signal heads cannot be supported by existing ones	\$400,000	\$6,915,050	v
Winkler Ave	@ Colonial Blvd		Add a second NW bound left turn lane on Winkler Avenue to SW bound Colonial Blvd. Add also an exclusive right turn lane on Winkler Ave to NE bound Colonial Blvd. Proposed improvements will address traffic backups at this intersection approach	\$500,000	\$5,915,050	v
Pine Island Rd (SR 78)	Entrance to Home Depot/Low to Pondella Rd		Extend the WB right turn lane all the way to Pondella, and add a third WB through lane from Pondella to the Lowes/Home Depot Entrance. Also, modify the entrance to Lowes/Home Depot by removing the continuous right turn lane from the entrance to WB Pine Island Rd.	\$650,000	\$5,265,050	v
Metro Pkwy	@ Idlewild St		Conduct a study to move the existing traffic signal from Landing View Rd to Idlewild St, install new signal at Idlewild and remove existing signal at Landing	\$750,000	\$4,515,050	v
Alico Road Directional Signage	I 75 Ramp	Ben Hill Griffin Parkway	Install overhead directional signage to help with wayfinding	\$200,000	\$4,315,050	v
Traffic Operations Center Operations	Not Applicable		\$300,00/year for 10 years for operation of LC Traffic Operations Center	\$3,000,000	\$1,315,050	v
Signal Timing & Coordination	Not Applicable		Signal retiming of traffic signal systems on state highways as needed @ \$150,000/year for 10 years	\$1,500,000	(\$184,950)	v
Roundabout Project Development	@ various locations		Undertake roundabout design and construction phases for those locations from the MPO Roundabout Feasibility Study that do not require right of way acquisition. Implementation phase need is \$500,000/year	\$500,000		
EB Cape Coral Bridge	Macgregor Exit Ramp		Add bridge ramp capacity	\$800,000		
Gunnery Road	8th Street West		Add traffic signal	\$200,000		
Pine Island Road	NE 24th Avenue		Add traffic signal	\$200,000		
SR 80	Joel Boulevard		Create positive offset on SR 80 to reduce left turn crashes	\$400,000		
Corkscrew Road	@I-75		Add dual left turns to northbound and southbound I-75.	\$1,200,000		
Westbound Daniels Parkway	@I-75		Add dual left turns to southbound I-75.	\$750,000		
Lehigh Acres	@ various locations		Bridge collector roads as necessary to complete grid and relieve congestion			

Box Priorities - Bicycle, Pedestrian, and Multi-Use

Roadway/Project	Road Classification	Limits	Length (Mile)	Proposed Improvements	Programmed Phase	Next Unfunded Phase	Requested Funds	Local Match	Total Cost	MPO Priorities
Summerlin Rd Shared Use Path	Arterial	Lakewood Blvd to Cypress Lake Blvd	1.12	Shared Use Path (East Side)	N/A	CST	\$743,089.00	\$0.00	\$ 743,089.00	1
US 41 Sidewalk	Arterial	Tara Blvd to 72.38 N of French Creek Lane	0.74	8' wide sidewalk (West Side)	N/A	PE + CST	\$240,500.00	\$0.00	\$ 240,500.00	2
SR 80 Shared Use Path	Arterial	Buckingham Rd to Linwood Ave	0.81	Shared Use Path (south side)	N/A	PE + CST	\$504,216.00	\$0.00	\$ 504,216.00	3
Leonard/Westgate Blvd Shared Use Path	Collector	Sunshine Blvd to Lee Blvd	5.4	Shared Use Path (Both Sides)	N/A	PE + CST	\$3,903,530.00	\$0.00	\$ 3,903,530.00	4
Bell Blvd Sidewalk	Collector	Sunrise Blvd to Joel Blvd	1.1	Sidewalk (Both Sides)	N/A	PE + CST	\$722,450.00	\$0.00	\$ 722,450.00	5
Marsh Ave Sidewalk	Collector	Michigan Ave to SR 80	0.63	Sidewalk (West Side)	N/A	PE + CST	\$915,937.00	\$130,848.00	\$ 1,046,785.00	6
Andalusia Blvd Sidewalk	Collector	Pine Island Rd to Diplomat Pkwy	1.53	Sidewalk (Both Sides)	N/A	PE + CST	\$722,007.00	\$98,456.00	\$ 820,463.00	7
Veterans Pkwy Shared Use Path					N/A	PE + CST	\$301,375.00	\$0.00	\$ 301,375.00	8
South Side	Arterial	SW 10th Ave to Existing SUP west of Skyline	0.29	Shared Use Path (South Side)					\$ -	
North Side		SW 3rd Place to SW 2nd Court	0.18	Shared Use Path (North Side)					\$ -	
Alabama Rd Sidewalk	Arterial	SR 82 to Paddock St	1.84	Sidewalk (East Side)	N/A	PE + CST	\$688,014.00	\$0.00	\$ 688,014.00	9
Trafalgar Elementary and Trafalgar Middle Sidewalk			1.63		N/A	PE + CST	\$500,000.00	\$189,425.00	\$ 689,425.00	10
SW 20th Ave/Nott Rd	Collector	Trafalgar Pkwy to Pine Island Rd	1	Sidewalk (West Side)					\$ -	
Trafalgar Pkwy	Collector	SW 16th Ct to SW 22nd Pl	0.63	Sidewalk (Both Side)					\$ -	
Buckingham Rd Bike Lanes	Arterial	Cemetery Rd to SR 80	2.07	Bike Lane	N/A	PE + CST	\$852,237.00	\$0.00	\$ 852,237.00	11
Skyline Blvd Sidewalk	Collector	Cape Coral Pkwy to El Dorado Pkwy	0.93	Sidewalk (Both Sides)	N/A	PE + CST	\$533,913.00	\$72,806.00	\$ 606,719.00	12
US 41 Sidewalk	Arterial	72.38 N of French Creek Lane to Charlotte Cty line	1.33	8' wide sidewalk (Both Sides)	N/A	PE + CST	\$672,750.00	\$0.00	\$ 672,750.00	13
Averill/Gator Circle Sidewalks			2.22		N/A	PE + CST	\$732,998.00	\$146,596.00	\$ 879,594.00	14
Averill Blvd	Collector	Del Prado Ext to Gator Circle	0.38	Sidewalk (Both Side)					\$ -	
Gator Circle	Collector	Averill Blvd to Ramsey Blvd	1.84	Sidewalk (East side)					\$ -	
Gator Circle Sidewalk	Collector	Averill Blvd to Ramsey Blvd	1.84	Sidewalk (North/West Side)	N/A	PE + CST	\$677,160.00	\$135,432.00	\$ 812,592.00	15

Additional Priorities

Roadway	Side	Length (feet)	From	To	Entity	Facility Type	Local Match	Cost	Project #	
Abel Canal	ONESIDE	30,500	Harnes Marsh	Joel Blvd.	COUNTY	MULTI-USE PATH		\$ 3,111,000.00	16	
John Yarborough	ONESIDE	5,277	Colonial Blvd	Hanson Street	Fort Myers	MULTI-USE PATH		\$ 538,254.00	17	
Winkler Canal	ONESIDE	5,095	US 41	McGregor Blvd.	Fort Myers	MULTI-USE PATH		\$ 519,690.00	18	
SW PINE ISLAND RD	ONESIDE	22,634	VETERANS PKWY	SANTA BARBARA BLVD	STATE	MULTI-USE PATH		\$ 2,308,699.00	19	
BAYSHORE RD	ONESIDE	19,235	PARK 78 DR	SR 31	STATE	MULTI-USE PATH		\$ 1,961,936.00	20	
SUMMERLIN ROAD	ONESIDE	13,112	PINE RIDGE RD	WINKLER RD	COUNTY	MULTI-USE PATH		\$ 1,337,433.00	21	
OLD 41 RD	ONESIDE	14,098	COLLIER CO/L	BONITA BEACH RD	BONITA	MULTI-USE PATH		\$ 1,437,996.00	22	
E TERRY ST	ONESIDE	3,996	MORTON AVE	BONITA GRANDE DR	BONITA	MULTI-USE PATH		\$ 407,603.00	23	
MCGREGOR BLVD (SR 867)	ONESIDE	9,251	SANIBEL CAUSEWAY	MCGREGOR BLVD	COUNTY	MULTI-USE PATH		\$ 943,580.00	24	
BELL BLVD S	ONESIDE	26,454	JOEL BLVD	SR 82	COUNTY	SIDEWALK		\$ 1,163,959.00	25	
JOEL BLVD	BOTH	8,033	PALM BEACH BLVD	TUCKAHOE RD	COUNTY	BIKE LANE		\$ 803,279.00	26	
ORANGE RIVER BLVD	ONESIDE	10,645	PALM BEACH BLVD	ELLIS RD	COUNTY	MULTI-USE PATH		\$ 1,085,772.00	27	
SUMMERLIN RD/MCGREGOR BLVD (CR 867)	ONESIDE	11,176	SHELL POINT BLVD	KELLY COVE DR	COUNTY	MULTI-USE PATH		\$ 1,139,998.00	28	
NORTH RIVER RD	ONESIDE	63,000	SR 31	COUNTY LINE	COUNTY	MULTI-USE PATH		\$ 6,426,000.00	29	
TREELINE AVE	ONESIDE	3,363	COLONIAL BLVD	PELICAN PRESERVE BLVD	COUNTY	MULTI-USE PATH		\$ 343,020.00	30	
BUFFERED BIKE LANES/BIKE TRACKS		15,000	TBD		TBD	BIKE FACILITIES		\$ 1,500,000.00	31	
									PDC	\$ 38,511,958
									YOE	\$ 48,910,186

APPENDIX D
PUBLIC INVOLVEMENT SUMMARIES

Public Workshop #1 Summary

Lee County MPO

Lee County 2040 Transportation Plan

Public Workshop #1 (Needs)

Workshop Logistics

Date: Tuesday, June 16, 2015

Time: 5:30-7:30PM

Location: North Fort Myers Public Library; 2001 N. Tamiami Trail N.E., North Fort Myers, FL 33903

Attendees: Approximately 50

Meeting Format

The meeting was held in the later afternoon through the early evening on Tuesday, June 16, 2015. The room was set up to flow from the registration table to the information boards, activity boards and map, with presentation seating in the center of the room.

The presentation was given about 15 minutes into the official start time of the meeting. Many participants arrived early along with members of the media interested in getting footage of the display boards as well as an interview with Lee MPO Executive Director Don Scott. Before and after the presentation, attendees were invited to view the informational boards and participate in the two activities. Public workshop photos, display boards, activities, and responses are shown and described below.

The following photos show attendees interacting with the workshop activities, staff, and the media:



Public Workshop #1 Summary



Public Workshop #1 Summary

The following boards presented background information:

WELCOME to the Lee 2040 Transportation Plan Community Workshop

MPD

This board features a large 'WELCOME' header, the title 'to the Lee 2040 Transportation Plan Community Workshop', and the MPD logo. Below the title is a horizontal strip of five small images showing various transportation scenes. At the bottom, there are five circular icons representing different modes of transport: a truck, a bus, a person walking, a car, and a train.

VISION

MPD

This board is titled 'VISION' and contains detailed information about the plan's goals and timeline. It is divided into several sections:

- 2040 PLAN GOALS:** Lists four main goals related to mobility, safety, and infrastructure.
- WHAT IS THE TIMELINE FOR THE 2040 PLAN?** A vertical timeline with five steps:
 - Complete the Lee/Use Scan/In Plan
 - Analyze future travel patterns and highlight focus areas and problem spots
 - Call a late and ground future vision as to what projects estimate costs of projects in LeeCo. Assess how
 - Develop a Plan that aligns with the community's needs and is fiscally
 - Incorporate comments on the draft 2040 Plan into the documentation
- PROJECT EVALUATION CRITERIA:** A cluster of circular icons representing various evaluation factors.

WHAT? What is the 2040 Transportation Plan?

MPD

This board explains the purpose and requirements of the 2040 Transportation Plan. It includes the following points:

- 2040 What is the Transportation Plan?**
 - 25-year vision for Lee County's transportation needs
 - Updated every 5 years for the 25-year planning horizon (through 2040)
 - Incorporates all types of travel including driving, biking, walking, public transportation, and freight
- Why do we need this plan?**
 - Transportation needs change over time
 - Required by the Federal Highway Administration
 - Projects funded with federal and/or state monies need to be included and analyzed within the plan
 - A building block for creating a desirable place to live, work, and play

At the bottom, there are five circular icons representing different modes of transport: a truck, a bus, a person walking, a car, and a train.

Public Workshop #1 Summary

Activities

#1: What are your preferred transportation solutions?

The first activity allowed attendees to choose their preferences for improvements to the transportation system. The first board gave descriptions and examples of the improvement options, and a second board allowed them to vote for their preferred improvements using voting stickers.



SOLUTIONS

New Alignments and Additional Lanes

New alignments and additional lanes increase the number of vehicles a roadway can accommodate. This can also be achieved by additional through lanes or other alternatives when road expansion is unfeasible.



Aesthetics

Use strategies such as landscaping, signs, medians, decorative lighting, or other features to beautify an area, define a corridor, or provide a sense of enclosure to encourage active travel (e.g., pedestrians and cyclists).



Technology to Address Congestion

Use strategies such as changeable digital message signs to warn motorists of incidents ahead, or compressed traffic timing to synchronize or adjust traffic signals as needed.



Maintain Infrastructure

Preserve roads, sidewalks, and other transportation infrastructure already in place using strategies such as repaving, marking, resurfacing, bridge replacement, fixing potholes, fixing cracked sidewalks, or replacing bus stop vehicles.



Economic/Freight Development

Highway and rail infrastructure improvements to safely and efficiently deliver goods and serve businesses and customers.



Transit Improvements

New and/or expanded transit routes, extended transit hours, more weekend service, and improved transit agencies, connecting destinations throughout the county.



Bike Lanes and Multi-use Trails

Build bike lanes on the road outside of the car lanes specifically for cyclists to use, and multi-use trails separated from the road for cyclists and pedestrians.



Sidewalks and Crosswalks

Build sidewalks along our major roads and neighborhood streets, and build crosswalks at intersections or "mid-block" (between intersections) with elements that make the crosswalks and pedestrians more visible to passing cars.



Operational/Intersection Improvements

Roundabouts

Circular intersections where all traffic entering the intersection yields to the vehicles in the roundabout; replace stop signs and traffic signals.



Complete Streets

Streets designed to enable safe access and travel for all users regardless of age or ability - pedestrians, cyclists, drivers, and transit riders.



Medians

Devices or landscaped areas between traffic signals by building landscaped medians; may include trees to increase left-turn lanes.



Intersections

Design intersections to increase safety; may include elements such as raised medians for pedestrians or additional turn lanes.



Public Workshop #1 Summary

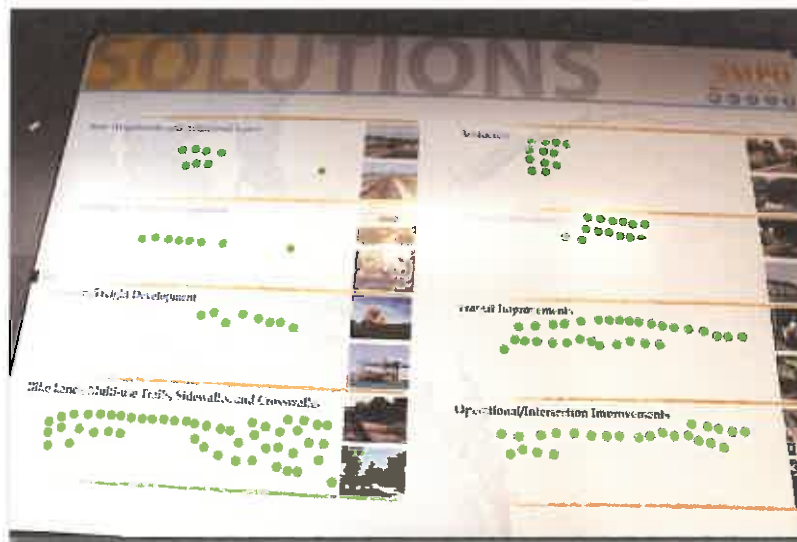
Activity Responses

#1: What are your preferred transportation solutions?

Responses included:

Transportation Solution	Percentage	# of Dots
Bike Lanes and Multi-use Trails	32.3%	52
Sidewalks and Crosswalks		
Transit Improvements	20.5%	33
Operational/Intersection Improvements <i>(Includes Roundabouts, Complete Streets, Medians, Intersections)</i>	15.5%	25
Maintain Infrastructure	9.3%	15
Aesthetics	7.5%	12
Economic/Freight Development	5.0%	8
New Alignments/Additional Lanes	5.0%	8
Technology to Address Congestion	5.0%	8

Each attendee was provided five green voting stickers (i.e. dots):



Public Workshop #1 Summary

Descriptions for each transportation solution:

Transportation Solution	Description
<p>Bike Lanes and Multi-use Trails</p> <p>Sidewalks and Crosswalks</p>	<p>Bike lanes and multi-use trails: Build bike lanes on the road outside of the car lanes specifically for cyclists to use, and multi-use trails separated from the road for cyclists and pedestrians</p> <p>Sidewalks and crosswalks: Build sidewalks along our major roads and neighborhood streets, and build crosswalks at intersections or “mid-block” (between intersections) with elements that make the crosswalks and pedestrians more visible to passing cars</p>
<p>Transit Improvements</p>	<p>New and/or expanded transit routes, extended transit hours, more weekend service, and improved transit frequencies, connecting destinations throughout the county</p>
<p>Operational/Intersection Improvements</p> <p>(Includes Roundabouts, Complete Streets, Medians, Intersections)</p>	<p>Roundabouts: Circular intersections where all traffic entering the intersection yields to the vehicles in the roundabout; replaces stop signs and traffic signals</p> <p>Complete Streets: Streets designed to enable safe access and travel for all users regardless of age or ability - pedestrians, cyclists, drivers, and transit riders</p> <p>Medians: Restrict or eliminate left turns between traffic signals by building landscaped medians; may include turn lanes to restrict left turns</p> <p>Intersections: Design intersections to increase safety; may include elements such as raised medians for pedestrians or additional turn lanes</p>
<p>Maintain Infrastructure</p>	<p>Preserve roads, sidewalks, and other transportation infrastructure already in place using strategies such as refreshing markings, resurfacing, bridge replacement, filling potholes, fixing cracked sidewalks, or replacing transit vehicles</p>

Public Workshop #1 Summary

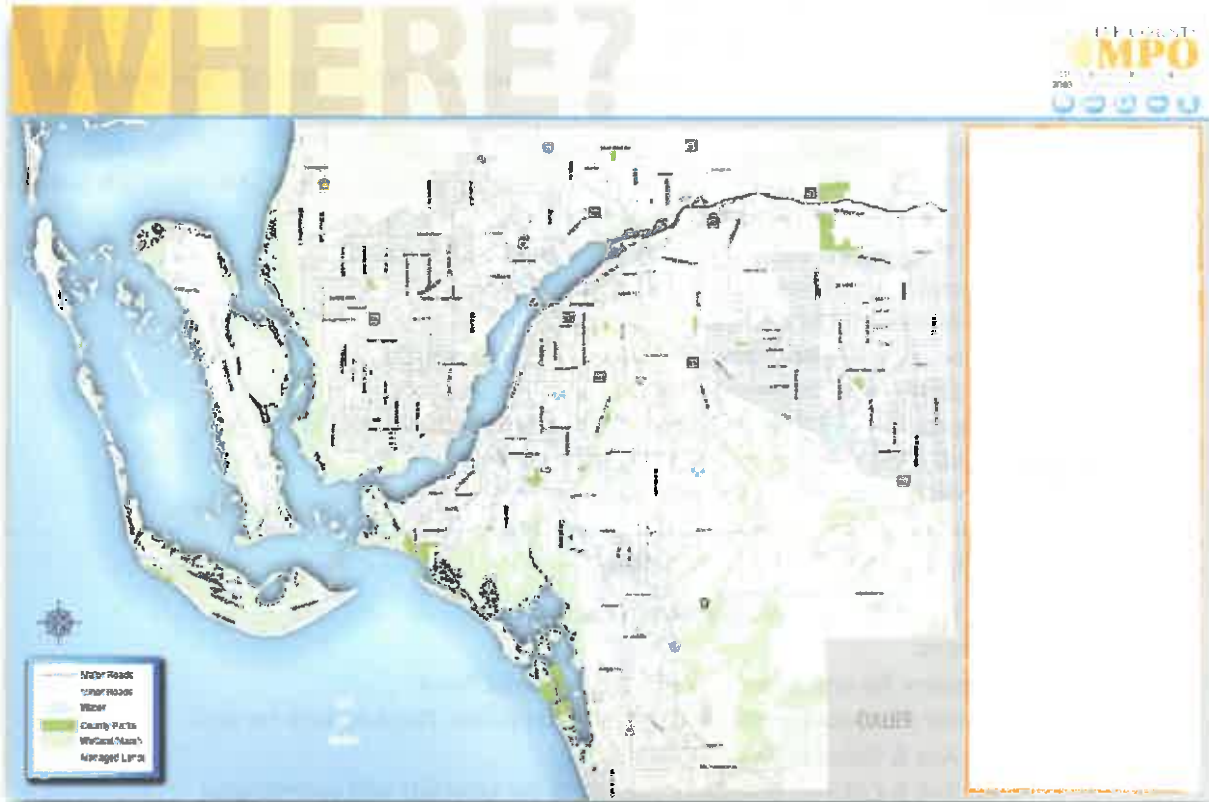
Aesthetics	Use strategies such as landscaping, signs, arches, decorative railings, or other treatments to beautify an area, define a community, or provide shade to encourage active travel (e.g., pedestrians and cyclists)
Economic/Freight Development	Highway and rail infrastructure improvements to safely and efficiently deliver goods and serve businesses and customers
New Alignments/Additional Lanes	New alignments and additional lanes increase the number of vehicles a roadway can accommodate. This can also be achieved by additional through lanes or other alternatives when road expansion is unfeasible
Technology to Address Congestion	Use strategies such as changeable digital message signs to warn motorists of incidents ahead, or computerized traffic timing to synchronize or adjust traffic signals as needed

Public Workshop #1 Summary

Activities

#2: Where do you want to see improvements?

The second activity allowed attendees to draw on a map to show where they want to see improvements. They could either draw on the map themselves or have a staff member draw on it for them. Attendees were provided with a variety of markers, highlighters, and pens, and could also write their suggestions on post-it notes. The board was placed on a round table so participants could easily approach the map.



Public Workshop #1 Summary

Activity Responses

#2: Where do you want to see improvements?

Responses included:

- **New alignments/additional lanes (roadway)**
 - ✘ Check capacity along SR 80/Palm Beach Blvd
 - ✘ Do not want CR 951 extended and going into Bonita Grande
 - ✘ SE quadrant of I-75 and Alico Road roadway connection to proposed Complete Streets project
 - ✘ 1st St (Palm Beach Blvd) & Second St
 - Downgrade to local/city streets west of the Seaboard intersection @ Palm Beach Blvd
 - Return them to two-way traffic
 - Increase pedestrian mobility & safety features on both
 - ✘ Keep Bonita Beach Road at-grade and rework turning movements (i.e., Michigan left turns)
 - ✘ Elevated express lanes on I-75, parts of US 41, Colonial & 75
 - ✘ Two-lane Palm Beach Blvd (as it approaches the bend/bridges)
 - ✘ Make connection between Lockett Rd and Tice St
 - ✘ Improve Williams Rd to 4 lanes
 - ✘ Improve access and interchange at I-75 & 850/Corkscrew Rd
 - ✘ Improve safety capacity on 850/Corkscrew Rd
 - ✘ Connect gaps in Road Network rather than widen roads. Distribute traffic.
 - ✘ Do not widen Ortiz & Lockett Roads from 2 to 4 lanes
 - ✘ Do not six-lane Bonita Beach Road
 - ✘ Do not build additional lane on Bonita Beach Road
 - ✘ Find solutions other than 951 extension
- **Operational/intersection improvements (roadway)**
 - ✘ Intersections:
 - Corkscrew Rd needs better traffic light at Bella Terra
 - Improve intersections for pedestrians and cyclists. Need no turn for red.
 - Ortiz Ave & Colonial Blvd
 - Ortiz Ave & Colonial Blvd (improve safety for bicyclists and pedestrians)
 - CR 850/Corkscrew Road
 - US 41 and Six Mile Cypress Pkwy (paint to make safe for bike/ped)
 - ✘ Roundabouts:
 - At all cross streets on Bonita Beach Rd
 - Spanish Wells (Golf & Country Club) light on Bonita Beach Road
 - Bonita Beach Road at Arrozo
 - Palm Beach Blvd & Tice St
 - Tice St & Ortiz Ave
 - US 41 and Bonita Beach Rd SE
 - Bonita Beach Rd SE and Vanderbilt Dr
 - ✘ Reduce the speed on McGregor Blvd
 - ✘ Herons Glen community needs traffic lights on Rt. 41
 - ✘ Herons Glen community needs sign for south bound traffic turning left; yield, stop here if another car in intersection

Public Workshop #1 Summary

- **Bike lanes and multi-use trails**
 - ✘ Separated/protected bike path:
 - On all existing parallel sections of Bonita Grande
 - Old 41 south of Bonita Beach Rd (into Collier County)
 - US 41 from Estero Pkwy & Bonita Beach Rd SE
 - Old 41 Rd south of Bonita Beach Rd and New 41 South
 - Bonita Grande between E Terry St & Bonita Beach Rd SE
 - Terry Street to Bonita Grande
 - Bonita Beach Rd from Bonita National (East) to Hickory Island west
 - Protected bike lanes everywhere
 - Develop a Bike Master Plan focusing on separated bike lanes in Bonita
 - On roadways over 40 mph
 - ✘ Shared-use/multi-modal path
 - US 41 from Estero Pkwy & Bonita Beach Rd SE
 - Old 41 Rd at Terry St south into Collier County
 - West side of Ortiz Ave
 - Between Cape Coral & Pine Island
 - Estero Parkway
 - Ortiz Ave from Tice St to Colonial; low impact drainage and no 4 lanes
 - ✘ Complete Streets:
 - Treeline Ave from FGCU north to Colonial Blvd
 - Estero Pkwy between US 41 and I-75
 - Williams Rd between US 41 and Three Oaks Pkwy
 - ✘ At Palm Beach Blvd south, parallel with Metro Parkway, to Six Mile Cypress Pkwy: finish 10-mile north south linear path; put in trailhead parking at southern most point of linear path
 - ✘ Make US 41 (from Caloosahatchee River to just south of Cypress Lake Drive) safer for bike/ped; have safe bikes on bridges
 - ✘ Bike and ped facilities on the bridges, esp for Cape Coral and Fort Myers to N Fort Myers
 - ✘ Have buffered bike lanes and wide sidewalks on San Carlos with roundabout coming onto Fort Myers Beach
 - ✘ Focus bike facilities/improvements in Transportation Disadvantaged neighborhoods such as Beacon Manor, Harlem Heights, Palm Beach Blvd
 - ✘ Bayshore Rd is unsafe for cyclists from Bus 41 to Hart and Slater Roads
 - ✘ Page Park - bike lane on Danley Dr & South Rd
 - ✘ Suncoast - bike lanes increase bus service and stops
 - ✘ Smarter bike/ped planning
 - ✘ Wider bike lanes (5 foot minimum)
 - ✘ Make FGCU more bike/ped friendly and use more transit
 - ✘ Rails to Trails or rail with trails for all of Lee County
 - ✘ Turn Old 41 Rd, south of Bonita Beach Rd SE, into trail
- **Sidewalks and crosswalks**
 - ✘ Better sidewalk alignments along Bayshore Rd from Bus 41 to I-75
 - ✘ Riverwalk from Edison and Ford Winter Estates to the Riverview Community Center
- **Transit**
 - ✘ Bus Rapid Transit at Treeline Ave from FGCU north to Colonial Blvd
 - ✘ Ortiz Ave to Colonial Blvd

Public Workshop #1 Summary

- ✘ **Transit (continued)**
 - ✘ To the airport
 - ✘ Down McGregor Blvd
 - ✘ Connecting transit route SR 80 south
 - ✘ Pine Manor - more frequent service, more routes, bike lanes
 - ✘ Add bus service to US 41 from Charlotte County south
 - ✘ No current transit service on Palm Beach Blvd
 - ✘ Connecting bus route at Tice and Ortiz intersection south to Colonial Blvd, east to Treeline Ave S, south to Estero Pkwy
 - ✘ Not enough transit for transit dependent
 - ✘ More transit routes
 - ✘ More frequent transit service
 - ✘ Shorter head times, better service hours, better transit
 - ✘ Tourist rental cars are clogging our roads; tourists should use transit
 - ✘ Tourists from airport, get them out of rental cars and onto transit
 - ✘ Park your car or ride your bike to Treeline bus route from Lehigh or surrounding neighborhoods
 - ✘ Charleston Park has no bus service
- **Technology (to address congestion)**
 - ✘ Traffic light calming on US 41
 - ✘ Light timing
 - ✘ Traffic light timing
- **Other**
 - ✘ Buy CSX right of way
 - ✘ Protect rural areas in NE & SE Lee County
 - ✘ More greenways



Lee 2040 Transportation Plan Public Workshop #1 (6/16/2015)				
Activity 2 Comments (Where do you want to see improvements?)				
Comment Count	Comment/Project	Transportation Solution #1	Transportation Solution #2	Map Notes/Location
1	Finish 10-mile north-south linear path, but-in trailhead parking at southern most point of linear path	Bike lanes, multi-use trails, sidewalks, and crosswalks		Palm Beach Blvd south, parallel with Metro Parkway, ending at Six Mile Cypress Pkwy
2	Complete Streets/Bus Rapid Transit	Bike lanes, multi-use trails, sidewalks, and crosswalks	Transit improvements	Treeline Ave from FGCU north to Colonial Blvd
3	Complete Streets with bike lanes, sidewalks, safety	Bike lanes, multi-use trails, sidewalks, and crosswalks		Estero Pkwy between US 41 and I-75
4	Complete Streets with bike lanes, sidewalks, safety	Bike lanes, multi-use trails, sidewalks, and crosswalks		Williams Rd between US 41 and Three Oaks Pkwy
5	Make US 41 safer for bike/ped, have safe bikes on bridges	Bike lanes, multi-use trails, sidewalks, and crosswalks		US 41 from Caloosahatchee River to just south of Cypress Lake Drive
6	Bike & ped facilities on the bridges, especially for Cape Coral and Fort Myers to North Fort Myers	Bike lanes, multi-use trails, sidewalks, and crosswalks		Bridges in Cape Coral and Fort Myers to North Fort Myers
7	Have buffered bike lanes & wide sidewalks on San Carlos with roundabout coming onto Fort Myers Beach	Bike lanes, multi-use trails, sidewalks, and crosswalks		San Carlos Blvd from Estero Blvd to Summerlin Rd
8	Bike/multi-modal path	Bike lanes, multi-use trails, sidewalks, and crosswalks		West side of Ortiz Ave
9	Focus bike facilities/improvements in Transportation Disadvantaged neighborhoods	Bike lanes, multi-use trails, sidewalks, and crosswalks	Transit improvements	TD neighborhoods (Beacon Manor, Harlem Heights, Palm Beach Blvd)
10	Separated bike/ped path	Bike lanes, multi-use trails, sidewalks, and crosswalks		Old 41 south of Bonita Beach Rd (into Collier County)
11	Consider constructing a bike path on all existing parallel sections of Bonita Grande	Bike lanes, multi-use trails, sidewalks, and crosswalks		Bonita Grande Dr
12	Protected bike lane/shared-use path	Bike lanes, multi-use trails, sidewalks, and crosswalks		US 41 from Estero Pkwy & Bonita Beach Rd SE
13	Separate bike path	Bike lanes, multi-use trails, sidewalks, and crosswalks		Old 41 Rd south of Bonita Beach Rd and New 41 South
14	Consider separated bike path on Bonita Grande	Bike lanes, multi-use trails, sidewalks, and crosswalks		Bonita Grande Dr between E Terry St & Bonita Beach Rd SE
15	Separate bike path on Terry Street to Bonita Grande	Bike lanes, multi-use trails, sidewalks, and crosswalks		E Terry Street from US 41 east to Bonita Grande Dr
16	Inviting bike path on Bonita Beach Rd from Bonita National (East) to Hickory Island west	Bike lanes, multi-use trails, sidewalks, and crosswalks		Western most point is Estero Blvd, eastern most point is Collier County
17	Bayshore Rd is unsafe for cyclists from Bus 41 to Hart and Slater Roads	Bike lanes, multi-use trails, sidewalks, and crosswalks		Bayshore Rd from Bus 41 to Hart & Slater Roads
18	Develop a Bike Master Plan focusing on separated bike lanes in Bonita	Bike lanes, multi-use trails, sidewalks, and crosswalks		Bonita Springs
19	Page Park - bike lane on Danley Dr & South Rd	Bike lanes, multi-use trails, sidewalks, and crosswalks		Page Park area, Danley Drive & South Road
20	Suncoast - bike lanes increase bus service and stops	Bike lanes, multi-use trails, sidewalks, and crosswalks	Transit improvements	Suncoast (unsure where this is?)
21	Shared-use path	Bike lanes, multi-use trails, sidewalks, and crosswalks		Old 41 Rd at Terry St south into Collier County
22	Need shared-use path between Cape Coral & Pine Island	Bike lanes, multi-use trails, sidewalks, and crosswalks		SW Pine Island Rd from Burnt Store Rd to Springfellow Rd
23	Make Estero Parkway a shared-use path	Bike lanes, multi-use trails, sidewalks, and crosswalks		Estero Parkway
24	Riverwalk from Edison and Ford Winter Estates to the Riverview Community Center	Bike lanes, multi-use trails, sidewalks, and crosswalks		Edison/Ford Estates to the Riverview Community Center
25	Multi-use path along Ortiz Ave, 'low impact drainage & no 4 lanes'	Bike lanes, multi-use trails, sidewalks, and crosswalks	New alignments/ additional lanes	Ortiz Ave from Tice St to Colonial Blvd
26	Turn Old 41 Rd, south of Bonita Beach Rd SE, into trail	Bike lanes, multi-use trails, sidewalks, and crosswalks		Old 41 Rd south of Bonita Beach Rd SE
27	Better sidewalk alignments along Bayshore Rd	Bike lanes, multi-use trails, sidewalks, and crosswalks		Bayshore Rd from Bus 41 to I-75
28	Smarter bike/ped planning	Bike lanes, multi-use trails, sidewalks, and crosswalks		
29	Separated bike lanes	Bike lanes, multi-use trails, sidewalks, and crosswalks		
30	Buffered/separated bike lanes on roadways over 40 mph	Bike lanes, multi-use trails, sidewalks, and crosswalks		
31	Wider bike lanes (5 foot minimum)	Bike lanes, multi-use trails, sidewalks, and crosswalks		
32	Protected bike lanes everywhere	Bike lanes, multi-use trails, sidewalks, and crosswalks		
33	Make FGCU more bike/ped friendly & use more transit	Bike lanes, multi-use trails, sidewalks, and crosswalks	Transit improvements	FGCU
34	Rails to Trails or rail with trails for all of Lee County	Bike lanes, multi-use trails, sidewalks, and crosswalks	Transit improvements	



Comment Count	Comment/Project	Transportation Solution #1	Transportation Solution #2	Map Notes/Location
1	Check capacity along SR 80/Palm Beach Blvd	New alignments/ additional lanes		SR 80/Palm Beach Blvd from I-75 east
2	Do not want CR 951 extended and going into Bonita Grande	New alignments/ additional lanes		CR 951 extension
3	Southeast quadrant of I-75 and Alico Road roadway connection to proposed Complete Streets project	New alignments/ additional lanes		I-75 and Alico Road (SE corner, area drawn on map was longer N-S than E-W, went as far west as Lee Road)
4	1st St (Palm Beach Blvd) & Second St * Downgrade to local/city streets west of the Seaboard intersection @ Palm Beach Blvd * Return them to two-way traffic * Increase pedestrian mobility & safety features on both	New alignments/ additional lanes	Sidewalks and crosswalks	1st St (Palm Beach Blvd) & 2nd St
5	Thanks for not proceeding with Bonita Beach Rd/US 41 Flyover, keep Bonita Beach Road at-grade and rework turning movements (i.e., Michigan left turns)	New alignments/ additional lanes		Bonita Beach Rd/US 41
6	Elevated express lanes on I-75, parts of US 41, Colonial & 75	New alignments/ additional lanes	Transit improvements	I-75, parts of US 41, Colonial & 75
7	Do not widen Ortiz & Lockett Roads from 2 to 4 lanes. The extended # of lanes makes it dangerous for pedestrians & bicyclists in the neighborhood	New alignments/ additional lanes	Bike lanes, multi-use trails, sidewalks, and crosswalks	Ortiz & Lockett Roads
8	Do not six-lane Bonita Beach Road	New alignments/ additional lanes		Bonita Beach Rd
9	Do not build additional lane on Bonita Beach Road	New alignments/ additional lanes		Bonita Beach Rd
10	Find solutions other than 951 extension	New alignments/ additional lanes		CR 951 extension
11	2-lane Palm Beach Blvd (as it approaches the bend/bridges)	New alignments/ additional lanes		Palm Beach Blvd, west of Veronica Shoemaker Blvd, as it approaches the bend/bridges
12	Make connection between Lockett Rd and Tice St (commenter's note says the line work on the map appears they connect, but it's currently not connected)	New alignments/ additional lanes		Lockett Rd and Tice St
13	Improve Williams Rd to 4 lanes	New alignments/ additional lanes		Williams Rd between US 41 and Three Oaks Pkwy
14	Improve access and interchange at I-75 & 850/Corkscrew Rd	New alignments/ additional lanes		I-75 & 850/Corkscrew Rd interchange
15	Improve safety capacity on 850/Corkscrew Rd	New alignments/ additional lanes		850/Corkscrew Rd from I-75 east to just past the bend (at the Preserve at Corkscrew)
16	Connect gaps in Road Network rather than widen roads. Distribute traffic.	New alignments/ additional lanes		
1	Corkscrew Road - traffic issues, density/volume, mining trucks (a better traffic light at Bella Terra would discourage this)	Operational/ intersection improvements	Technology to address congestion	Corkscrew Road
2	Improve intersections for pedestrians & cyclists. Need no turn for red.	Operational/ intersection improvements		Daniels Pkwy & Treeline Ave S
3	1) At Herons Glen, gated community needs traffic lights on Rt. 41 (mostly senior drivers, some as old as 91). Many accidents & deaths	Operational/ intersection improvements		Northern segment of US 41
4	2) Same location (Herons Glen community) needs sign for south bound traffic turning left, yield, stop here if another car in intersection	Operational/ intersection improvements		Northern segment of US 41
5	Improve traffic congestion at intersection of Ortiz Ave & Colonial Blvd	Operational/ intersection improvements	Technology to address congestion	Ortiz Ave & Colonial Blvd
6	Improve safety for bicyclists and pedestrians at the intersection of Ortiz Ave & Colonial Blvd	Operational/ intersection improvements	Bike lanes and crosswalks	Ortiz Ave & Colonial Blvd
7	CR 850/Corkscrew Road, high truck volume, high volume with construction, please keep this road safe	Operational/ intersection improvements	Economic/freight development	CR 850/Corkscrew Rd from I-75 to Alico Rd
8	Improve intersection at US 41 and Six Mile Cypress Pkwy, paint to make safe for bike/ped	Operational/ intersection improvements	Bike lanes, sidewalks, and crosswalks	US 41 & Six Mile Cypress Pkwy
9	Consider creating roundabouts at all cross streets on Bonita Beach Rd	Operational/ intersection improvements		Bonita Beach Rd
10	Consider roundabout at Spanish Wells (Golf & Country Club) light on Bonita Beach Road	Operational/ intersection improvements		Spanish Wells & Bonita Beach Road
11	Consider roundabouts on Bonita Beach Road at Arrozo	Operational/ intersection improvements		Bonita Beach Road & Arrozo
12	Roundabout at Palm Beach Blvd & Tice St	Operational/ intersection improvements		Palm Beach Blvd & Tice St
13	Roundabout at Tice St & Ortiz Ave	Operational/ intersection improvements		Tice St & Ortiz Ave
14	Consider replacing light at US 41 and Bonita Beach Rd SE with a roundabout	Operational/ intersection improvements		US 41 & Bonita Beach Rd SE
15	Roundabout at Bonita Beach Rd SE and Vanderbilt Dr	Operational/ intersection improvements		Bonita Beach Rd SE and Vanderbilt Dr
16	Reduce the speed on McGregor Blvd	Operational/ intersection improvements		McGregor Blvd from College Parkway to US 41



Comment Count	Comment/Project	Transportation Solution #1	Transportation Solution #2	Map Notes/Location
1	Consider creative solutions on side roads to ease traffic at US 41/Bonita Beach Rd intersection	Technology to address congestion		US 41/Bonita Beach Road
2	Traffic light calming on US 41	Technology to address congestion		US 41 from the river south to Alico Rd
3	Light timing!!	Technology to address congestion		
4	Traffic light timing	Technology to address congestion		
1	Transit down Ortiz Ave to Colonial Blvd	Transit improvements		Ortiz Ave to Colonial Blvd none provided
2	Transit to the airport	Transit improvements		McGregor Blvd
3	Transit down McGregor Blvd	Transit improvements		SR 80 south (along Ortiz & Treeline & Ben Hill Griffin & FGCU)
4	Connecting transit route SR 80 south	Transit improvements		
5	Pine Manor - more frequent service, more routes, bike lanes	Transit improvements	Bike lanes	Pine Manor (located off of US 41/South Cleveland Ave and Summarin Rd)
6	Add bus service to US 41 from Charlotte County south	Transit improvements		US 41 south from Charlotte County (commenter drew the line south to the river)
7	No current transit service on Palm Beach Blvd	Transit improvements		Palm Beach Blvd (SW corner just before Collier County)
8	Connecting bus route			Tice and Ortiz intersection south to Colonial Blvd east to Treeline Ave S, south to Estero Pkwy
9	Not enough transit for transit dependant	Transit improvements		
10	More transit routes	Transit improvements		
11	More frequent transit service	Transit improvements		
12	Transit shorter head times, better service hours, better transit	Transit improvements		
13	Tourist rental cars are clogging our roads Use transit	Transit improvements	Economic/freight development	
14	Tourists from airport, get them out of rental cars & onto transit	Transit improvements	Economic/freight development	
15	Park your car or ride your bike to Treeline bus route from Lehigh or surrounding neighborhoods	Transit improvements		
16	Charleston Park has no bus service	Transit improvements		Charleston Park is a census-designated place (CDP) in Lee
1	Buy CSX right of way	Other	Right of way	
2	Protect rural areas in NE & SE Lee County	Other	Land use	
3	More greenways!!	Other	Greenways	

Welcome!

Lee County 2040 TRANSPORTATION PLAN



What is the Lee County MPO?



- Transportation policy making board



- Board includes elected representatives from the Cities of Bonita Springs, Cape Coral, Fort Myers, Sanibel, the Town of Fort Myers Beach, and all five Lee County Commissioners (soon to officially add the Village of Estero)



- Based on State and Federal laws, the MPO is responsible for establishing a continuing, cooperative, and comprehensive transportation planning process for Lee County



Lee MPO Background



- Federal Aid Highway Act of 1962 required each urbanized area with a population of 50,000 or more to establish as a condition of receiving federal funds
- Lee MPO formed in 1977
- Current Federal Transportation Bill MAP-21 (Moving Ahead for Progress in the 21st Century) approved in 2012 has been extended again though July
- Twenty-seven MPOs in Florida



What is the 2040 Transportation Plan?



- 25-year vision for Lee County's transportation needs
- Updated every 5 years for the 25-year planning horizon (through 2040)
- Incorporates all types of travel including:
 - Driving
 - Biking
 - Walking
 - Public transportation
 - Freight



Why do we need this plan?



- Transportation needs change over time
- Required by the Federal Highway Administration
- Projects funded with federal and/or state monies need to be included and analyzed within the plan
- A building block for a desirable place to:
 - Live
 - Work
 - Play



What are the federal requirements?



- **Moving Ahead for Progress in the 21st Century (MAP-21) planning factors**
 - Support **economic vitality**
 - Increase **safety** of the transportation system
 - Increase **security** of the transportation system
 - Increase **accessibility** and **mobility** of people and freight
 - Protect and enhance the **environment**, promote **energy conservation**, improve **quality of life**, promote **consistency between transportation improvements**
 - Enhance **connectivity** across the system and between modes
 - Promote **efficient system management** and operation
 - Emphasize **preservation** of the **transportation system**



What are the goals of the plan?



A multi-modal transportation system that is:

1. Balanced and integrated with all transportation modes for people and goods
2. Safe and secure for existing and future residents, visitors, and businesses
3. Enhances emergency responsiveness and evacuation
4. Sensitive to the County's communities, the community character, and environmental resources
5. Enhances economic growth and anticipates development demands
6. Maintained, optimized, and expanded using the best available technologies and innovation
7. Financially feasible
8. Coordinated with relevant agencies and based on effective integration of transportation, land use, conservation, and smart growth planning



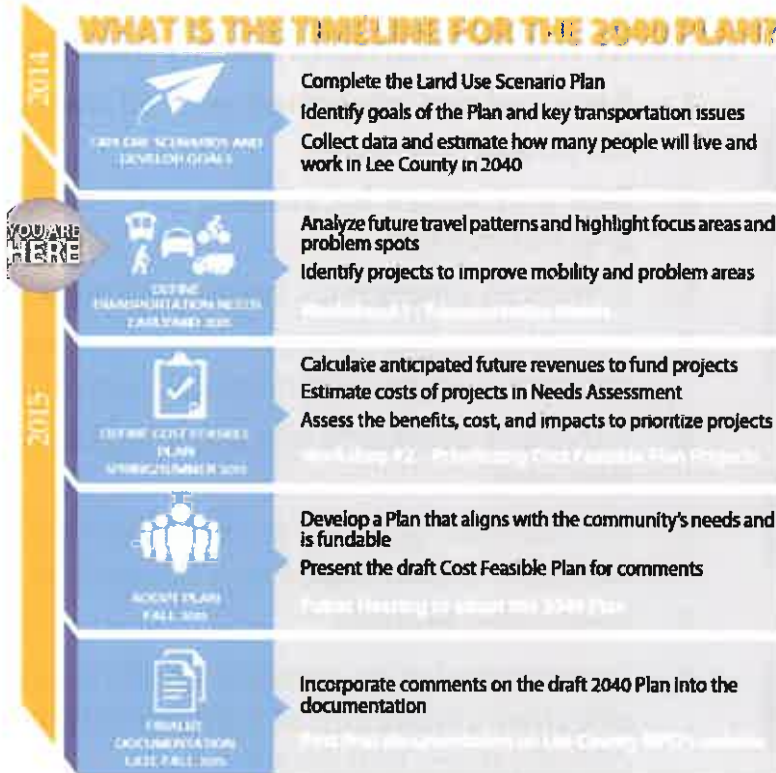
What are projects evaluated on?

All projects relate to the plan goals and MAP-21 planning factors:

1. Existing capacity
2. Bicycle, pedestrian, or transit improvement
3. Future capacity
4. Safety
5. Preserve/maintenance of assets
6. Intermodal connectivity
7. Emergency evacuation route
8. Committed funding
9. Environmental impacts
10. Fair treatment and involvement of people
11. Access to major activity centers
12. Innovation
13. Truck route



Where are we in the plan development?



How much will Lee County grow by 2040?



- **Current (2010) residents = 610,394**
- **Future (2040) residents = 1,032,877**
That means we'll have **69%** more people
- **Current (2010) jobs = 265,014**
- **Future (2040) jobs = 490,230**
That means we'll have **76%** more jobs



We want to hear from you!



**Tell us how you would make the
transportation system better**



roads, bridges, bike lanes,
sidewalks, public transportation?



Would you add...

...car lanes?

...bike lanes?

...sidewalks?

...public transportation?



For our roads, would you focus on...



- ...improving safety?**
- ...adding lanes to roads?**
- ...adding new alignments?**
- ...maintaining or fixing what we have today?**



For biking and walking, would you focus on...



- ...improving safety?**
- ...filling gaps in areas where people walk and bike already?**
- ...building new sidewalks, trails, bike lanes, and crosswalks?**
- ...maintaining or fixing what we have today?**





**For public transportation,
would you focus on...**



...new transit routes?

...expanded transit routes?



...extended transit hours?

...more weekend service?



...improved transit frequencies?

...improving Passport (ADA service)?



How will you help define the plan?



Coming Up Next

Interactive Online Collaboration Site

Mid-August through September



Cost Feasible Plan Public Workshop

August/September



Website



2040transportationplan.leemipo.com

The screenshot shows the website's header with the Lee County MPO logo and navigation tabs: Home, Supporting Documents, Contact Us, and Lee County MPO. The main content area features a 'You are here' breadcrumb, a search bar, and a 'News/Announcements' section with a link to a 'Save the Date: 2040 Transportation Plan Workshop Announced'. Below this is a 'Related Links' section with links to '2035 Long Range Transportation Plan', 'Agendas & Minutes', 'Meeting Schedule', and 'Meeting Request Form'. An 'Upcoming LRTP Workshops' section lists a workshop on June 16, 2015, at the North Fort Myers Library. A 'Suggest a Project' button is visible at the bottom left of the page content.

Thank you for being here!

Lee County 2040 TRANSPORTATION PLAN



LEE COUNTY
MPO
METROPLITAN PLANNING ORGANIZATION

Johnny Limbaugh, 239-244-2220
jlimbaugh@leempo.com

Lee County Metropolitan Planning Organization to Host Workshop for 2040 Transportation Plan

Lee County, Fla. – The Lee County Metropolitan Planning Organization (MPO) will be hosting a Public Workshop to gather the public's ideas and suggestions on the 2040 Long Range Transportation Plan.

The workshop will be held **Tuesday, June 16, 2015** from **5:30 p.m. to 7:30 p.m.** at the **North Fort Myers Library, 2001 N. Tamiami Trail N.E., North Fort Myers, FL 33903.**

The Lee County 2040 Transportation Plan is the 25-year vision of how to meet our community's transportation needs and expectations through 2040. The plan will incorporate all types of travel including driving, biking, walking, public transportation, and freight movement. The MPO wants to identify the projects that will best serve the community. The meeting will afford participants the opportunity to ask questions and provide feedback on how state and federal fiscal resources should be spent in future years for all modes of transportation.

Your ideas and opinions are critical to create a successful plan. Please participate in this public workshop so your thoughts and ideas can inform the plan's development!

For more information about the plan please visit
2040TransportationPlan.LeeMPO.com.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Johnny Limbaugh at the Lee MPO at 239-330-2242 or by email at jlimbaugh@leempo.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. 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 has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Lee County MPO Title VI Coordinator Johnny Limbaugh at (239) 330-2242 or by writing him at P.O. Box 150045, Cape Coral, Florida 33915-0045.

Public Workshop #2 Summary

Lee County MPO

Lee County 2040 Transportation Plan

Public Workshop #2 (Priorities)

Workshop Logistics

Date: Tuesday, August 25, 2015

Time: 5:00-7:00PM

Location: Estero Recreation Center, 9200 Corkscrew Palms Blvd., Estero, FL 33928

Attendees: Approximately 70

Meeting Format

The meeting was held in the later afternoon through the early evening on Tuesday, August 25, 2015. The room was set up to flow from the welcome table to the information boards, transportation priorities boards (organized by bike and pedestrian projects, transit projects, and roadway projects), a web kiosk, and presentation seating in the center of the room.

The presentation was given about 15 minutes into the official start time of the meeting. Many participants arrived early along with members of the media. Before and after the presentation, attendees were invited to view the informational and priorities boards as well as test out the newly unveiled interactive online survey at the web kiosk. Public workshop materials, photos, display boards, and an online survey preview are shown below.

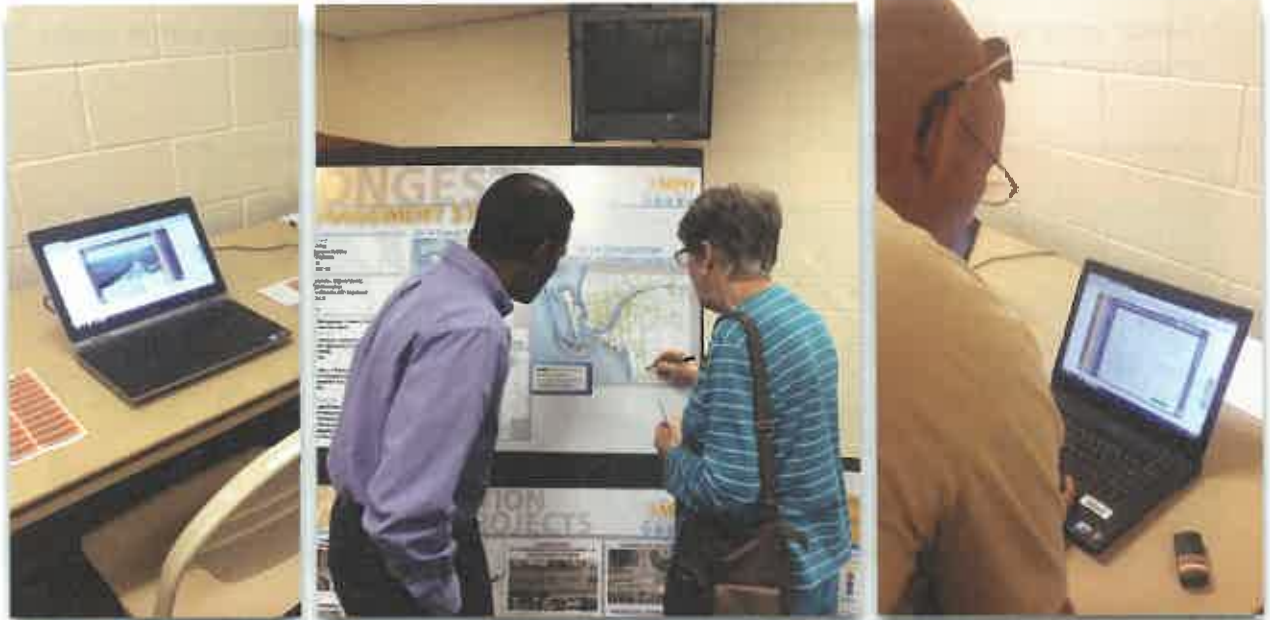


Workshop Photos

The following photos show attendees interacting with MPO and project staff as well as the web kiosk:



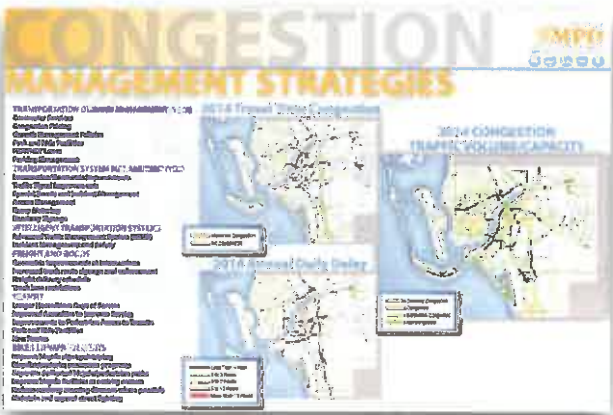
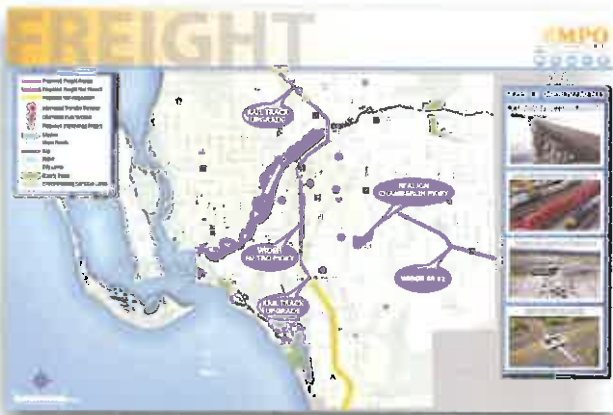
Public Workshop #2 Summary



Public Workshop #2 Summary

Workshop Display Boards

The following boards were on display at the public workshop as informational items regarding roadway “needs” projects, different congestion management strategies and sample projects, as well as freight projects and goods movement information for Lee County:



Public Workshop #2 Summary

The following three boards presented the transportation priorities that were also part of the online survey, www.lee2040.metroquest.com:

BIKE AND PED

WHAT ARE THE HIGHEST PRIORITIES?

SHARED USE PATHS

Shared use paths are facilities located across a right-of-way. They can be used by pedestrians and cyclists of all abilities and typically range from 10 to 12 feet wide. Average cost is \$4822 per mile.

Source: FHWA, Design Guidelines for Shared-Use Paths and Trails, FHWA-2004-207.

SIDEWALKS

Sidewalks can be used by pedestrians of all abilities and are typically 4 to 6 feet wide. Average cost is \$1695 per mile.

Source: FHWA, Design Guidelines for Shared-Use Paths and Trails, FHWA-2004-207.

PAVED SHOULDERS

Paved shoulders can be used by cyclists. They are typically 4 to 5 feet wide. Average cost is \$2390 per mile.

Source: FHWA, Design Guidelines for Shared-Use Paths and Trails, FHWA-2004-207.

OFF-ROAD TRAILS

Off-road trails are facilities located across a right-of-way, providing another option to get from the roadway. They can be used by cyclists and pedestrians and are usually 7 feet wide or more. Average cost is \$4822 per mile.

Source: FHWA, Design Guidelines for Shared-Use Paths and Trails, FHWA-2004-207.

BIKE LANES

Bike lanes can be used by cyclists and are typically 4 to 9 feet wide. Average cost is \$1,300 per mile.

Source: FHWA, Design Guidelines for Shared-Use Paths and Trails, FHWA-2004-207.

FACILITIES NEAR DESTINATIONS

Facilities near destinations include sidewalks, paths, and paved shoulders. They are used by pedestrians and cyclists.

Source: FHWA, Design Guidelines for Shared-Use Paths and Trails, FHWA-2004-207.

FACILITIES NEAR SCHOOLS

Facilities near schools include sidewalks, paths, and paved shoulders. They are used by pedestrians and cyclists.

Source: FHWA, Design Guidelines for Shared-Use Paths and Trails, FHWA-2004-207.

FACILITIES NEAR TRANSIT

Facilities near transit include sidewalks, paths, and paved shoulders. They are used by pedestrians and cyclists.

Source: FHWA, Design Guidelines for Shared-Use Paths and Trails, FHWA-2004-207.

TRANSIT

WHAT ARE THE HIGHEST PRIORITIES?

SPECIFIC PROJECTS

BUS RAMP TRANSIT TEST
Bus ramp transit test is a type of transit service that provides a safe and convenient way to get from the roadway to the transit station. The test will include a safe and modern-looking ramp, off-board fare collection, and enhanced signage to provide for a safe and convenient transit experience. Safety is a priority for this project.

FAST-TRIP BUS
Fast-trip bus is a type of transit service that provides a safe and convenient way to get from the roadway to the transit station. The test will include a safe and modern-looking ramp, off-board fare collection, and enhanced signage to provide for a safe and convenient transit experience. Safety is a priority for this project.

IMPROVEMENT TYPES

EXTENDED HOURS
Extended hours service is a type of transit service that provides a safe and convenient way to get from the roadway to the transit station. The test will include a safe and modern-looking ramp, off-board fare collection, and enhanced signage to provide for a safe and convenient transit experience. Safety is a priority for this project.

EXPRESS SERVICE
Express service is a type of transit service that provides a safe and convenient way to get from the roadway to the transit station. The test will include a safe and modern-looking ramp, off-board fare collection, and enhanced signage to provide for a safe and convenient transit experience. Safety is a priority for this project.

SUNSHINE SERVICE
Sunshine service is a type of transit service that provides a safe and convenient way to get from the roadway to the transit station. The test will include a safe and modern-looking ramp, off-board fare collection, and enhanced signage to provide for a safe and convenient transit experience. Safety is a priority for this project.

EXPRESS SERVICE
Express service is a type of transit service that provides a safe and convenient way to get from the roadway to the transit station. The test will include a safe and modern-looking ramp, off-board fare collection, and enhanced signage to provide for a safe and convenient transit experience. Safety is a priority for this project.

Public Workshop #2 Summary

Online Survey (Web Kiosk)

As a reminder to visit the project website and take the online survey, stickers were provided to workshop attendees who signed in at the welcome table or visited the web kiosk.

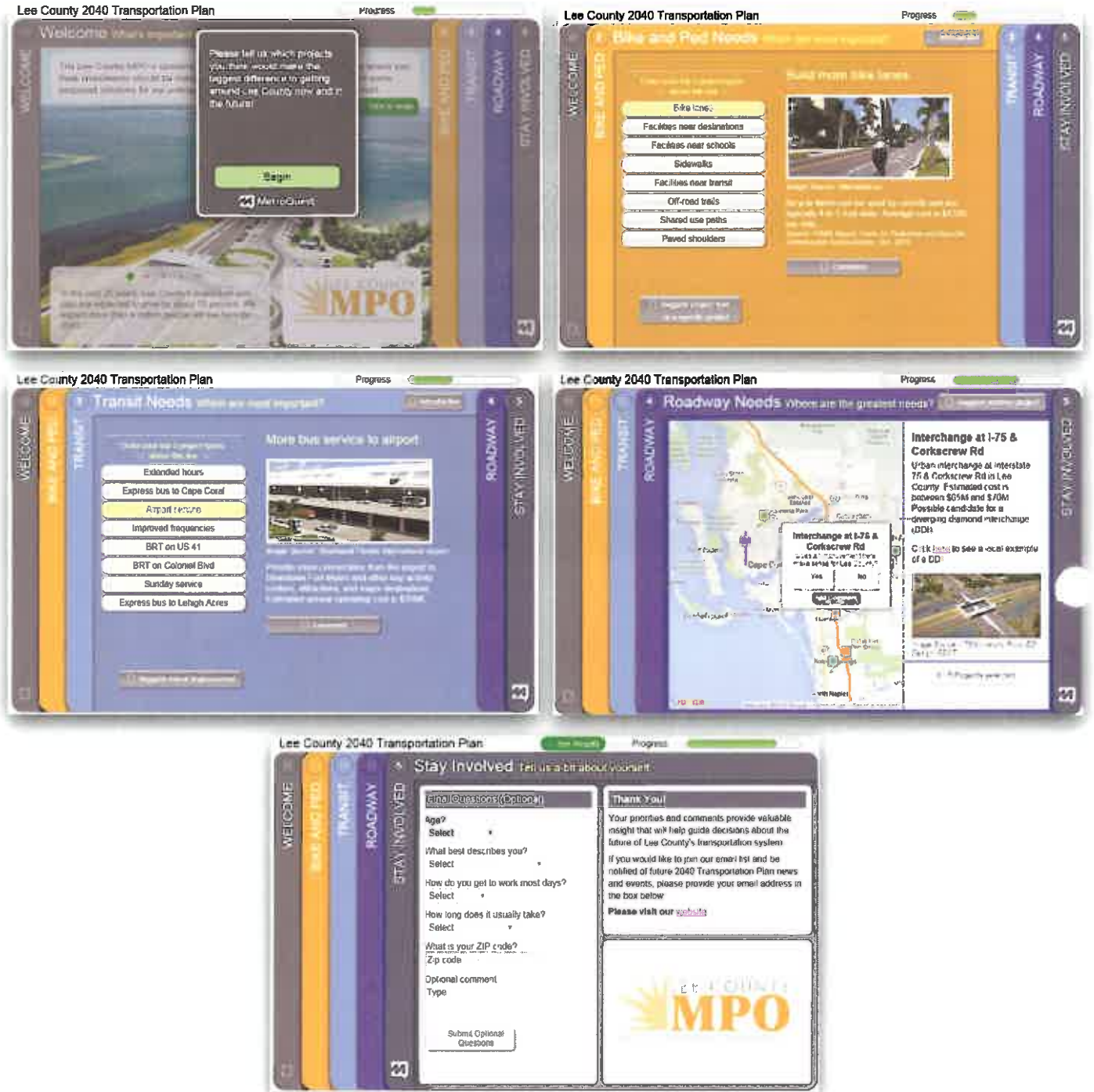


If workshop attendees happened to take the survey while visiting the web kiosk or via their own smartphones, we provided stickers to remind them their voices count.



Public Workshop #2 Summary

Below is a sample of what each screen looked like in the online survey:



ROADWAY PROJECTS

ID	Facility	From	To	Improvement
1	I-75		at SR 884	Intersection
2	San Carlos Boulevard	Reconstruction/Transit, Pedestrian, and Capacity Improvements		Capacity
3	SR 78	W of Santa Barbara	East of Pondella	Widening
4	I-75		at Corkscrew Road	Intersection
5	Ortiz Avenue	Martin Luther King	Luckett Road	Widening
6	SR 82	Alabama	Homestead	Widening
7	US 41		at Daniels Parkway	Intersection
8	Veterans		at Santa Barbara	Intersection
9	SR 82		at Colonial Blvd	Intersection
10	Old US 41	Bonita Beach Road	Collier Co Line	Widening
11	Colonial		at Summerlin	Intersection
12	SR 78	Business 41	I-75	Widening
13	SR 82	Shawnee	Alabama	Widening
14	Pine Island Road	Del Pine Dr	Hancock Creek Blvd (NE 24th Ave)	Widening
15	SR 78	Chiquita Boulevard	w/o Santa Barbara	Widening
16	SR 78	24th Ave	US 41	Widening
17	Estero		Segment 4	Resurfacing
18	Leeland Heights Boulevard	Lee Blvd	Bell Blvd	Widening
19	Ortiz Avenue	Colonial Blvd	SR 82 (MLK)	Widening
20	Corkscrew Road	US 41	e/o Ben Hill Griffin Pkwy	Widening
21	Hanson Street	Evans Avenue	Veronica Shoemaker	Widening
22	SR 80	SR 31	Buckingham Rd	Widening
23	Estero		Segment 5	Resurfacing
24	Estero		Segment 6	Resurfacing
25	Lee Blvd	Leeland Heights Blvd	SR 82	Widening
26	Daniels Parkway	Chamberlin Pkwy	Gateway Blvd	Widening
27	Bonita Beach Road	I-75	Bonita Grande Drive	Widening
28	Homestead Road	Milwaukee	Sunrise	Widening
29	SR 82		at Daniels Parkway/Gunnery Road	Intersection
30	Luckett Road	Ortiz Avenue	I-75	Widening
31	Littleton Road	NE 24TH	Business 41	Widening
32	Daniels Parkway	Gateway Blvd	SR 82	Widening
33	Hanson Street	US 41	Fowler St	Widening
34	Gunnery Road	Lee Blvd	Buckingham Rd	Widening
35	Metro Parkway	Daniels Parkway/Gunnery Road	South of Winkler Avenue	Widening
36	Homestead Road	Sunrise	Alabama	Widening
37	Corkscrew Road	Ben Hill Griffin	Alico Road	Widening
38	Ortiz Avenue	Luckett Road	SR 80	Widening
39	Terry Street	Bonita Grande Drive	West Imperial Parkway	Widening
40	SR 31	SR 80	Charlotte Co Line	Widening
41	Leonard Boulevard	Lee Blvd	Gunnery Rd	Widening
42	SR 82	Homestead	Hendry County Line	Widening
43	Three Oaks Ext.	North of Alico Road	Daniels Parkway	New Roadway
44	23rd Street SW	Gunnery Rd	Beth Stacey Blvd	Widening
45	Beth Stacey Boulevard	23rd St SW	Homestead Rd	Widening
46	Chiquita Boulevard	Pine Island Road	Cape Coral Parkway	Widening
47	Alabama Street	SR 82	Homestead Rd	Widening
48	Livingston/Imperial Parkway	Collier Co Line	Bonita Beach Road	Widening
49	Orange River Road	Buckingham Rd	SR 80	Widening
50	Sunshine Boulevard	SR 82	Lee Blvd	Widening
51	Buckingham Road	Orange River Blvd	SR 80	Widening
52	Joel Boulevard	17th St	Palm Beach Blvd	Widening

ROADWAY PROJECTS

ID	Facility	From	To	Improvement
53	Bell Boulevard	SR 82	Leeland Heights Blvd	Widening
54	Winkler Road	Gladiolus Drive	Cypress Lake Drive	Widening
55	Crystal Drive	US 41	Metro Pkay	Resurfacing
56	Edison Avenue	US 41	Fowler St	Widening
57	Cape Coral Bridge			Replace Bridge
58	Fowler Street	Metro/Fowler	SR 82	Resurfacing
59	Veronica Shoemaker	Michigan Avenue	SR 80	Widening
60	Burnt Store Road	Van Buren Parkway	Charlotte Co Line	Widening
61	SR 82	Michigan Avenue	Ortiz Avenue	Widening
62	Little Pine Island Bridge			Replace Bridge
63	Alico Road	Ben Hill Griffin	Airport Haul Road	Widening
64	2nd Street	Fowler St	Palm Beach Blvd	Widening
65	Andalusia Boulevard	Pine Island Road	Tropicana Parkway	Widening
66	Andalusia Boulevard	Jacaranda Parkway	Kismet Parkway	New Roadway
67	Kismet Parkway	NW 18th Avenue	Chiquita Boulevard	Widening
68	NE 24th Avenue	Pondella Road	Garden Boulevard	Widening
69	I-75	at Bonita Beach Rd		Intersection
70	Little Carlos Pass Bridge			Replace Bridge
71	1st Street	Fowler St	Palm Beach Blvd	Widening
72	SR 78	US 41	Business 41	Widening
73	Bonita Grande Drive	Terry Street	Bonita Beach Road	Widening
74	Littleton Road	US 41/N. Tamiami Trl	SR 78	New Roadway
75	North Airport Rd Extension	Metro Parkway	Plantation Road	New Roadway
76	I-75	Collier Co. Line	s/o Caloosahatchee Bridge	New Roadway
77	I-75		at Daniels Parkway	Intersection
78	Big Carlos Bridge			Replace Bridge
79	Tropicana Parkway	Chiquita Boulevard	Nelson Road	Widening
80	Nelson Road North	Embers Parkway	Tropicana Parkway	Widening
81	Lockett Road ext.	Sunshine Blvd	Hendry County Line	New Roadway
82	Del Prado Extension	US 41	I-75	New Roadway
83	Del Prado Extension	e/o US 41	e/o Prarie Pines	New Roadway
84	Lockett Road	I-75	12th St	Widening
85	Big Hickory Pass Bridge			Replace Bridge
86	New Pass Bridge			Replace Bridge
87	Sandy Lane Extension	Strike Lane	Pelican Colony	New Roadway
88	East West	Ben Hill Griffin	Airport Haul Road	New Roadway
89	Lockett Road Extension	Buckingham Rd	Gunnery Rd	New Roadway
90	Lockett Road Extension	Gunnery Rd	Sunshine Blvd	New Roadway
91	Homestead Road	SR 82	Milwaukee	Widening
92	Alico Road	Airport Haul Road	Alico Connector	Widening
93	Kismet Parkway	Burnt Store Road	El Dorado Parkway	Widening
94	NE 24th Avenue	Garden Boulevard	Del Prado Boulevard	New Roadway
95	Surfside Boulevard	Trafalgar Parkway	Pine Island Road	New Roadway
96	Del Prado Extension	I-75	SR 31	New Roadway
97	Lockett Road ext.	e/o I-75	Buckingham Rd	New Roadway
98	Alico Connector	Alico	SR 82	New Roadway
99	Garden Boulevard	North of DeNavarra Parkway	NE 23rd Place	Widening
100	Hanson Extension	Veronica Shoemaker	Ortiz Avenue	New Roadway
101	Del Prado Extension	Mellow Dr	I-75	New Roadway
102	Jacaranda Parkway	Old Burnt Store Road	Burnt Store Road	New Roadway
103	CR 951 Extension	Corkscrew Road	Alico Road	New Roadway

Welcome!

Lee County 2040 TRANSPORTATION PLAN



What is the Lee County MPO?



- Transportation policy making board
- Board includes elected representatives from the Cities of Bonita Springs, Cape Coral, Fort Myers, Sanibel, the Town of Fort Myers Beach, and all five Lee County Commissioners (soon to officially add the Village of Estero)
- Based on State and Federal laws, the MPO is responsible for establishing a continuing, cooperative, and comprehensive transportation planning process for Lee County

Lee MPO Background



- Federal Aid Highway Act of 1962 required each urbanized area with a population of 50,000 or more to establish as a condition of receiving federal funds
- Lee MPO formed in 1977
- Current Federal Transportation Bill MAP-21 (Moving Ahead for Progress in the 21st Century) approved in 2012 has been extended again though July
- Twenty-seven MPOs in Florida



What is the 2040 Transportation Plan? Why do we need one?



- **25-year vision** for Lee County's transportation needs
- Updated **every 5 years** for the **25-year planning horizon** (through 2040)
- Incorporates **all types of travel** including:
 - Driving
 - Biking
 - Walking
 - Public transportation
 - Freight



What has already been completed in the plan development?



- ✓ Baseline Conditions & Maps
- ✓ 2010 Jobs & Population Data
- ✓ Land Use Scenario Planning & Outreach
- ✓ 2040 Jobs & Population Forecasts
(including adopted land use scenario)
- ✓ 2040 Transportation Plan Goals & Objectives
- ✓ Revenue Estimates
- ✓ Regional Model Runs
- ✓ Estimated Project Costs and Initial Evaluations



We are growing!



In the next 25 years, Lee County's **population and jobs** are expected to **grow by about 70 percent.**

We expect **more than a million people** will live here by **2040.**

We expect **near 500,000 jobs** here by **2040.**





We are growing!

2014



653,485 people



We are growing!

2040



1,032,877 people



We are expanding!



In addition to the population increase, the movement of **freight** by trucks in and out of Lee County will grow.

We are expanding!



11 million tons of goods

We are expanding!



18 million tons of goods

We have choices to balance



With decreasing transportation funding, our community needs to do more with less.

Choosing which projects to fund is a delicate balance between which projects align best with the future vision and which are most feasible.

We have choices to balance



MPO

We have choices to balance



MPO



We have choices to balance



We have choices to balance



What would you do?



We want to know!



And you can tell us here and now!





What's important to you?

At the web kiosk, please tell us **which projects you think would make the biggest difference to getting around Lee County, now and in the future!**



What's important to you?

The screenshot shows a web kiosk interface with a dark grey border. At the top left, it says "WELCOME" vertically. The main content area features a large background image of a coastal highway bridge. Text on the screen reads: "Welcome What's important to you? The Lee County MPO is updating its transportation plan and wants to know where you think investments should be made to move people and goods. We've tested some proposed solutions for our anticipated needs, but which make the most sense?" Below this text are two buttons: "Español" and "CLICK to begin". On the right side, there is a vertical navigation menu with five items: "BIKE AND PED" (orange), "TRANSIT" (light blue), "ROADWAY" (dark blue), and "STAY INVOLVED" (dark grey). At the bottom left, a white box contains the text: "In the next 25 years, Lee County's population and jobs are expected to grow by about 70 percent. We expect more than a million people will live here by 2040." At the bottom right, there is a logo for "LEE COUNTY MPO" and a small square icon with the number "2".

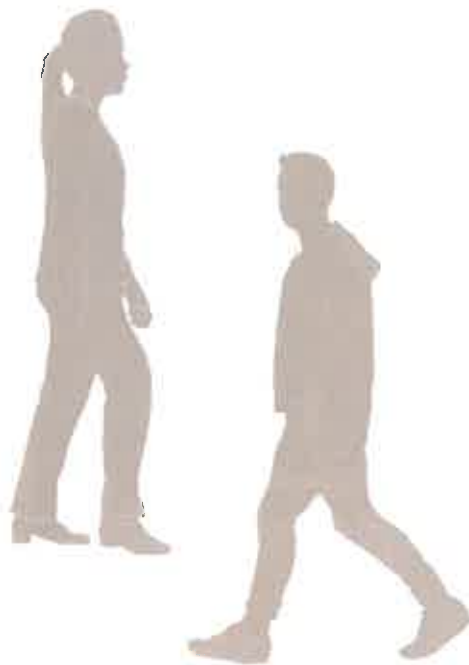


What's important to you?

Your choices include...



Bike and Ped Needs



Bike and Ped Needs Which are most important?



Facilities near destinations



Bike and Ped Needs Which are most important?



Facilities near destinations

Bike lanes





Bike and Ped Needs Which are most important?



Facilities near destinations

Bike lanes



Facilities near schools



Bike and Ped Needs Which are most important?



Facilities near destinations

Bike lanes



Facilities near schools

Shared use paths



Bike and Ped Needs Which are most important?



Facilities near destinations

Bike lanes

Facilities near schools

Shared use paths

Paved shoulders



Bike and Ped Needs Which are most important?



Facilities near destinations

Bike lanes

Facilities near schools

Shared use paths

Paved shoulders

Off-road trails



Bike and Ped Needs Which are most important?

- 
- 
- 
- 
- 

- Facilities near destinations
- Bike lanes
- Facilities near schools
- Shared use paths
- Paved shoulders
- Off-road trails
- Sidewalks**





Bike and Ped Needs Which are most important?

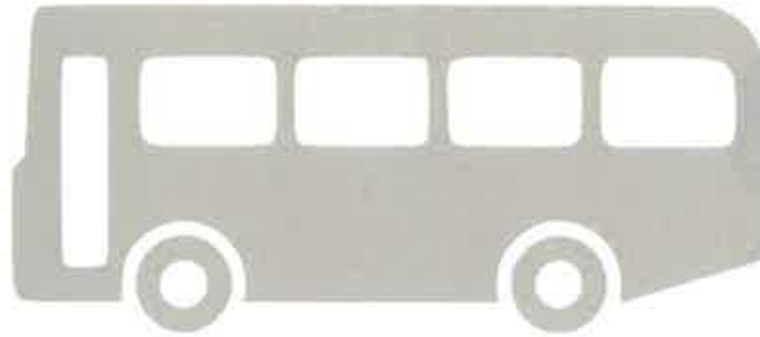
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- Facilities near destinations
- Bike lanes
- Facilities near schools
- Shared use paths
- Paved shoulders
- Off-road trails
- Sidewalks
- Facilities near transit**





Transit Needs



Transit Needs

Which are most important?



Airport service



Transit Needs Which are most important?



Airport service

BRT on US 41



Transit Needs Which are most important?



Airport service

BRT on US 41

Sunday service



Transit Needs Which are most important?



Airport service
BRT on US 41
Sunday service

Extended hours



Transit Needs Which are most important?



Airport service
BRT on US 41
Sunday service
Extended hours

BRT on Colonial Blvd





Transit Needs Which are most important?



Airport service

BRT on US 41



Sunday service

Extended hours



BRT on Colonial Blvd

Improved frequencies



Transit Needs Which are most important?



Airport service

BRT on US 41



Sunday service

Extended hours



BRT on Colonial Blvd

Improved frequencies

Express bus to Lehigh Acres



Transit Needs

Which are most important?



Airport service

BRT on US 41

Sunday service

Extended hours

BRT on Colonial Blvd

Improved frequencies

Express bus to Lehigh Acres

Express bus to Cape Coral



Roadway Needs



Roadway Needs



All roadway projects were evaluated against the Lee MPO goals and, in turn, the eight federal planning factors.

The roadway projects in the survey are some of the highest ranking projects and include the following:



Roadway Needs

Which are most important?



Roadway widening



Roadway Needs Which are most important?



Roadway widening

New interchanges



Roadway Needs Which are most important?



Roadway widening

New interchanges

Major intersections



Roadway Needs

Which are most important?



Roadway widening
New interchanges
Major intersections

New roadways



Use Your Voice



- 1. Take the survey tonight!**
- 2. Tell us what you think would help Lee County!**
- 3. See how your choices compare to your friends and neighbors.**





How else can you shape the plan?



Coming Up Next

Interactive Online Survey

Now through September



Lee MPO Bike/Ped Workshop

Late September



Plan Review and Adoption

November and December



How else can you shape the plan?



Other Opportunities

Speak to Staff about presentations to neighborhood or civic groups.



Project Website

2040transportationplan.leempo.com



LEE COUNTY MPO 2040 TRANSPORTATION PLAN

Home Supporting Documents Contact Us Lee County MPO

You are here: Home

Take the survey
CLICK HERE TO BEGIN

The Lee County 2040 Transportation Plan is the 25-year vision of how to meet our community's transportation needs and expectations through 2040. The plan will incorporate all types of travel including driving, biking, walking, public transportation, and freight movement. To identify the projects that will best serve Lee County, the MPO needs a clear understanding of how people and goods move around the county now and how they expect to move in the future. Your ideas and opinions are critical to create a successful plan. Public meetings, workshops, and surveys will give you an opportunity to share your thoughts and add your voice to the discussion of transportation needs in the community.

Please stay in touch with us throughout the LRTP's development and make your voice heard.

Suggest a Project

If you have a project idea or suggestion for a transportation need, please contact Johnny Limbaugh at the Lee County MPO at (239) 244-2220 or jlimbaugh@leempo.com or fill out the form below.

Upcoming Workshop!

Please join the Lee MPO on Tuesday, August 25th at the Estero Recreation Center (9200 Corkscrew Palms Blvd, Estero, FL 33928). The August 25th public workshop will begin at 6:00 p.m. For more information, [click here.](#)

Search

Search

News/Announcements

- Save the Date: Second 2040 Transportation Plan Workshop Announced

Related Links

- 2035 Long Range Transportation Plan
- Agendas & Minutes
- Meeting Schedule
- Meeting Request Form

LEE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

Thank you for being here!

Lee County 2040 TRANSPORTATION PLAN



Johnny Limbaugh, 239-244-2220
jlimbaugh@leempo.com

Lee MPO to host August 25th Public Workshop on Lee County 2040 Transportation Plan

Lee County, Fla. – The Lee MPO is updating its transportation plan and wants to know which projects you think would make the biggest difference to getting around Lee County, now and in the future. With decreasing transportation funding, our community needs to do more with less, and choosing which projects to fund is a delicate balance. The Lee MPO has tested some proposed solutions for our county's anticipated needs, but which make the most sense?

Please join the Lee MPO on **Tuesday, August 25** at the **Estero Recreation Center (9200 Corkscrew Palms Blvd, Estero, FL 33928)**. The public workshop will begin at **5:00 p.m.** with a brief presentation by staff, followed by an opportunity for citizens to visit various display boards and talk informally with staff about your ideas, concerns, and questions. There will also be a web kiosk to visit the Lee MPO's interactive online collaboration site, set to be unveiled in mid-August. This is your chance to share your ideas about future investments in transit, bike and pedestrian facilities, specific road projects, and more.

If you would like to join the Lee MPO's email list and be notified of future 2040 Transportation Plan news and events, please visit the [project website](#).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Johnny Limbaugh at the Lee MPO at 239-330-2242 or by email at jlimbaugh@leempo.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. 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 has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Lee County MPO Title VI Coordinator Johnny Limbaugh at (239) 330-2242 or by writing him at P.O. Box 150045, Cape Coral, Florida 33915-0045.

Lee County 2040 Transportation Plan | Online Survey | As of 10/18/2015

Visits, Data, and Comments

Visits	With data	% With data	Comments	Visits with comments	% Visits with comments
929	558	60%	434	227	24%



Lee County 2040 Transportation Plan | Online Demographics | As of 10/18/2015

Age			Employment		
17 and under	1	0%	Retired	98	29%
18-24	7	2%	Student	7	2%
25-34	41	12%	Unemployed	1	0%
35-44	45	13%	Visitor	2	1%
45-54	85	25%	Work at or from my home	34	10%
55-64	74	22%	Work outside of my home	195	58%
65-74	71	21%		337	
75 or over	15	4%			
	339				

Daily commute length			Transportation mode (to work)		
10 min or less	64	24%	Bicycle	15	5%
11-20 min	68	26%	Bus	2	1%
21-30 min	79	30%	Carpool	6	2%
31-45 min	37	14%	Drive alone	211	66%
46-59 min	8	3%	Walk	2	1%
1 hour or greater	8	3%	N/A	86	27%
	264			322	

Zip code			Zip code		
01905	1	0%	33965	1	0%
08831	1	0%	33966	5	2%
24135	1	0%	33967	40	12%
33901	15	5%	33972	5	2%
33903	5	2%	33973	1	0%
33904	8	2%	33974	1	0%
33905	4	1%	33976	2	1%
33907	6	2%	33980	1	0%
33908	12	4%	33990	7	2%
33909	6	2%	33991	12	4%
33911	1	0%	33993	10	3%
33912	6	2%	34109	2	1%
33913	8	2%	34110	1	0%
33914	12	4%	34112	1	0%
33916	1	0%	34119	2	1%
33917	4	1%	34120	1	0%
33919	14	4%	34134	5	2%
33922	1	0%	34135	16	5%
33928	96	29%	44967	1	0%
33931	3	1%	66966	1	0%
33936	4	1%			
33957	9	3%			
				333	



LEE COUNTY 2040 TRANSPORTATION PLAN | TOP 5 PROJECTS | As of 10/18/2015

Rank	Project or Project Type	Xs Ranked	%	Avg Position	Total
Bike and Pedestrian Needs					
1	Sidewalks	366	18.2%	2.42	n/a
2	Bike Lanes	327	16.3%	2.47	n/a
3	Shared Use Paths	314	15.6%	2.86	n/a
4	Off Road Trails	215	10.7%	2.94	n/a
5	Facilities Near Schools	167	8.3%	3.10	n/a
6	Paved Shoulders	230	11.4%	3.27	n/a
7	Facilities Near Major Destinations	225	11.2%	3.39	n/a
8	Facilities Near Transit	167	8.3%	3.44	n/a
		2,011	81.8%		

Rank	Project or Project Type	Xs Ranked	%	Avg Position	Total
Transit Needs					
1	Airport Service	302	17.6%	2.15	n/a
2	Improved Frequencies	264	15.4%	2.66	n/a
3	BRT on US 41 (new service)	244	14.2%	3.01	n/a
4	Express Bus to Cape Coral (CharlotteCo)	185	10.8%	3.07	n/a
5	Express Bus to Lehigh Acres (transit dep)	124	7.2%	3.19	n/a
6	Extended Hours	240	14.0%	3.20	n/a
7	BRT on Colonial Blvd (expanded routes)	146	8.5%	3.20	n/a
8	Sunday Service (weekend svc)	212	12.3%	3.49	n/a
		1,717	100.0%		

Rank	Project	Yes	No	Yes %	No %	Yes/No Weight	Total
Roadway Needs							
1	Three Oaks Extension	264	48	14%	6%	5.50	312
2	Widen Corkscrew Rd	232	44	12%	6%	5.27	276
3	Major Intersection at Colonial & Summerlin	186	38	10%	5%	4.89	224
4	Interchange at I-75 & Corkscrew Rd	259	58	14%	8%	4.47	317
5	Interchange at I-75 & Colonial	178	69	9%	9%	2.58	247
6	Widen Old US 41	147	66	8%	9%	2.23	213
7	Widen SR 82	105	48	6%	6%	2.19	153
8	Widen SR 78	99	48	5%	6%	2.06	147
9	Widen Terry St	115	73	6%	10%	1.58	188
10	Widen Chiquita Blvd	98	63	5%	8%	1.56	161
11	Widen Ortiz Ave	85	65	5%	9%	1.31	150
12	Widen Hanson St	76	78	4%	10%	0.97	154
13	Widen Homestead Rd	39	61	2%	8%	0.64	100
		1,883	759	71%	29%		2,642



LEE COUNTY 2040 TRANSPORTATION PLAN ONLINE ENGAGEMENT COMMENTS As of 10/18/2015			
ID	Need	Project or Project Type	Comment
1	Bike & Ped	Bike Lanes	We need more bike lanes and the ones that we do have need to be more than 3 feet wide! They are not safe
2	Bike & Ped	Bike Lanes	Bike Lanes ONLY where SPEED limit is appropriate = 35MPH or below
3	Bike & Ped	Bike Lanes	Very dangerous in SW Florida I only use Off road and shared use paths
4	Bike & Ped	Bike Lanes	I would have put bike lanes at the top of the list but the unrideable "bike lanes" on Rt 41 were a waste of tax payers money Painting white lines on the road does not make a bike lane
5	Bike & Ped	Bike Lanes	We need bike lanes to decrease traffic congestion
6	Bike & Ped	Bike Lanes	The bike lanes would allow those who choose to travel by bike meaning less traffic on the roads. It also create accountability on both auto & biker safety
7	Bike & Ped	Bike Lanes	Bike lanes on roads with speeds greater than 40 mph should be 7 feet wide. Biking down the center of a 5 foot lane with a motor vehicle riding to the right of their lane will violate the 3 foot safe passing rule
8	Bike & Ped	Bike Lanes	Bike lanes from Shell Point Rd to the Toll Booths to Sanibel
9	Bike & Ped	Bike Lanes	Protected Bike Lanes should be the preferred method
10	Bike & Ped	Bike Lanes	It is time to look at licensing bikes. It is a hobby, like golf and boating. Collect fees and use them to pay for bike lanes
11	Bike & Ped	Bike Lanes	WITHOUT BIKE LANES bikers are subject to VERY dangerous road conditions ESPECIALLY in Florida
12	Bike & Ped	Bike Lanes	Install Bike lanes along Estero Pkwy and Three Oaks Pkwy
13	Bike & Ped	Bike Lanes	I ride every day and without a way to a bike lane my life is at risk every day
14	Bike & Ped	Bike Lanes	Add bike pedestrian facilities on Plantation Road
15	Bike & Ped	Bike Lanes	Public money on bike lane expansion is a waste of money. It is far too hot here 10 months of the year to assume that increase bike and walking facilities will make people somehow be OK with sweating, heat and decide to walk or ride in the humidity or storms. The cost per user of these facilities must stagger since they are expensive and very few people use them.
16	Bike & Ped	Bike Lanes	Needed on Corkscrew Road between US 41 & Ban Hill Griffin Parkway will reduce traffic if residents can bike safely to the 3 malls that exist at either end. Particularly to access Publix on a daily basis
17	Bike & Ped	Bike Lanes	More bike lanes are needed
18	Bike & Ped	Facilities Near Major Destinations	As part of creating a bike and pedestrian friendly network, another issue that must be addressed is building at densities to support walkability and bikability
19	Bike & Ped	Facilities Near Major Destinations	Bike lanes would have been number one but the unrideable "bike lanes" on 41 were a waste of taxpayers money. Painting white lines on the road does not make a bike lane
20	Bike & Ped	Facilities Near Major Destinations	Very important
21	Bike & Ped	Facilities Near Major Destinations	Need more facilities like bike racks at all strip malls, post offices, etc to give people a reason to bike. Nothing worse than having to walk into some landscaping to lock your bike to a tree
22	Bike & Ped	Facilities Near Major Destinations	We need more access to Estero bay and the Gulf of Mexico it is one of our best assets. The Village of Estero can only be enhanced by better access to the Golf
23	Bike & Ped	Facilities Near Major Destinations	more beach parking/debit card ability
24	Bike & Ped	Facilities Near Major Destinations	Many locals and tourists would enjoy our area more if they have more access to mass transportation at their doorstep instead of worrying about how they're going to get to places
25	Bike & Ped	Facilities Near Major Destinations	People are more inclined to use bike lanes/shared use paths than sidewalks even when present
26	Bike & Ped	Facilities Near Schools	Very important
27	Bike & Ped	Facilities Near Schools	get bikes off the road with cars they don't belong there give them their own path with walkers
28	Bike & Ped	Facilities Near Schools	What does this MEAN??? What KIND of FACILITIES?? THE ONLY reason I chose this is that the survey is defectively designed to not advance if I don't choose all five. In the next section -Transit- I only want to vote for one thing. the airport transit - bus I had to vote for all five - This is ridiculous
29	Bike & Ped	Facilities Near Schools	As much as you can
30	Bike & Ped	Facilities Near Transit	Building a recreation trail along the railway should be strongly considered
31	Bike & Ped	Facilities Near Transit	Very important
32	Bike & Ped	Facilities Near Transit	I think this would be a better opportunity for disabled and elderly as well as those without transportation to work
33	Bike & Ped	Facilities Near Transit	As much as you can)
34	Bike & Ped	Off Road Trails	Check out Westerville Ohio & how they developed a city wide bike trail program
35	Bike & Ped	Off Road Trails	Very important
36	Bike & Ped	Off Road Trails	Train tracks unused convert to pathway
37	Bike & Ped	Off Road Trails	We need short cuts that link cul de sac neighborhoods and thus shorten bike walk distances
38	Bike & Ped	Off Road Trails	Needed for safe bike/ped travel between Shell Point Rd. and Sanibel Bridge, especially during high season
39	Bike & Ped	Off Road Trails	Off road trails that connect roads. Love cutting through Lakes Park
40	Bike & Ped	Off Road Trails	The best projects are those which provide maximum separation of bikes and motor vehicles
41	Bike & Ped	Paved Shoulders	Bike lanes are scary - both for the driver and the cyclist. Shared use paths are much safer for everyone!
42	Bike & Ped	Paved Shoulders	Very important
43	Bike & Ped	Paved Shoulders	I live off Corkscrew Rd and I can't walk to nearest store (publix)no side walk or path
44	Bike & Ped	Paved Shoulders	Very important to create destinations and activities for people to be physically active while choosing a destination
45	Bike & Ped	Paved Shoulders	Get rid of the old train tracks and build bike/ walking paths
46	Bike & Ped	Paved Shoulders	Avoid bikers don't use sidewalks. Sidewalks are expensive. The avoid bikers are going to ride on the road regardless and it is much safer to have the paved shoulders
47	Bike & Ped	Paved Shoulders	As a minimum all new road should have paved shoulder or bike lane. Paved shoulder on existing roads
48	Bike & Ped	Shared Use Paths	Shared use paths are needed on Estero Parkway between US41 and Three Oaks Parkway
49	Bike & Ped	Shared Use Paths	Shared use paths provides the SAFEST solution for future bicycle transportation
50	Bike & Ped	Shared Use Paths	SW Florida is years behind in development considering this area is a tourist/seasonal destination
51	Bike & Ped	Shared Use Paths	Very important
52	Bike & Ped	Shared Use Paths	WE Really Need WALK OVER BRIDGES LIKE MOST OF FLORIDA HAS LIKE 41 AND COCONUT ROAD COULD USE ONE
53	Bike & Ped	Shared Use Paths	Our complex is located on Estero Parkway. We have partial sidewalk and no bike lanes. We do feel it is important for the safety of both bikers and pedestrians that these 2 items are address. Also important for drivers not to injure these 2 factions
54	Bike & Ped	Shared Use Paths	Share use or bike paths should be where most users are using it and in close in destinations. This should be the priority
55	Bike & Ped	Shared Use Paths	Convert unused railway to multiuser trails
56	Bike & Ped	Shared Use Paths	Turn the abandoned/seldom used rail line near US41 into bike/jogging/walking trail
57	Bike & Ped	Shared Use Paths	convert the rail to a bike and walking path to help keep us all safe and of course, a shared use path and bike lanes on Estero Parkway
58	Bike & Ped	Shared Use Paths	Must complete sidewalks on estero parkway between Walmart and three oaks
59	Bike & Ped	Shared Use Paths	We need more of these
60	Bike & Ped	Shared Use Paths	I do not believe bike lanes can ever be made safe here in Florida. I highly recommend shared use paths wherever cost feasible
61	Bike & Ped	Shared Use Paths	Golf cart paths?



ID	Need	Project or Project Type	Comment
62	Bike & Ped	Sidewalks	The Sanibel Island trail system might be a good example of cooperative use
63	Bike & Ped	Sidewalks	In Estero we have numerous gaps in our sidewalks thus reducing the opportunities for walking in the area
64	Bike & Ped	Sidewalks	downtown fort myers in particular is a very difficult place to ride a bike very unsafe
65	Bike & Ped	Sidewalks	Since we have wonderful weather year round, we should make cycling safe, whether it be for fun or transportation
66	Bike & Ped	Sidewalks	Very important
67	Bike & Ped	Sidewalks	With children walking on busy roads to school, sidewalks would provide safety for them as well as Seniors for their health
68	Bike & Ped	Sidewalks	Allow bikes to use widened sidewalks Eliminate in-road bike lanes, as cars always win
69	Bike & Ped	Sidewalks	Sidewalks from Shell Point Rd to the Sanibel Toll Booths
70	Bike & Ped	Sidewalks	I live in the Reserve at Estero and would LOVE to be able to walk or bike without having to worry about the traffic
71	Bike & Ped	Sidewalks	SIDEWALKS ARE THE MOST IMPORTANT
72	Bike & Ped	Sidewalks	Sidewalks should be on all roads we are spending to much on landscaping our roadways
73	Bike & Ped	Sidewalks	Sidewalks are desperately needed in areas where residents walk most. These have been ignored for too long. I live off of Estero Pkwy These choices are very important as it keeps residents safe A shared use path would be as well The old railroad track would be a great 'plus' to the community
74	Bike & Ped	Sidewalks	We need a sidewalk all the way to walmart on Estero Blvd. very dangerous without one
75	Bike & Ped	Sidewalks	Widen corkscrew road east of wildcat Thanks
76	Bike & Ped	Sidewalks	Our children need more sidewalks. This is a safety concern.
77	Bike & Ped	Sidewalks	more sidewalk projects are needed
78	Bike & Ped	Sidewalks	I think two way bike paths would be used more and reduce our carbon foot print
79	Bike & Ped	Sidewalks	Shared use paths give greater use for the cost
80	Bike & Ped	Sidewalks	I think it is imperative that we begin the process of making off-road biking/walking trails in this area. Many home buyers moving to the area are asking for walkability/bikability; Lee County is ranked way too high in bicycle fatalities in the country; the surgeon general is heavily promoting this; and so many small businesses could develop as a result of having this area a bike-friendly area. The time is NOW
81	Bike & Ped	Sidewalks	Please build them in Lehigh Acres.
82	Bike & Ped	Sidewalks	Strict enforcement of pedestrian crosswalks.
83	Bike & Ped	Suggest Another Project	Second lane on Corkscrew road east
84	Bike & Ped	Suggest Another Project	Something to make left turns easier both for those turning left and for those continuing straight
85	Bike & Ped	Suggest Another Project	In the Bonita Estero segments of the CSX ROW that are currently unused
86	Bike & Ped	Suggest Another Project	SAFE bike routes over OUR BRIDGES
87	Bike & Ped	Suggest Another Project	Pump tracks and bike parks like markham bike park near Miami
88	Bike & Ped	Suggest Another Project	Shared use paths are also good for emergency vehicle use if needed.
89	Bike & Ped	Suggest Another Project	Protected bike lanes
90	Bike & Ped	Suggest Another Project	shared use path along Corkscrew between Ben Hill Griffin and Alico
91	Bike & Ped	Suggest Another Project	Needed in most neighborhoods
92	Bike & Ped	Suggest Another Project	Waste of time and money. Bike riders are a serious danger to traffic as most riders do NOT obey traffic laws and ride with attitudes 41 is not a safe road for bike riders and neither is any other major roadway. Wanna build bike specific paths - fine - but keep bike riders off the streets and roads. And tell riders to be courteous to those that don't ride for speed Our kids should not be threatened by some guys on speed bikes flying by them with no concern. Bike riders are dangerous.
93	Bike & Ped	Suggest Another Project	This is vitally important.
94	Bike & Ped	Suggest Another Project	Create Bike Lane Sidewalks so we do not have to share the road.
95	Bike & Ped	Suggest Another Project	Plan walkable, mixed use urban centers where bike and ped transportation makes sense.
96	Bike & Ped	Suggest Another Project	Need to convert the rails to trails. Lee County ranks pretty high in bicyclist fatalities Getting a percentage of riders off the road will help this number. It will give many the confidence they need to get back on their bikes for healthy reasons. Need shared use paths along US41 in Estero/Bonita. Biking on US41 is too dangerous. There is so much shopping and places to bike...if it was safe. Also, need more public education on sharing the road with bicyclists Many do not know or understands the rules.
97	Bike & Ped	Suggest Another Project	Need the BoCC to fund bike/ped retrofits. These types of needs are required throughout Lee County. The number of projects continues to grow, but the dollars are not there to keep up. With the population continuing to increase, more needs to be done to protect the vulnerable road users. Thanks.
98	Bike & Ped	Suggest Another Project	Need to convert the rails to trails. Lee County ranks pretty high in bicyclist fatalities Getting a percentage of riders off the road will help this number. It will give many the confidence they need to get back on their bikes for healthy reasons. Need shared use paths along US41 in Estero/Bonita. Biking on US41 is too dangerous There is so much shopping and places to bike if it was safe Also, need more public education on sharing the road with bicyclists Many do not know or understands the rules Thank
99	Bike & Ped	Suggest Another Project	A Streetcar connecting Downtown Ft. Myers and Downtown Cape Coral would be nice
100	Bike & Ped	Suggest Another Project	Sidewalks along Corkscrew road after it is widened to 4 lanes
101	Bike & Ped	Suggest Another Project	Conduct a campaign to have bikers riding on streets to stay in single file and with a distance between them Some courtesy by bikers and drivers would help
102	Bike & Ped	Suggest Another Project	Build more facilities near neighborhoods!!! Too much urban sprawl Stop building so many residence neighborhoods and start building facilities near the existing neighborhoods
103	Bike & Ped	Suggest Another Project	toilet facilities near public places including at parking near beach
104	Bike & Ped	Suggest Another Project	How about reinstating full impact fees to build the necessary transportation infrastructure to support all the new development
105	Bike & Ped	Suggest Another Project	Sidewalks completed on Estero Parkway
106	Bike & Ped	Suggest Another Project	Anyone of the three of these along Estero Parkway from Rue 41 to Three Oaks
107	Bike & Ped	Suggest Another Project	Bike lanes on estero parkway
108	Bike & Ped	Suggest Another Project	sidewalk on estero blvd to walmart
109	Bike & Ped	Suggest Another Project	develop paths on rail road tracks
110	Bike & Ped	Suggest Another Project	trolleys to coast with parking
111	Bike & Ped	Suggest Another Project	convert the rail to a bike and walking path to help keep us all safe and of course a shared use path and bike lanes on Estero Parkway
112	Bike & Ped	Suggest Another Project	Widen Corkscrew Rd from 2 - 4 lanes between Ben Hill Griffin and Alico Rd
113	Bike & Ped	Suggest Another Project	This would a perfect project on Estero Parkway



ID	Need	Project or Project Type	Comment
112	Bike & Ped	Suggest Another Project	Sidewalks or shared use paths
113	Bike & Ped	Suggest Another Project	Rails to trails please
114	Bike & Ped	Suggest Another Project	Widen corkscrew east of wildcat To much decline by got two lane Very dangerous
115	Bike & Ped	Suggest Another Project	Sidewalks between Walmart and Three Oaks on Estero Parkway is an absolute must Terrible to see deaths that could have been prevented by the city/county
116	Bike & Ped	Suggest Another Project	Estero Parkway in areas not already utilizing sidewalks
117	Bike & Ped	Suggest Another Project	Transition the old unused railroad right of way to hiking / bike trail from Naples thru Estero to Fort Myers
118	Bike & Ped	Suggest Another Project	Gulf Cart Lanes In Estero
119	Bike & Ped	Suggest Another Project	All of the above on Estero Parkway and at or near the intersection of 41
120	Bike & Ped	Suggest Another Project	Widen Corkscrew Rd East from Ben Hill Griffin to Alico Rd
121	Bike & Ped	Suggest Another Project	Multi-use paths including golf carts
122	Bike & Ped	Suggest Another Project	Expand Alico Pkwy East adjacent to the DRGR relieving traffic on Corkscrew Extend Alico Pkwy East adjacent to the DRGR relieving traffic on Corkscrew
123	Bike & Ped	Suggest Another Project	Take 951 off map between Alico and Corkscrew Eliminate estero pkwy extension East of BHG
124	Bike & Ped	Suggest Another Project	please consider turning the rail trail into a bike trail
125	Bike & Ped	Suggest Another Project	Bike lanes on Corkscrew Road between US 41 Ben Hill Griffin Parkway
126	Bike & Ped	Suggest Another Project	Protected or Separated bike lanes
127	Bike & Ped	Suggest Another Project	Off road trails like Linear Park!
128	Bike & Ped	Suggest Another Project	Connected bike/ped paths for recreation with bike share stations, and destinations along the way, making for a day's adventure
129	Bike & Ped	Suggest Another Project	Estero parkway way multi use path ways 3 oaks rd 41 both sides
130	Bike & Ped	Suggest Another Project	Buckingham road
131	Bike & Ped	Suggest Another Project	Sidewalk needs to be installed on Plantation Road preferably on the east side
132	Bike & Ped	Suggest Another Project	Sidewalks near all schools
133	Bike & Ped	Suggest Another Project	Golf cart paths
134	Bike & Ped	Suggest Another Project	SW 20th Ave between Trafalgar and Veterans in Cape Coral
135	Bike & Ped	Suggest Another Project	U.S. 41 bike lane or connect the parks
136	Bike & Ped	Suggest Another Project	Sidewalk on Sunshine Blvd S
137	Bike & Ped	Optional Comment	Higher penalties for killing bike riders and pedestrians might slow down the carnage I bike 25 miles every day, mostly on no bike lane roads, with no shoulder It would be nice to be able to bike everywhere in Lee County with either bike lanes, or multi use paths I would like to feel safe when I am biking and not worry about whether or not I will become a statistic
138	Bike & Ped	Optional Comment	I do bike a lot on Sanibel, especially when I have to visit the store or the Recreation Center
139	Bike & Ped	Optional Comment	I ride my bike everywhere — from Sanibel to Fort Myers, Naples etc. It is very dangerous riding — motorists have no awareness or tolerance of cyclists or pedestrians. It's more dangerous here than NYC, Boston, Paris, pretty much anywhere except maybe India. California has figured it out how to make it work so maybe we can too — if we really want to
140	Bike & Ped	Optional Comment	I would like to see more urban options. Better pedestrian and bike paths, especially near Gulf Coast Town Center and FGCU I work in Collier but will be looking to buy in Lee. I ride by bike a lot and will be looking for ped/bike infrastructure to be in place where I reside
141	Bike & Ped	Optional Comment	*Dedicated Bus Lanes *Protected Bike Lanes *Complete Streets Policies Implemented These are some of the main things I would like to see the county focus on in the future
142	Bike & Ped	Optional Comment	Bike paths in Estero!!!!
143	Bike & Ped	Optional Comment	It is unreasonable that sidewalks have not been built between Walmart and Three Oaks on Estero Parkway. How many deaths and accidents are required for the city/county to get involved? I am not able to walk with my son to the local park because there are no sidewalks. My family plans to move for this exact reason.
144	Bike & Ped	Optional Comment	If there was a connected way to get from McGregor to the airport, I'd ride my bike. Currently, it's too dangerous. But I think I could get to work on my bike as fast as I can drive.
145	Bike & Ped	Optional Comment	Bicyclist
146	Bike & Ped	Optional Comment	We really need bicycling safety concerns addressed. There is NO bumper when we get hit by a car.
147	Bike & Ped	Optional Comment	Avid cyclist
148	Bike & Ped	Optional Comment	pedestrian safety should be a priority for Lee County. There are many factors working against us here: elderly and tourists among the usual distracted and rushed drivers. Let's do what we can to be safe. Thank you!
149	Bike & Ped	Optional Comment	Sidewalks, sidewalks, sidewalks. Don't understand why they are an afterthought!!
150	Bike & Ped	Optional Comment	would ride bicycle more frequently if there was safer routes
151	Bike & Ped	Optional Comment	Bike lanes are way over due - the diverse population and tourist density make our roads hazardous to bicycles and people
152	Bike & Ped	Optional Comment	cycling to work by colonial and 1-75 from my home is impossible due to danger level. I am a cyclist and I would love to be car free
153	Bike & Ped	Optional Comment	We need better cycling facilities across the board
154	Bike & Ped	Optional Comment	Community activist, Cape Coral Bike Ped, landscaping
155	Bike & Ped	Optional Comment	Looking forward to more street lighting and sidewalks
156	Transit	Airport Service	Direct service to Fort Myers Beach during season would be an immediate success.
157	Transit	Airport Service	I've never ridden a bus in Florida so I can't really comment on the schedule. I am confident that Airport Service would be used.
158	Transit	Airport Service	More bike lanes
159	Transit	Airport Service	Seniors need a cheaper mode of transportation to the airport.
160	Transit	Airport Service	Please add Rt 60 to airport service
161	Transit	Airport Service	Airport service also to Cape Coral. Ft. Myers is not the only city in Lee County.
162	Transit	BRT on US 41	This feature website feature is not working
163	Transit	BRT on US 41	this sounds good for employees needing bus to get to work
164	Transit	BRT on US 41	I hope you are considering Dedicated Bus lanes because even though it cost more the benefits outweigh that. It provides a true benefit of avoiding traffic with its own transit lane.
165	Transit	Express Bus to Cape Coral	More people means more people to move
166	Transit	Express Bus to Cape Coral	BRT is a great idea on those heavily congested areas. Making the buses modern and frequent would appeal to a wider range of people as a viable transportation alternative.
167	Transit	Express Bus to Cape Coral	Who are we fooling? Does the small amount of bus ridership actually reduce cars on Lee County roads? It may be providing help to those that don't have other means of transport, but at a very high cost. Please educate us on why we really have a transit system and then let's evaluate where to spend money?
168	Transit	Express Bus to Cape Coral	More People to Move



ID	Need	Project or Project Type	Comment
171	Transit	Express Bus to Lehigh Acres	The express bus will not be enough for Lehigh residents who work outside of Lehigh and need to be at work on time. One bus or two is not sufficient.
172	Transit	Express Bus to Lehigh Acres	Please send a bus down SR 82 in Lehigh Acres.
173	Transit	Express Bus to Lehigh Acres	'Who are we fooling?' Does the small amount of bus ridership actually reduce cars on Lee County roads? It may be providing help to those that don't have other means of transport, but at a very high cost. Please educate us on why we really have a transit system and then let's evaluate where to spend money?
174	Transit	Extended Hours	employers and working the non traditional hours
175	Transit	Extended Hours	Changing transit to accommodate rush hour traffic will have the greatest impact per dollar spent
176	Transit	Improved Frequencies	can this improve our population needing transportation to get to work
177	Transit	Improved Frequencies	It is essential that you improve the connectivity with new connecting routes. E.g., there NEEDS to be a N/S bus other than Hwy 41 (to the East). Ortiz/Treeline/Ben Hill Griffin would connect all airport / FGCU / Lehigh
178	Transit	Improved Frequencies	Buses should only be run on routes that make some economic sense
179	Transit	Improved Frequencies	'Who are we fooling?' Does the small amount of bus ridership actually reduce cars on Lee County roads? It may be providing help to those that don't have other means of transport, but at a very high cost. Please educate us on why we really have a transit system and then let's evaluate where to spend money?
180	Transit	Sunday Service	'Who are we fooling?' Does the small amount of bus ridership actually reduce cars on Lee County roads? It may be providing help to those that don't have other means of transport, but at a very high cost. Please educate us on why we really have a transit system and then let's evaluate where to spend money?
181	Transit	Suggest Another Project	Bus (small) to Sanibel Island
182	Transit	Suggest Another Project	During the next five-7 years Estero Blvd. will be under construction. Expand park-and-ride and on-island trolley service. Create an express lane for park-and-ride and emergency vehicles on San Carlos Blvd.
183	Transit	Suggest Another Project	Some sort of park and ride from North Fort Myers to downtown fort myers
184	Transit	Suggest Another Project	Bus only lanes where possible, bus driver control of lights and other measures to assure that bus can keep going and meet schedule
185	Transit	Suggest Another Project	work on promoting use once improvements are made
186	Transit	Suggest Another Project	1. More routes to build a comprehensive transportation network that is a viable alternative to taking the car 2. E.g. Bus service from Cape Coral to FGCU.
187	Transit	Suggest Another Project	Bus from Cape Coral to FGCU
188	Transit	Suggest Another Project	Couldn't answer this. Don't know what BRT means.
189	Transit	Suggest Another Project	eliminate LeeTran - a huge waste of money. NEVER needed electric buses or the massive HQ building.
190	Transit	Suggest Another Project	eliminate LeeTran - a huge waste of money. NEVER needed electric buses or the massive HQ building. I support NONE of the projects listed eliminate LeeTran - a huge waste of money. NEVER needed electric buses or the massive HQ building.
191	Transit	Suggest Another Project	I support NONE of the projects listed - so why is that NOT LISTED AS AN ALTERNATIVE?
192	Transit	Suggest Another Project	More options that will decrease traffic congestion during season.
193	Transit	Suggest Another Project	Light rail service using existing rail lines in Lee/Collier counties
194	Transit	Suggest Another Project	Light rail transit from Fort Myers to Bonita Springs, with frequent connecting buses along the route
195	Transit	Suggest Another Project	Would like to see bus service from Estero to downtown Naples to ease congestion on US41 particularly in the busy season. It would be nice to drive and park at Coconut Point mall and take a bus to Naples for shopping/dinner and then bus back to Coconut Point. It should be advertised heavily to avoid the stigma that busses are for the less fortunate.
196	Transit	Suggest Another Project	passenger rail transit from Fort Myers to South Lee
197	Transit	Suggest Another Project	Transit to extend further than Santa Barbara in Cape Coral
198	Transit	Suggest Another Project	This county is too large and the population too small for Public Transportation to be effective None of these transit options make any sense. They seem like "must spend money to keep our budget" improvements. What makes sense is: 1) add shelters to your current bus stops. There is no shelter from rain or direct sun. 2) you need a real solution to mass transit and the buses aren't it because they don't appeal to those who have and can spend money. we need light rail in 41 and the e/w connectors to 75. There needs to be a master plan with extensions from the airport to the major public hubs like Bell tower, coconut and somewhere near the beaches on summerlin where local bus/taxi and pick up tourist on short run or serve as remote parking for airport service to locals. Do you ride the bus?
199	Transit	Suggest Another Project	
200	Transit	Suggest Another Project	use smaller buses, as I see it, the large buses are mostly empty. Waste of money There should be an implementation of a central railway stations midway between Lehigh and Fort Myers as well as Bonita and Fort Myers for those who would use it to work. This would ease congestion on the roadways while maintaining road improvement. We would also have less risk of minor to major accidents on our roadways, especially during rush hour.
201	Transit	Suggest Another Project	
202	Transit	Suggest Another Project	Service on SR 82 in Lehigh
203	Transit	Suggest Another Project	explore the idea of a train running north and south on 41
204	Transit	Suggest Another Project	Park & Ride along major routes (Veterans/Colonial) to places people work (downtown, HealthPark area)
205	Transit	Optional Comment	When Lee County gets built out, how will residents get to the beaches? Now is the time to be planning multi-modal transit to the barrier islands
206	Transit	Optional Comment	We need mixed use zoning for this to be a comprehensive transit plan If you want to curb traffic congestion resulting from the area's growth, make it easy and enjoyable to commute to the areas where people want to be - the people than can spend money without public subsidy. Do you ride the bus? Do you want to wait at the bus transfer stations at Edison mall and downtown - do you feel safe at these locations or on the bus?
207	Transit	Optional Comment	
208	Transit	Optional Comment	I believe Lee County has the opportunity to expand with mass transit as our area continues to expand. Treeline is a perfect example of a major roadway expansion/improvement in our most recent years. It would be a great central point to place a central transportation system for commuters. Daniels Parkway, by the Red Sox stadium would be another area for that.
209	Transit	Optional Comment	I would take public transit far more often if route frequency increased
210	Transit	Optional Comment	Bus service from downtown Cape Coral to baseball parks and airport
211	Roadway Needs	Widen Chiquita Blvd	Add bike lanes or multi-use paths along roadway
212	Roadway Needs	Widen Chiquita Blvd	Something must be done about Cape Coral Pkwy. This is western most N/S but to go E/W with more on CC Pkwy would be awful. Pine Island and Veterans are good, but unless something done to pkwy, volume should not be increased.
213	Roadway Needs	Widen Chiquita Blvd	Cape Coral Parkway is the problem. Increasing Chiquita will bring more people West before they go North or come South and have to travel more on CC Pkwy. This is a real problem. CC Pkwy cannot take any more volume in morning.
214	Roadway Needs	Widen Corkscrew Rd	Connect Alico to 82 Sand truck issue
215	Roadway Needs	Widen Corkscrew Rd	The planned panther crossing on Corkscrew between "Wildcat Run" and "The Preserve" should be coordinated with this widening project
216	Roadway Needs	Widen Corkscrew Rd	As the BOCC continues to approve more and more developments in the DRGR the project becomes more and more urgent



ID	Need	Project or Project Type	Comment
217	Roadway Needs	Widen Corkscrew Rd	Must include wildlife crossing. Otherwise, this project should not go forward.
218	Roadway Needs	Widen Corkscrew Rd	With the amount of new development going to take place and the trucks coming from the mines, not only will there be a traffic problem but a Major safety issue
219	Roadway Needs	Widen Corkscrew Rd	Corkscrew widening is important. Also a traffic light at Bella Terra and an east bound left turn lane for The Preserve. There have been several rear end accidents at The Preserve entrance
220	Roadway Needs	Widen Corkscrew Rd	I live in the Preserve at Corkscrew and it is hazardous trying to leave the community
221	Roadway Needs	Widen Corkscrew Rd	I live on Corkscrew Road and it is overcrowded now. It must be widened to 4 lanes from Ben Griffin to Alcoa as soon as possible
222	Roadway Needs	Widen Corkscrew Rd	YES PLEASE HURRY BEFORE THIS AREA GROWS SO FAST AND WE GO CRAZY WITH ALL THE TRAFFIC
223	Roadway Needs	Widen Corkscrew Rd	It's a must project. The traffic plus all the trucks up and down the road makes it difficult leave my development.
224	Roadway Needs	Widen Corkscrew Rd	Corkscrew Rd is a nightmare. Heavy truck traffic mixed with heavy car traffic is a toxic mix. Projected large developments will turn this current nightmare into a quagmire. There seems to be no end to the village, school and truck traffic. Season this year should be interesting, given the extreme off-season traffic has grown
225	Roadway Needs	Widen Corkscrew Rd	If I could five times for one project, this would be it. This is a direly-needed project. Corkscrew Road is absolutely full of traffic from Bella Terra west to Grande Oaks Shopping Center in the morning. There are long lines trying to turn S into the school near Firehouse Lane from both directions. There have been numerous accidents along the stretch of Corkscrew Road east of Stonybrook GC. If this keeps up, we will no longer be lucky to have just had a fender bender - serious injury or worse could result. There are far too many new homes planned to be built, such that Corkscrew will eventually need to be the size of Daniels or Bonita Beach Roads. Please make this happen. Thanks
227	Roadway Needs	Widen Corkscrew Rd	Very much so. This road is very dangerous especially with all the truck traffic. Sometimes you have to wait for 10 minutes or more to make a left turn. There have been numerous accidents already and more developments are planned. It needs to be 4 lane and should have traffic lights to slow down the traffic especially the truck traffic. It will only get worse if something isn't done soon
228	Roadway Needs	Widen Corkscrew Rd	I suggest an Alcoa Road extension to the East possibly connecting to SR 82
229	Roadway Needs	Widen Corkscrew Rd	It is essential to handle all the new communities along Corkscrew being approved by the county
230	Roadway Needs	Widen Corkscrew Rd	Please widen this road, it is extremely dangerous. It is a matter of time before a tragedy occurs
231	Roadway Needs	Widen Corkscrew Rd	Please widen corkscrew. Congestion and further building are a huge problem. The Corkscrew Road must be widened to 4 lanes up to at least Alcoa Road. It is so crowded in the morning, that we cannot easily turn left from Preserve neighborhood to Corkscrew. Additionally the mining trucks always go very fast, there is going to be an accident waiting to happen near the Pinewoods Elementary School unfortunately. When Corkscrew Shores will be fully developed there will be no way to move on Corkscrew in the rush hour, if the 4 lanes won't be realized. Regards, Sina Yazici, Preserve at Corkscrew Resident
233	Roadway Needs	Widen Corkscrew Rd	With the influx of cars at The Preserve, Bella Terra Shores @ Corkscrew, & the upcoming Wild Blue, the current 2 lane road will become a death strip. Road needs widened and a traffic light put in at or near Bella Terra to break up the traffic flow - and allow residents ample time to get into and out of all developments on this road
234	Roadway Needs	Widen Corkscrew Rd	With all the new sub divisions, the auto traffic plus the heavy sand truck traffic, it is very dangerous to exit as well as gain access to Corkscrew Rd. At the present time, more police monitoring is necessary to prevent loss of life. The trucks are going 65-70 mph in a 40 mph zone. We need enforcement now!
235	Roadway Needs	Widen Corkscrew Rd	It is a dangerous road especially for residents living off of it. With the projected development in the next several years this road will NOT be able to handle the increased traffic.
236	Roadway Needs	Widen Corkscrew Rd	Pulling out of The Preserve at Corkscrew is difficult, and dangerous. With the recent approval of more development down the road, this will be even worse. Going west on Corkscrew, and trying to pull in to The Preserve is also very dangerous. You have to stop and wait for the traffic going east. There is no middle or passing lane, and multiple times I have seen dump trucks squealing tires trying to stop from hitting a vehicle waiting to make that turn in to the development.
237	Roadway Needs	Widen Corkscrew Rd	Before any further development is permitted to start, Corkscrew should be widened at least 1 mile beyond any new development, commercial OR residential
238	Roadway Needs	Widen Corkscrew Rd	Corkscrew Rd is getting busier, it seems literally, each day. I believe this will help the congestion in that area
239	Roadway Needs	Widen Corkscrew Rd	Corkscrew Rd is congested now at this location and seriously needs improvements
240	Roadway Needs	Widen Corkscrew Rd	This is critical and should be #1 priority for Estero!
241	Roadway Needs	Widen Corkscrew Rd	Wild blue and corkscrew farms will add lots of traffic to this already crowded road. Move up in priority
242	Roadway Needs	Widen Corkscrew Rd	Limit/restrict heavy trucks. Route to Alcoa Rd
243	Roadway Needs	Widen Corkscrew Rd	Widening Corkscrew Road is my number one priority. When the approved new developments are complete there will be over 8500 living units along Corkscrew Road. Safety is a major concern for Westbound entry
244	Roadway Needs	Widen Hanson St	Absolutely not! Not needed and the estimates are wildly exaggerated
245	Roadway Needs	Widen Hanson St	There should be more multi-use facilities for pedestrians
246	Roadway Needs	Widen Hanson St	Flyovers reduce economic activity and provide barriers to pedestrians & cyclists
247	Roadway Needs	Widen Homestead Rd	I think it would serve a better purpose if it were extended to Veterans Park Academy as children would feel safer walking to school with that extension. Otherwise, you are defeating a purpose and it might be more inexpensive to simply add a light at the intersection of Milwaukee and Homestead with a flashing light at the intersection of Sunrise and Homestead
248	Roadway Needs	Widen Homestead Rd	This project was first started over 10 years ago. There is no reason why a project should take that long
249	Roadway Needs	Interchange at I-75 & Colonial	Colonial is a major entry point into downtown Fort Myers
250	Roadway Needs	Interchange at I-75 & Colonial	Yes!! That area is way to congested!!
251	Roadway Needs	Interchange at I-75 & Colonial	We have access already and I travel it often and never have an issue. Another access point at Del Prado would be nice
252	Roadway Needs	Interchange at I-75 & Corkscrew Rd	Traffic backs up East bound on corkscrew while people are trying to go north on 75 creating traffic jams and potential accidents as people try to cut in to go north
253	Roadway Needs	Interchange at I-75 & Corkscrew Rd	This project will ease the bottle neck at corkscrew and I75
254	Roadway Needs	Interchange at I-75 & Corkscrew Rd	This is a very busy intersection especially during season due to the Miramar outlet mall
255	Roadway Needs	Interchange at I-75 & Corkscrew Rd	The bigger problem at this interchange is drivers who exit into the wrong lane to enter the outlet mall. Make a bigger effort to get mall traffic in the correct lane when they exit I-75. Same goes for people making left turns onto I-75
256	Roadway Needs	Interchange at I-75 & Corkscrew Rd	Move the left turn into the shopping center off of Ben Hill Griffin. That will allow for more time to sort out the confusion and the left hand lane now is to short
257	Roadway Needs	Interchange at I-75 & Corkscrew Rd	There are still too many stop lights with a DDL
258	Roadway Needs	Interchange at I-75 & Corkscrew Rd	Williams Road in Estero needs to be widened. The burden of employees from the Hertz world headquarters will be dangerous and overwhelming. Combined with the school traffic, it will be hazardous
259	Roadway Needs	Interchange at I-75 & Corkscrew Rd	This is nice but widening Corkscrew East of BHG is much more important
260	Roadway Needs	Interchange at I-75 & Corkscrew Rd	Much needed with all the development that has been approved near by
261	Roadway Needs	Interchange at I-75 & Corkscrew Rd	Please make this area a priority. The explosion of housing in this area certainly warrants efficient and safe traveling. More lanes need to be added to Corkscrew and a stoplight is necessary west of 75 on this road! This is an extremely busy and confusing area where cars are moving at high speeds. This needs to be addressed immediately!
262	Roadway Needs	Interchange at I-75 & Corkscrew Rd	Needs to address safe access at Corkscrew Woodlands Blvd as part of this improvement



ID	Need	Project or Project Type	Comment
263	Roadway Needs	Major Intersection at Colonial & Summerlin	There needs to be a "half-flyover" to the Cape, from Summerlin to Colonial ASAP! Also there needs to be a SECOND right turn lane onto Summerlin from Colonial @ McDonalds ASAP!
264	Roadway Needs	Major Intersection at Colonial & Summerlin	You will never satisfy the future needs of a 120 sq mile city with roads. You need, must, focus on transit and especially getting jobs in Cape Coral to keep people in the Cape and off the bridges.
265	Roadway Needs	Major Intersection at Colonial & Summerlin	An Overpass/flyover here definitely needs to be built and makes 100% sense here!! Please build it now, it really needs it!!!
266	Roadway Needs	Major Intersection at Colonial & Summerlin	Yes Yes YES! Flyover. Something desparaly needs to be done.
267	Roadway Needs	Major Intersection at Colonial & Summerlin	This is a really bad design and needs to be fixed. A flyover would be great. Some sort of quick way around to get downtown would be good as well. Everyone in Cape Coral has to leave/return to work.
268	Roadway Needs	Widen Old US 41	Yes
269	Roadway Needs	Widen Old US 41	With all the growth in the area this project is urgently needed.
270	Roadway Needs	Widen Old US 41	South of Bonita beach Rd should have been done a long time ago. Going north leave it to the plans the town has.
271	Roadway Needs	Widen Old US 41	Retain the character of "old" Bonita Springs while improving the value of the commercial area.
272	Roadway Needs	Widen Ortiz Ave	This should be done in the next five years, The residents and business owners support it.
273	Roadway Needs	Widen Ortiz Ave	The residents and businesses do not support widening north of Lockett Road. South of Lockett to MLK is fine.
274	Roadway Needs	Widen Ortiz Ave	Yes brings growth to Tice and the river front. This area has been neglected for far to long.
275	Roadway Needs	Widen Ortiz Ave	Absolutely not! It runs the character of this area. We need more bicycle and pedestrian facilities not wider roads.
276	Roadway Needs	Widen SR 78	It is a dangerous speedway now with cars jockeying for position. Improving access would be good. UTurns all the time. Places like Goodwill backed up onto road. Very dangerous.
277	Roadway Needs	Widen SR 78	This is a dangerous stretch of road.
278	Roadway Needs	Widen SR 82	If it is not the most deadly road in the region it has to be near the top of the list.
279	Roadway Needs	Widen SR 82	This project is absolutely essential for traffic movement on SR 82.
280	Roadway Needs	Widen SR 82	This should be your #1 priority based on the amount of traffic accidents and backups.
281	Roadway Needs	Widen SR 82	SR 82 needs to be widened the whole length of the road.
282	Roadway Needs	Widen SR 82	SR82 is a magnet for tragedy with two lanes. Minimizing the speed limit will not resolve the matter. It is a long road and in today's society, unfortunately people are living a life of anxiety. Road rage is inevitable until someone gets killed because of someone else's impatient actions. Widening and lightening SR82 is the most appropriate action to save lives moving forward.
283	Roadway Needs	Widen SR 82	We cannot widen our way out of this problem.
284	Roadway Needs	Widen Terry St	One of the biggest problems facing cyclists is the origin and termination of bike lanes around the county. Short projects such as this one add to the problem instead of solving it since ostensibly a bike lane would be added to the road for 1.5 miles. I presume that the the road way adjacent to the "new" project will remain the same i.e. no addition to the shoulder or existence of a bike lane. bike lanes that begin and end with no apparent consistency is a huge problem and gives motorists the continued impression that cyclists are not integrated into the traffic flow. Traffic engineers ought to decide whether bicycles are indeed vehicles or are some sort of "super pedestrian". I've been seriously riding for over 30 years in this county and continued to be mystified by the harebrained design of our roads.
285	Roadway Needs	Widen Terry St	This is a major path for recreational cyclists so widening and adding a bike lane would be wonderful, especially with the improvement on downtown Old Bonita under way.
286	Roadway Needs	Widen Terry St	Create an off road trail from a Terry to Bonita beach on Kent road.
287	Roadway Needs	Three Oaks Extension	We need more north south routes especially when 75 gets shut down.
288	Roadway Needs	Three Oaks Extension	The time has come!
289	Roadway Needs	Three Oaks Extension	With the flyover, there is not that much traffic on Ben Hill Griffin between Alico and Daniels.
290	Roadway Needs	Three Oaks Extension	Ben Hill Griffin does the same thing.
291	Roadway Needs	Three Oaks Extension	Such a project would avoid a lot of traffic from the area using 175 to get to Daniels area as well as reducing traffic on 41.
292	Roadway Needs	Three Oaks Extension	It is also important to widen Williams Road in Estero. When the new Hertz headquarters becomes fully operational, the traffic on Williams Road will be unbearable.
293	Roadway Needs	Three Oaks Extension	This is a great idea.
294	Roadway Needs	Suggest Another Project	Pedestrian crosswalks well marked and posted are badly needed on the Sanibel Causeway. Probably 3, 1x each end and 1 in the middle.
295	Roadway Needs	Suggest Another Project	Burnt Store Road.
296	Roadway Needs	Suggest Another Project	All bus service should be free. Over time, that alleviate a significant amount of traffic, hence reduce accidents and save enormous amount of money that will otherwise be needed for medical care and road repair.
297	Roadway Needs	Suggest Another Project	Extend Gladolus to TreeLine.
298	Roadway Needs	Suggest Another Project	I don't like the idea of widening roads at all. I am in full support of keeping the lanes narrower, and having off road trails for bikes and residents. Maybe a public transit lane for busy areas. Widening roads just facilitates more single person vehicles. I am OPPOSED to any widening of Alico Road at this time.
299	Roadway Needs	Suggest Another Project	I don't like the idea of widening roads at all. I am in full support of keeping the lanes narrower, and having off road trails for bikes and residents. Maybe a public transit lane for busy areas. Widening roads just facilitates more single person vehicles. I am OPPOSED to any widening of Alico Road at this time. I do not know the traffic problems well enough to prioritize needs. I think the only improvement should be to keep current roads maintained, and expanding non-single-use options.
300	Roadway Needs	Suggest Another Project	Lee Memorial will soon be building a large health care facility with a freestanding ER in south Coconut Point, thus the extension of Via Coconut Road to Old 41 in Bonita needs to be built so the facility can serve its Bonita clients effectively will soon be needed.
301	Roadway Needs	Suggest Another Project	With Hertz's location at US41 and Williams Road the 4 laning of Williams Road between US41 and Three Oaks Parkway will soon be needed.
302	Roadway Needs	Suggest Another Project	Road diet - fewer car lanes, lower speeds, roundabouts, adjacent shared use/bike paths. Roundabouts. Make public transit a viable alternative by increasing routes/hours/frequencies. You are never going to have a livable community with 70% growth and just auto transit.
303	Roadway Needs	Suggest Another Project	Connect Alico to Alabama. Better evacuation route for the coastline and better access for Lehigh Acres to FGCU.
304	Roadway Needs	Suggest Another Project	The re-engineering and construction of Sanúy Lane in Estero (and its bridge over the Estero River) should not be forgotten. It would connect Corkscrew Rd and Estero Parkway directly. I know this was planned years ago, but I didn't see it on the current list.
305	Roadway Needs	Suggest Another Project	Interstate 75- widen and improve interchanges like Sarasota University Avenue project.
306	Roadway Needs	Suggest Another Project	Improve Corkscrew Road East of Alico due to proposed development.
307	Roadway Needs	Suggest Another Project	Continuous bike route along Cypress Lake Dr from US 41 to McGregor.
308	Roadway Needs	Suggest Another Project	Continuous bike route along Cypress Lake Dr from US 41 to McGregor.
309	Roadway Needs	Suggest Another Project	Bicycle lane running the length of McGregor to San Carlos Blvd to Fort Myers Beach.
309	Roadway Needs	Suggest Another Project	Widen Bonita Beach Road and its turning capabilities to US 41.



ID	Need	Project or Project Type	Comment
310	Roadway Needs	Suggest Another Project	major north-south corridor in the eastern half of the county
311	Roadway Needs	Suggest Another Project	An overpass at SR 82 and Gunnery Boulevard. Traffic backs up in all directions during heavy traffic periods and an overpass would alleviate long lines of traffic. Thanks for asking.
312	Roadway Needs	Suggest Another Project	Create bike boxes and protected intersections based on northern European designs.
313	Roadway Needs	Suggest Another Project	The McGregor Blvd has a real problem area. North bound heading into downtown the right hand turn lane to make a right only onto college parkway causes near collision everyday. Need turning lane only to have plastic blockers so people turn right onto college and not cut traffic going north bound on McGregor.
314	Roadway Needs	Suggest Another Project	Make Bonita Beach road from Imperial to the beach safe for bike and pedestrians. Slow the traffic down with rotaries and road diets.
315	Roadway Needs	Suggest Another Project	Make Bonita Beach road from Imperial to the beach safe for bike and pedestrians. Slow the traffic down with rotaries and road diets. Also, slow the traffic down on US41. Going through Estero, you will find the speed limit bouncing all over the place from 40 to 55. Keep it around 45 straight through. Also, need red light cameras. There are too many people running red lights.
316	Roadway Needs	Suggest Another Project	Passenger rail between north and south Lee county.
317	Roadway Needs	Suggest Another Project	Need a mid-island access bridge/roadway to Fort Myers Beach.
318	Roadway Needs	Suggest Another Project	Widen Corkscrew Road east of 75.
319	Roadway Needs	Suggest Another Project	Widen Williams Road and get rid of the round-about.
320	Roadway Needs	Suggest Another Project	Most of these projects really are irrelevant to me. How can you keep overlooking Iona Rd and McGregor Blvd? What about San Carlos Blvd? You have done nothing to those areas and they have grown exponentially.
321	Roadway Needs	Suggest Another Project	Alico Road extension to the East possibly connecting to SR 82.
322	Roadway Needs	Suggest Another Project	How about routing all the heavy truck traffic off of Corkscrew Road onto an extension of Alico Road to the east to SR 82.
323	Roadway Needs	Suggest Another Project	Widen use of handicap Paratransit services to beyond traditional bus routes. Many live beyond routes, and are stranded.
324	Roadway Needs	Suggest Another Project	Extend Alico Rd to SR 82. Force truck traffic to this road and off of Corkscrew.
325	Roadway Needs	Suggest Another Project	Something that allows vehicles to get off at the 2 baseball stadiums so that traffic does not interfere with the flow of local traffic trying to get home from school/work.
326	Roadway Needs	Suggest Another Project	Alico Road extension to the East possibly connecting to SR 82.
327	Roadway Needs	Suggest Another Project	Widening of Corkscrew Road from 2 to 4 lanes from Ben Hill Griffin Parkway to Alico Road.
328	Roadway Needs	Suggest Another Project	Alico Road extension to the East possibly connecting to SR 82.
329	Roadway Needs	Suggest Another Project	Widening of Corkscrew Road from 2 to 4 lanes from Ben Hill Griffin Parkway to Alico Road.
330	Roadway Needs	Suggest Another Project	Signal light at the Preserve at Corkscrew development. With all new housing going up and increase in traffic warrants a light at this point.
331	Roadway Needs	Suggest Another Project	Corkscrew Rd in Estero desperately needs a traffic light in front of either Bella Terra or The Preserve at Corkscrew.
332	Roadway Needs	Suggest Another Project	Widen or four lane corkcreek road east of I-75 to Alico road or farther east.
333	Roadway Needs	Suggest Another Project	Extend Alico Rd to the East, connecting Hwy 82. Reroute truck traffic to this road and enforce it!
334	Roadway Needs	Suggest Another Project	Extend Alico Rd to the east from the curve where it turns SE towards Corkscrew Rd to alleviate sand truck traffic on Corkscrew Rd.
335	Roadway Needs	Suggest Another Project	Stop light on estero parkway between three oaks and 41 or a round about.
336	Roadway Needs	Suggest Another Project	The MPO should focus on developing smaller footprint streets that have two lanes and a center turn lane. This should be developing nicer bike/ped and low impact streets that keep people safe and make them want to use these facilities.
337	Roadway Needs	Suggest Another Project	There should be an interstate highway from Jacksonville diagonally across the state to SW Florida.
338	Roadway Needs	Suggest Another Project	Highway wall to cut the noise.
339	Roadway Needs	Suggest Another Project	Four lane Williams Road from 41 east to three Oaks Parkway because of Hertz & Coconut Point traffic.
340	Roadway Needs	Suggest Another Project	Williams Road -- Widen to four lanes from 41 to Three Oaks.
341	Roadway Needs	Suggest Another Project	Connect Estero Parkway to Corkscrew.
342	Roadway Needs	Suggest Another Project	Widen Williams Rd east of 41.
343	Roadway Needs	Suggest Another Project	Widen Williams rd from it 41 to three oaks to 4 lanes.
344	Roadway Needs	Suggest Another Project	Widen Williams road from hwy 41 to three oaks parkway.
345	Roadway Needs	Suggest Another Project	need 951 extension east of I-75. Most of our economic development is east of I-75, from Corkscrew to SR82. Must have a route into Collier parallel to I-75 if we are serious about regional economic development.
346	Roadway Needs	Suggest Another Project	The traffic on Estero Boulevard needs a solution. Additional traffic loading the surface road makes no sense. I suggest (2) an aerial tram similar to the Roosevelt island tram or any of the mountain trams in Europe. 1. Tram from Summerlin/Pine Ridge to Times Square. 1. tram from coconut point down coconut road to Carl Johnson Park. The beach trolley can connect the 2 island stations. Charge a toll to get over the north bridge for cars.
347	Roadway Needs	Suggest Another Project	1. SR 82 should be widened east to at least Alexander Graham Bell 2. Widen Ben Hill Griffin/Treeline to 6 lanes 3. Widen Alico Road east of BHG and extend to SR 82.
348	Roadway Needs	Suggest Another Project	Corkscrew from US 41 to way beyond Ben Hill Griffin.
349	Roadway Needs	Suggest Another Project	Luckett Road extension.
350	Roadway Needs	Suggest Another Project	Luckett Road extension, Alico Connector to Lehigh.
351	Roadway Needs	Suggest Another Project	Shell Point Rd to Sanibel Bridge bike/shared use path.
352	Roadway Needs	Suggest Another Project	Fund none of these. The necessary goal is to make travel by private vehicle so frustrating and road-building so unaffordable that people will demand the money be used instead to create a first-class public transportation network composed of multiple ways to get around Lee County.
353	Roadway Needs	Suggest Another Project	Hancock Bridge Parkway between Orange Grove and Cultural Park need widening or light timing to prevent daily backups.
354	Roadway Needs	Suggest Another Project	slow traffic speeds along MILK and Cleveland Blvd.
355	Roadway Needs	Suggest Another Project	planning for additional north-south transportation between Lee and Collier. Too much traffic on 75 and 41 and if either has a problem, commuting is too long and we will never be able to evacuate.
356	Roadway Needs	Suggest Another Project	Completely widen Burnt Store Road. As soon as possible.
357	Roadway Needs	Suggest Another Project	Completely widen Burnt Store Road. As soon as possible. And do something about Cape Coral Parkway.
358	Roadway Needs	Suggest Another Project	I-75 ramp #247 to the top of the list.
359	Roadway Needs	Optional Comment	New construction on Corkscrew Rd in Estero should not be allowed to start until Corkscrew Rd is widened and at least one additional traffic light installed.
360	Roadway Needs	Optional Comment	Widen Burnt Store Road. Critical evacuation need.
361	Roadway Needs	Optional Comment	Please help study & relieve in-season traffic on Sanibel. It is unbearable for residents AND for visitors.
362	Roadway Needs	Optional Comment	Congestion pricing should be implemented on Sanibel Causeway when vehicle crossings far exceed normal.
363	Roadway Needs	Optional Comment	It would be nice to have a flyover at Gunnery and 82 in Lehigh. The workforce in and out of Lehigh is overwhelming.
364	Roadway Needs	Optional Comment	The re-engineering and construction of Sandy Lane in Estero (and the bridge over the Estero River) should not be forgotten. It would connect Corkscrew Rd and Estero Parkway directly. I know this was planned years ago, but I didn't see it on the current list.



ID	Need	Project or Project Type	Comment
365	Roadway Needs	Optional Comment	Live off Corkscrew and have a business on Corkscrew Long term it will be a problem We need to get ahead of it so it doesn't look like Immoklee Rd in Naples
366	Roadway Needs	Optional Comment	East Bound access to The Preserve at Corkscrew is extremely dangerous I understand the developer of the the "Farm" is required to pay for the improvement at Balla Terra and The Preserve Why is the County delaying these projects when there are dollars available?
367	Roadway Needs	Optional Comment	The most important consideration should be signal control There are too many unnecessary red light stops The solutions are quite simple There is a tremendous amount of added pollution and safety issues with the current traffic control I hope this is not an intentional design so as to increase the gas tax from all the wasted gas from unnecessary braking, idling, and accelerating
368	Roadway Needs	Optional Comment	Corkscrew road WILL Need to be widened to handle all new approved developments
369	Roadway Needs	Optional Comment	I only live 3 miles from my place of work and it still takes more than 20 minutes to get to work in season on Bonita Beach Road
370	Roadway Needs	Optional Comment	Please look at East Lee County and the Traffic issues we currently have, as you make decision on future transportation plans Thanks for asking our opinion and best of luck in your decisions
371	Roadway Needs	Optional Comment	PLEASE WIDEN CORKSCREW ROAD
372	Roadway Needs	Optional Comment	Daniels Parkway from Gateway Blvd to SR 82 needs to be widened as well
373	Roadway Needs	Optional Comment	Need lights at communities to make a left out of the preserve @ corkscrew and or 4 lanes So dangerous
374	Roadway Needs	Optional Comment	Would also like to see Alico Road Extension to alleviate some of the truck traffic on Corkscrew
375	Roadway Needs	Optional Comment	WE NEED TO WIDE Corkscrew Road from two to four lanes
376	Roadway Needs	Optional Comment	Corkscrew rd is dangerous in the morning trying to turn left and going westbound!
377	Roadway Needs	Optional Comment	traffic lights area needed at each community entrance
378	Roadway Needs	Optional Comment	We need dedicated U-turn lanes between intersections They work well in Europe, why not here?
379	Roadway Needs	Optional Comment	Please widen corkscrew road, this road is extremely dangerous. Please fix this before a tragedy occurs
380	Roadway Needs	Optional Comment	Corkscrew rd. Needs to be widened ASAP! Big problem, please address this.
381	Roadway Needs	Optional Comment	Please widen corkscrew road and add lights
382	Roadway Needs	Optional Comment	It appears we are allowing so much residential expansion now without considering current traffic flow Either slow down expansion or speed up the road work prior to residential permits
383	Roadway Needs	Optional Comment	suggest Alico Road extension to the East possibly connecting to SR 82.
384	Roadway Needs	Optional Comment	We need more wider roads
385	Roadway Needs	Optional Comment	Corkscrew must be widened to be functional ASAP
386	Roadway Needs	Optional Comment	There is going to be many accidents near the wallmart on estero parkway.
387	Roadway Needs	Optional Comment	YELLOW CAUTION LIGHTS ARE WAY TOO LONG. TOO MANY PEOPLE ARE RUNNING THE LIGHTS BECAUSE OF IT
388	Roadway Needs	Optional Comment	Corkscrew Road widening needs to be a priority and the developers should assist with the cost. It is needed now.
389	Roadway Needs	Optional Comment	The past, current, and future growth along Corkscrew requires the highest of priorities Williams Road in Estero needs to be widened to accommodate all the added traffic from the new Hertz world headquarters. The interchange at I-75 and Corkscrew should be addressed VERY soon. It is already too busy; and with the new construction of a village center and more apartments in Estero, as well as Hertz and more development on east Corkscrew, this area is way too overburdened
390	Roadway Needs	Optional Comment	Improving Williams Road from 41 to three oaks should be a priority
391	Roadway Needs	Optional Comment	You have the power to plan ahead and prevent traffic in Estero, don't mess it up
392	Roadway Needs	Optional Comment	Please create a longer turn lane from Daniel Pkwy going left on SR 82 The backup of traffic waiting to turn left weekdays is incredible
393	Roadway Needs	Optional Comment	The Interchange at Corkscrew is hopeless
394	Roadway Needs	Optional Comment	We need to widen Williams Road from 41 to 3 Oaks
395	Roadway Needs	Optional Comment	Widen Williams Rd from 41 to three oaks. Also develop the area south of Publix to Williams rd for city center
396	Roadway Needs	Optional Comment	We need new development to pay impact fees to keep level of service at current levels.
397	Roadway Needs	Optional Comment	Widening of Corkscrew Rd and improvement of the related I 75 Interchanges needs IMMEDIATE ATTENTION
398	Roadway Needs	Optional Comment	Extend Via Coconut to Strike Lane, please and add a light at Pelican Colony Blvd and US 41 before the Hospital Complex Construction begins and someone dies in a crash!!!
399	Roadway Needs	Optional Comment	Corkscrew Road is a nightmare in the morning.
400	Roadway Needs	Optional Comment	I believe Florida does a fine job of keeping up with the infrastructure. However the impact fees need to be reinstated to full amount post haste!!
401	Roadway Needs	Optional Comment	Why not 951 to Lee county line?
402	Roadway Needs	Optional Comment	Please go forward with the 40th St SW connection to Alabama Rd project Thanks!
403	Multimodal	Optional Comment	Need better transit and interconnected separated bike lanes
404	Multimodal	Optional Comment	This survey was bias in supporting only bike path future Please remember that 99.9 % of the residents need road transportation for daily use
405	Multimodal	Optional Comment	discourage automobiles and urban sprawl Keep roads maintained and expand multi-modal options Stop building facilities to encourage development (Alico Road)
406	Multimodal	Optional Comment	Want safer traffic for cycling and faster traffic for cars on busy roads
407	Multimodal	Optional Comment	While I respect peoples desire to exercise and recreationally bike, I feel that the planning process has been too focused on these interests and have not adequately addressed the needs of people that utilize transit to make a living and obtain necessities Your minority and low income populations do not rely on bicycles to get from one place to another willingly, they do so because transit service is so inadequate in this area You have large segments of low income and/or minority populations in Lehigh Acres and North Cape Coral that unserved by transit While I know it is cost prohibitive to go to these areas, eventually the county is going to have to recognize that it cannot rely only on tax dollars to fund transit
408	Multimodal	Optional Comment	Stop acting like a suburbanian area (ignoring transit as a priority) and start planning for buildout of the County and region
409	Multimodal	Optional Comment	The county's growth prospects appear best in south Lee & Cape Coral infrastructure into and out of these areas is where county funding needs to focus at this time
410	Multimodal	Optional Comment	Anything you can do to reduce congestion will help Lee County stay a great place to live
411	Multimodal	Optional Comment	We will grow and we are doing pretty well with new infrastructure projects by my opinion Estero is growing by leaps and bounds Our residents are going to need improved roads so we don't experience gridlock during season Also, Estero Parkway has some sidewalks and additional construction is needed to complete the existing sidewalks Based on the expected growth in the SW Florida area, some thought should be given to adding interurban rail service from S Lee county to Ft. Myers initially and possibly expanded to include Cape Coral and Lehigh Acres
412	Multimodal	Optional Comment	
413	Other	Optional Comment	Retired bus Civic minded I am currently involved in our community at different levels
414	Other	Optional Comment	Thanks
415	Other	Optional Comment	Pool business
416	Other	Optional Comment	thanks for the opportunity
417	Other	Optional Comment	Thank you for your hard work! You are doing a great job at the MPO!
418	Other	Optional Comment	Gateway resident

ID	Need	Project or Project Type	Comment
419	Other	Optional Comment	Thank you for all the work you do
420	Other	Optional Comment	Work in Bonua
421	Other	Optional Comment	We need smart growth. We don't need to turn ourselves into Fort Lauderdale
422	Other	Optional Comment	I travel to multiple doctor appointments every week. I also travel to visit family in Lee County//
423	Other	Optional Comment	Thank you!
424	Other	Optional Comment	We live in The Reserve @ Estero
425	Other	Optional Comment	Thnx for the survey!
426	Other	Optional Comment	Part time resident
427	Other	Optional Comment	I am on the CAC and am a Life Member of Responsible Growth Management Coalition - Dave Ulrich
428	Other	Optional Comment	No additional comments or questions
429	Other	Optional Comment	Provide golf cars access in Estero between communities and Village Center and Medical Center
430	Other	Optional Comment	Thank you for making this survey, easy, fun and interactive!
431	Other	Optional Comment	Glad to be able to participate in this type of survey
432	Other	Optional Comment	Until recently, I used to work for 7 years as a realtor at a del Prado Blvd office before I joined a broker on Chiquia Blvd S
433	Other	Optional Comment	planning to move to CC in 2017
434	Other	Optional Comment	Do NOT raise my taxes for this. Reinststate IMPACT FEES and let new residents and businesses that are going to cause the need for new roads to pay for them. And if that is an issue - let them move somewhere else. Also - time to require bikes to be registered. Let the riders contribute tax dollars to the roads and paths they ride on. Stop giving them a free ride.

LEE 2040 TRANSPORTATION PLAN Project Website & Other Comments As of 10/4/2015					
ID	Received	Need	Suggested Project Name	Project Location	Project Details / Public Comment
1	6/4/2015	Bike & Ped	Complete sidewalks on Plantation Road	Plantation Road between Daniels and Colonial	Consider completing sidewalks on Plantation Road between Daniels and Colonial. I live in Plantation Preserve and there is no safe way to get to Colonial or Daniels by foot or by bicycle. The road carries thousands of cars daily. Also entrance and exit to our community is hazardous much like Plantation Road and Crystal.
2	8/24/2015	Bike & Ped	Sanibel Causeway Pedestrian Crossings	Sanibel Causeway	There are no crosswalks marked or posted on the Causeway. Pedestrians do walk/run from side to side often and it's always a hazard to them. There appears to be a need for 3 marked crosswalks: 1 near each end and 1 in the middle. Speed enforcement is spotty and that would help if done a bit more frequently. Thanks for listening. PS- We are part-time Lee County residents but still have ideas for improvements.
3	8/31/2015	Bike & Ped	Beach Park	South end of Fort Myers Beach - now a closed golf course	The Fort Myers Beach Golf Course closed last year after the owner became embroiled in legal battle with the condominium owners surrounding it. Right now it's overrun with weeds and becoming an eyesore for our community. I think it make a great place for a beautiful park with walking/biking paths and fountains and perhaps even a small bandshell for family-friendly concerts where people can come, lay their blankets on the cool grass and listen to music so long as it's not loud.
4	9/3/2015	Bike & Ped	Rails to Trails Estero	Estero Parkway	Convert the old railroad tracks to recreational trail.
5	9/5/2015	Bike & Ped	Bike path replacing existing rail siding	The reserve at estero fl	As a long time rail executive (I owned southern Illinois railcar Co) and rail executive for several future 500 companies, I think it's imperative to keep rail service intact. As rail continues to be the best alternative for fuel use per ton mile it's also become a necessity for economic growth. Keep the railway.
6	9/9/2015	Bike & Ped	Converting rail to bike/walk trail	Estero Pkwy & rail system in Estero	Safe place for us to bike & walk. Connecting this to the malls would be helpful as well. Finish sidewalks on Estero Pkwy, from the Reserve of Estero to Three Oaks & Tamiami- its unsafe riding bikes & walking along the street. We support this project! Lets get it done!
7	9/23/2015	Bike & Ped	Multi use path between 3 oaks and rte 41 on Estero Parkway	Between Three Oaks and rte 41 on Estero Parkway	There are NO CONTINUOUS multi use pathways on either side of Estero Parkway from 3 Oaks to Rte 41. Safety & economics is are involved.
8	9/24/2015	Bike & Ped	Shell Point Rd. to Sanibel Bridge bike/ped. path completion	Shell Point Rd. to Sanibel Bridge	Continue the hard surface bike/ped. path from Shell Point Rd. to Sanibel Bridge.
9	6/5/2015	Roadway	Harry Avenue S. extension to Hwy 82	Hwy 82 west of Gunnerly Rd	Hwy 82 access plan needs to be amended to allow for a new access point at the intersection with Harry Avenue S. extension. This access is approximately 2,000 feet west of the Gunnerly Rd and Hwy 82 intersection. Lee County DCD is changing the FLUM designation for this area to increase commercial activity. The next opening to Hwy 82 is approximately 4,000 feet west of Hwy 82 and Gunnerly Rd intersection at Haviland. Access to the commercial properties along Meadow Rd has been restricted due to FDOT closing intersection to local traffic thereby creating a need for this additional access point. Hwy 82 is going to be widened to 4 lanes in this area and turn lanes for the new access at Harry Avenue S. can be designed and incorporated into your current road improvement plan for this area.
10	6/9/2015	Roadway	Congestion pricing	Sanibel Causeway	First suggestion is to begin congestion pricing at Sanibel causeway toll booth when an unusually high level of vehicles have passed the toll booth.
11	6/11/2015	Roadway	Gated Community Stability	Corkscrew Road and Florida Power and Light power lines	No proposed north-south roads should be build through existing gated communities such as Grandezza and Wildcat Run along the FP&L power lines, because such proposed routes break up the community's cohesion.
12	8/19/2015	Roadway	Widening Williams Road, 41 - Three Oaks	Estero	Can this project be given a higher priority?
13	8/24/2015	Roadway	Harry Avenue S extension to Hwy 82	Lehigh Acres	Extending Harry Ave. S to Hwy 82 will give the area west of Gunnerly Road access to Hwy 82. This project needs to be done the same time you are widening Hwy 82 so turn lanes etc. can be included in design of this section of Hwy 82. I have mentioned this project previously and talked to Dave Loveland with Lee County who supports extending Harry Ave. S.
14	8/24/2015	Roadway	Corkscrew Road widening east of I-75	Corkscrew east of I-75 intersection	There is already considerable congestion and delay on this segment, and more will occur as more and more agricultural and former mining properties east of the Bella Terra community are developed for residential and/or mixed uses. WildBlue and Corkscrew Farms are developments already in process in that area.
15	8/25/2015	Roadway	LEHIGH ACRES FIRE DISTRICT	Lehigh Acres	As an elected official our District will be putting together prioritization of roadway projects in the near future. Submitted to Road Dep. Public Works. YOU can go from there. Presently the roads are being resurfaced squeaky wheel method and only piecemeal, not getting the job totally done.
16	8/25/2015	Roadway	Widening Corkscrew Road	Corkscrew from US 41 east to Alco Road	Increase Number of lanes, improve intersection access, road crossing points.
17	8/26/2015	Roadway	Road to Sanibel	Fort Myers to Sanibel	Please consider another way on and off Sanibel. It is really important to sustain the activities on the island. Also to sustain a great work force.
18	8/27/2015	Roadway	STATE ROAD 82	SR 82 from Alabama to Gunnerly	I travel SR-82 every day. With the start of the (FGCU) school year SR-82 is virtually a parking lot from Alabama to Gunnerly. My normal drive time of 35mins becomes 55mins-1 hour. I would like to see the DOT/Army Corp of Engineers/LEEMPO fly over this area on any given school day and witness the magnitude of cars and the gridlock on this road way. There is road construction and planned road construction in many areas but SR-82 needs immediate attention. The taxpayers using this road deserve better support. Thank you for your time.



ID	Received	Need	Suggested Project Name	Project Location	Project Details / Public Comment
19	8/28/2015	Roadway	275 and 175 Business Loops	Lee County - primarily	We need freeways in the county. Please let me know what I can do to help make that happen. <Refer to photo of ideas mapped out in black tape> Kismet Pkwy W, 765 (Veterans Memorial Pkwy) S
20	8/28/2015	Roadway	951 Extension	Lee County Line to Corkscrew Road	This would complete a 60-mile roadway east of I-75 from Marco Island to SR 80. About 2/3 of Lee County economic development issues are east of I-75, including FGCU, SWFLA, German Arena, Gulfcoast Mall, Red Sox Stadium, and over 1,000 acres of industrial lands yet to be developed. To ignore the need for a north-south corridor east of I-75 is a total lack of vision.
21	8/30/2015	Roadway	Alcoa Road East to SR 82		Begin to plan a second east-west route to remove pressure off Corkscrew as new development sends traffic onto Corkscrew.
22	8/31/2015	Roadway	Alcoa Road Extension	Alcoa Road	Alcoa Road extension to the East - possibly connecting to SR 82.
23	8/31/2015	Roadway	Corkscrew Road widening		Corkscrew rd MUST be made four lanes.
24	8/31/2015	Roadway	Widening of Corkscrew Road	Estero from I 75 to Alcoa road	No other comment provided.
25	9/3/2015	Roadway	LIGHT AT THE RESERVE AND CASCADES	INTERSECTION IN MIDDLE OF ESTERO PARKWAY	DANGEROUS COMING OUT OF RESERVE AND CASCADES- NEED A LIGHT
26	9/5/2015	Roadway	Half-Flyover from Summerlin to Colonial	Intersection of Summerlin & Colonial	There urgently needs to be a ONE lane "Half-Flyover" leading from Summerlin to Colonial - going to the Cape! This would greatly alleviate congestion at rush hours! Also, a second right turn onto Summerlin from Colonial would also help this congested intersection. The space appears to be available if the grassy slope hill were utilized.
27	9/14/2015	Roadway	Crystal Drive extension between Plantation and Six Mile	Between Plantation and Six Mile	Suggestion for inclusion in 2040. 1. It would help alleviate traffic on one of the most congested parts of Daniels. 2. It would help the six mile/Daniels intersection. 3. It would provide a much needed link between US 41 and Six Mile. 4. It would keep people off of a private dirt road that is not designed for public traffic.
28	6/4/2015	Transit	Mass Transit	Lee County	Disband the current school transit system in favor of an increased mass transit system. The funds currently spent on the school transit system could be better spent on a county-wide mass transit system that would benefit all Lee County residents. Increase in bus routes, head times, and reduced traffic on limited infrastructure would benefit the entire county. This would also teach our young the values of mass transit. Works well around the world, so why not in Lee County?
29	6/9/2015	Transit	Trolley service	End of Causeway Islands	Second suggestion is to run trolley service to the end of the causeway islands.
30	6/9/2015	Transit	Trolley service	Periwinkle Way	Third suggestion is to run trolley service on Periwinkle Way during high season. Thank you for your consideration.
31	6/16/2015	Transit	(Tourism and transportation options)	Lee County	We need to exert the political will to wean ourselves off of the rental car income (Airport Authority \$25 M in 2013) and taxes (County revenue). When a tourist buys a ticket to RSW they should be encouraged to select from any of a number of BRT or local bus routes and purchase passes. The islands or downtown areas can have rental car systems that are like Car-to-Go (I think Hertz bought Car-to-Go) which cannot be taken beyond a certain geographical parameter as opposed to SmarCar, which can. Tourist can purchase initial passes for these cars also when they buy their air ticket. It should be marketed as a seamless transition - a "slowing to island pace" or such, plane - bus - mini local auto OR bike. Of course these should all have bike racks. I don't know of any studies done, but I don't think the income is paying for the congestion incurred and we can't afford to build our way out, but this money could be dedicated to improving and expanding transit.
32	6/21/2015	Transit	Sanibel transportation	Sanibel Island	Hi, I am currently in the public transportation business for about 6 years covering Ft Myers, Cape Coral, Sanibel and Captiva islands. I am more than happy to show you and talk about what I think to solve or alleviate the transportation needs in the island, specially in the high season, and this is according about my experience and what I can see from the hotels needs to cover and solve this matter.

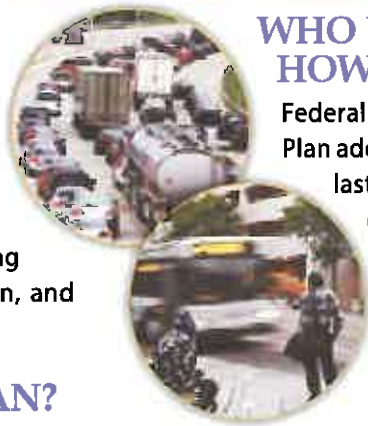
2040 TRANSPORTATION PLAN FREQUENTLY ASKED QUESTIONS

May 2015



WHAT IS THE 2040 TRANSPORTATION PLAN?

The Lee County 2040 Transportation Plan is the 25-year vision of how to meet our community's transportation needs and expectations through the year 2040. The plan will incorporate all types of travel including driving, biking, walking, public transportation, and freight movement.



WHY DO WE NEED THIS PLAN?

Safe, efficient, and reliable travel options are important building blocks for creating a thriving community with a strong economy that is also a desirable place to live, work, and play. The 2040 Transportation Plan will identify future transportation needs and prioritize projects that meet those needs in a cost effective way. Projects funded with federal and/or state monies need to be included and analyzed within the plan.

WHO UPDATES THE PLAN AND HOW OFTEN IS IT UPDATED?

Federal law requires that the Long Range Transportation Plan address a minimum 20-year planning horizon from the last plan adoption. To account for growth and evolving goals for the future, the plan is updated and adopted every five years by the Lee County Metropolitan Planning Organization (MPO) Board made up of City Council and County Commission members. Member agencies and municipalities build and maintain projects included in this plan.

WHAT HAS BEEN DONE SO FAR?

The MPO recently studied how transportation and quality of life in Lee County would be impacted if growth patterns changed in three different ways. The preferred scenario that was selected by the MPO Board following public input included a mixture of the most well-liked elements from each scenario that encourages mixing homes, jobs, and shopping to reduce the number and length of trips and to enhance transit corridors. The Hybrid Scenario is the basis for Lee County in 2040.

WHAT PROJECTS CAN HELP LEE COUNTY GET FROM HERE TO THERE?

This is the task we are currently working on and seeking public input on. The projects – road, transit, bicycle, pedestrian, freight, and congestion management – that make up the package of improvement in the final plan are currently being determined.

WHAT IS DECIDED IN THIS PLAN?

Through this planning process, decision-makers and the public will identify:

- A **Needs Plan** of all realistic projects that will improve transportation and mobility around the county, regardless of cost
- Options available to pay for the projects and anticipated funding available through those options
- A **Cost Feasible Plan** that financially constrains the projects in the Needs Plan by prioritizing them based on their potential benefit to the county and the amount of funding available
- Future steps for meeting the plan's goals while improving conditions for all modes of transportation

HOW WILL PROJECTS BE SELECTED?

To identify the projects that will best serve Lee County, the MPO needs a clear understanding of how people and goods move around the county now and how they expect to move in the future. The MPO seeks to identify the best projects and prioritize them to create a viable plan. To do so, the following questions must be answered:

- Where are people traveling to and from within the county?
- What transportation projects are needed?
- How will growth impact transportation in the future?
- Where do we expect congestion in the future?
- Which projects are the most effective?
- Is a project needed for economic development?
- What projects are needed to improve safety or to preserve the transportation system?
- Would a project's development have too many negative environmental or socio-economic impacts?



2040 TRANSPORTATION PLAN FREQUENTLY ASKED QUESTIONS

2015

HOW CAN I GET INVOLVED?

Your ideas and opinions for improving transportation in Lee County are vital to developing a 2040 Transportation Plan that is effective and meets the needs of our residents and visitors. Throughout the update, several opportunities will be available to attend public meetings and workshops, and participate in surveys to share your thoughts and add your voice to the discussion.



If you have a transportation need or a possible solution, let us know. Call Johnny Limbaugh

at 239.330-2242 or email him at jlimbaugh@leempo.com.

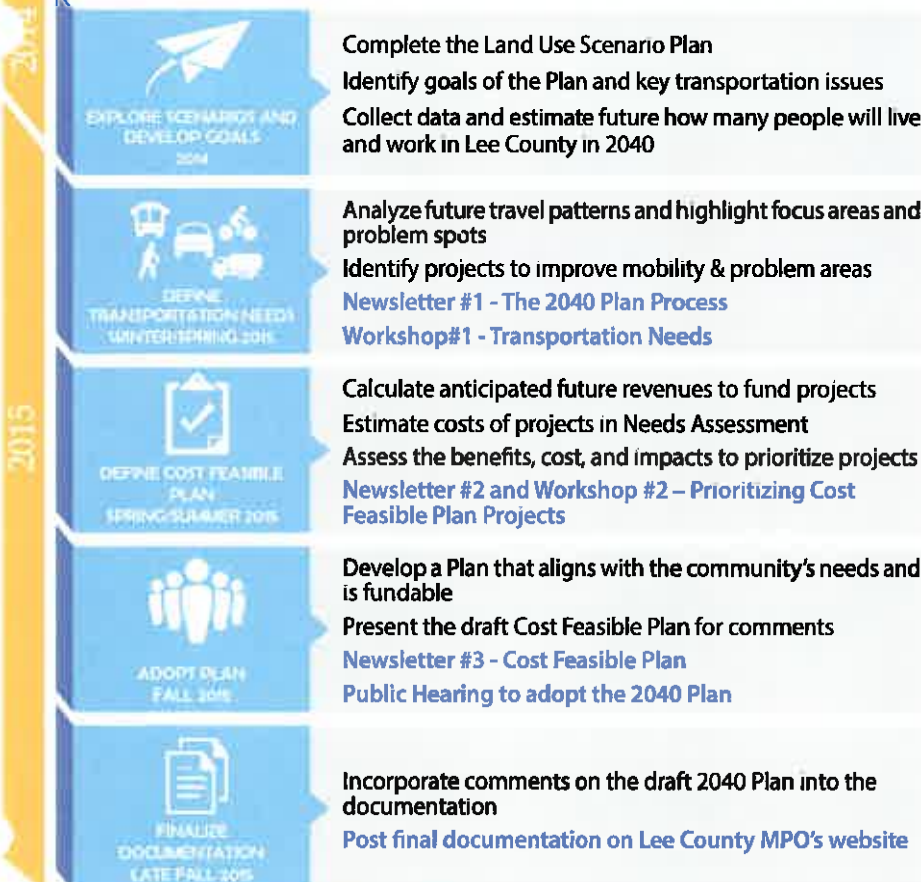
The schedule below shows the timeline for the update and highlights in blue where the public will be engaged. Please visit www.2040transportationplan.leempo.com to learn more about opportunities to become involved.

LEE COUNTY HIGHLIGHTS*

Miles of roadway:	6808
Miles of sidewalk:	118
Miles of bike lanes and trails:	149
Residents in 2010:	610,394
New residents expected by 2040:	422,483 (69% more)
Jobs in 2010:	285,014
New jobs expected by 2040:	205,216 (72% more)
Homes in 2010:	354,587
New homes expected by 2040:	294,576 (83% more)

*Population, jobs, and homes figures were developed through the land use scenario exercise by Spikowski and Associates (2014).

WHAT IS THE TIMELINE FOR THE 2040 PLAN?



Need more information?

If you have additional questions about the Lee County 2040 Transportation Plan, please contact:

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Lee County MPO
PO Box 150045
Cape Coral, Florida 33915
Direct # 239.330.2242
jlimbaugh@leempo.com



Lee MPO 2040 Bicycle Pedestrian Multi-modal Projects

Roadway/Project	Road Classification	Limits	Length	Proposed Improvements	Programmed Phase	Next Unfunded Phase	Requested Funds	Local Match	Total Cost	MPO Priority
Summerlin Rd Shared Use Path	Arterial	Lakewood Blvd to Cypress Lake Blvd	1.12 Mile	Shared Use Path (East Side)	NA	CST	\$ 743,089.00	\$ -	\$ 743,089.00	1
US 41 Sidewalk	Arterial	Tara Blvd to 72.38 N of French Creek Lane	0.74 Mile	8' wide sidewalk (West Side)	NA	PE + CST	\$ 240,500.00	\$ -	\$ 240,500.00	2
SR 80 Shared Use Path	Arterial	Buckingham Rd to Linwood Ave	0.81 Mile	Shared Use Path (south side)	NA	PE + CST	\$ 504,216.00	\$ -	\$ 504,216.00	3
Leonard/Westgate Blvd Shared Use Path	Collector	Sunshine Blvd to Lee Blvd	5.40 Mile	Shared Use Path (Both Sides)	NA	PE + CST	\$ 3,903,530.00	\$ -	\$ 3,903,530.00	4
Bell Blvd Sidewalk	Collector	Sunrise Blvd to Joel Blvd	1.1 Mile	Sidewalk (Both Sides)	NA	PE + CST	\$ 722,450.00	\$ -	\$ 722,450.00	5
Marsh Ave Sidewalk	Collector	Michigan Ave to SR 80	0.63 Mile	Sidewalk (West Side)	NA	PE + CST	\$ 915,937.00	\$ 130,848.00	\$ 1,046,785.00	6
Andalusia Blvd Sidewalk	Collector	Pine Island Rd to Diplomat Pkwy	1.53 Mile	Sidewalk (Both Sides)	NA	PE + CST	\$ 722,007.00	\$ 98,456.00	\$ 820,463.00	7
Veterans Pkwy Shared Use Path					NA	PE + CST	\$ 301,375.00	\$ -	\$ 301,375.00	8
<i>South Side</i>	<i>Arterial</i>	<i>SW 10th Ave to Existing SUP west of Skyline</i>	<i>0.29 Mile</i>	<i>Shared Use Path (South Side)</i>						
<i>North Side</i>		<i>SW 3rd Place to SW 2nd Court</i>	<i>0.18 Mile</i>	<i>Shared Use Path (North Side)</i>						
Alabama Rd Sidewalk	Arterial	SR 82 to Paddock St	1.84 Mile	Sidewalk (East Side)	NA	PE + CST	\$ 688,014.00	\$ -	\$ 688,014.00	9
Trafalgar Elementary and Trafalgar Middle Sidewalk			1.63 Mile		NA	PE + CST	\$ 500,000.00	\$ 189,425.00	\$ 689,425.00	10
<i>SW 20th Ave/Nott Rd</i>	<i>Collector</i>	<i>Trafalgar Pkwy to Pine Island Rd</i>	<i>1.00 Mile</i>	<i>Sidewalk (West Side)</i>						
<i>Trafalgar Pkwy</i>	<i>Collector</i>	<i>SW 16th Ct to SW 22nd Pl</i>	<i>0.63 Mile</i>	<i>Sidewalk (Both Side)</i>						
Buckingham Rd Bike Lanes	Arterial	Cemetery Rd to SR 80	2.07 Mile	Bike Lane	NA	PE + CST	\$ 852,237.00	\$ -	\$ 852,237.00	11
Skyline Blvd Sidewalk	Collector	Cape Coral Pkwy to El Dorado Pkwy	0.93 Mile	Sidewalk (Both Sides)	NA	PE + CST	\$ 533,913.00	\$ 72,806.00	\$ 606,719.00	12
US 41 Sidewalk	Arterial	72.38 N of French Creek Lane to Charlotte Cty line	1.33 Mile	8' wide sidewalk (Both Sides)	NA	PE + CST	\$ 672,750.00	\$ -	\$ 672,750.00	13
Averill/Gator Circle Sidewalks			2.22 Mile		NA	PE + CST	\$ 732,998.00	\$ 146,596.00	\$ 879,594.00	14
<i>Averill Blvd</i>	<i>Collector</i>	<i>Del Prado Ext to Gator Circle</i>	<i>0.38 Mile</i>	<i>Sidewalk (Both Side)</i>						
<i>Gator Circle</i>	<i>Collector</i>	<i>Averill Blvd to Ramsey Blvd</i>	<i>1.84 Mile</i>	<i>Sidewalk (East side)</i>						
Gator Circle Sidewalk	Collector	Averill Blvd to Ramsey Blvd	1.84 Mile	Sidewalk (North/West Side)	NA	PE + CST	\$ 677,160.00	\$ 135,432.00	\$ 812,592.00	15

Roadway	Side	Length (feet)	From	To	Entity	Facility Type	Cost	Proj. #
Abel Canal	ONESIDE	30,500	Harnes Marsh	Joel Blvd.	COUNTY	MULTI-USE PATH	\$ 3,111,000	16
John Yarborough	ONESIDE	5,277	Colnial Blvd	Hanson Street	Fort Myers	MULTI-USE PATH	\$ 538,254	17
Winkler Canal	ONESIDE	5,095	US 41	McGgregor Blvd.	Fort Myers	MULTI-USE PATH	\$ 519,690	18
SW PINE ISLAND RD	ONESIDE	22,634	VETERANS PKWY	SANTA BARBARA BLVD	STATE	MULTI-USE PATH	\$ 2,308,699	19
BAYSHORE RD	ONESIDE	19,235	PARK 78 DR	SR 31	STATE	MULTI-USE PATH	\$ 1,961,936	20
SUMMERLIN ROAD	ONESIDE	13,112	PINE RIDGE RD	WINKLER RD	COUNTY	MULTI-USE PATH	\$ 1,337,433	21
OLD 41 RD	ONESIDE	14,098	COLLIER CO/L	BONITA BEACH RD	BONITA	MULTI-USE PATH	\$ 1,437,996	22
E TERRY ST	ONESIDE	3,996	MORTON AVE	BONITA GRANDE DR	BONITA	MULTI-USE PATH	\$ 407,603	23
MCGREGOR BLVD (SR 867)	ONESIDE	9,251	SANIBEL CAUSEWA	MCGREGOR BLVD	COUNTY	MULTI-USE PATH	\$ 943,580	24
BELL BLVD S	ONESIDE	26,454	JOEL BLVD	SR 82	COUNTY	SIDEWALK	\$ 1,163,959	25
JOEL BLVD	BOTH	8,033	PALM BEACH BLVD	TUCKAHOE RD	COUNTY	BIKE LANE	\$ 803,279	26
ORANGE RIVER BLVD	ONESIDE	10,645	PALM BEACH BLVD	ELLIS RD	COUNTY	MULTI-USE PATH	\$ 1,085,772	27
SUMMERLIN RD/MCGREGOR B	ONESIDE	11,176	SHELL POINT BLVD	KELLY COVE DR	COUNTY	MULTI-USE PATH	\$ 1,139,998	28
NORTH RIVER RD	ONESIDE	63,000	SR 31	COUNTY LINE	COUNTY	MULTI-USE PATH	\$ 6,426,000	29
TREELINE AVE	ONESIDE	3,363	COLONIAL BLVD	PELICAN PRESERVE BLVD	COUNTY	MULTI-USE PATH	\$ 343,020	30
BUFFERED BIKE LANES/BIKE TRACKS		15,000	TBD		TBD	BIKE FACILITIES	\$ 1,500,000	31

PDC \$ 38,511,958
 YOY \$ 48,910,186

Table No. B
Bicycle/Pedestrian Improvements

PROJECT NO.	ROADNAME	GAP TYPE	LENGTH (FT)	FROM	TO	JURISDICTION	IMPROVE. TYPE	TOTAL SCORE	SAFETY	CONNECT-IVITY	MOBILITY	ECONOMIC IMPACT	COST/ FT	SIDE OF ROAD	TOTAL COST
1	SR 80 (PALM BEACH BLVD)	BOTH	87,989	LEXINGTON AVE	COUNTY LINE	STATE	MULTI-USE PATH	16	4	4	4	4	\$102	2	\$17,949,818
2	SR 78 (PINE ISLAND RD)	BOTH	22,634	VETERANS PKWY	SANTA BARBARA BLVD	STATE	MULTI-USE PATH	16	4	5	3	4	\$102	2	\$4,617,399
3	SR 78 (BAYSHORE RD)	ONESIDE	6,769	N TAMIAMI TRL	WHALEYS DR	STATE	MULTI-USE PATH	15	4	4	3	4	\$102	1	\$690,480
4	SUMMERLIN ROAD	ONESIDE	13,112	PINE RIDGE RD	WINKLER RD	COUNTY	MULTI-USE PATH	15	4	4	3	4	\$102	1	\$1,337,433
5	VERONICA S SHOEMAKER BLVD	BOTH	8,290	MARION ST	MLK BLVD	FORT MYERS	MULTI-USE PATH	15	4	3	4	4	\$102	2	\$1,691,070
6	SR 78 (PINE ISLAND RD)	BOTH	28,859	STRINGFELLOW RD	VETERANS PKWY	COUNTY	MULTI-USE PATH	15	3	5	3	4	\$102	2	\$5,887,265
7	FOWLER ST	BOTH	18,314	FIRST ST	COLONIAL BLVD	STATE	BIKE LANE	15	4	4	3	4	\$100	2	\$3,662,804
8	PLANTATION RD	BOTH	4,157	DANIELS PKWY	BEN C PRATT SIX MILE CYPRESS	COUNTY	MULTI-USE PATH	15	4	4	3	4	\$102	2	\$848,006
9	PLANTATION RD	BOTH	4,157	DANIELS PKWY	BEN C PRATT SIX MILE CYPRESS	COUNTY	BIKE LANE	15	4	4	3	4	\$100	2	\$831,379
10	US 41 (N TAMIAMI TRL)	BOTH	8,991	PINE ISLAND RD	BRIDGE	STATE	BIKE LANE	15	4	4	3	4	\$100	2	\$1,798,226
11	CYPRESS LAKE DR	BOTH	5,011	SUMMERLIN RD	S CLEVELAND AVE	COUNTY	BIKE LANE	15	4	4	3	4	\$100	2	\$1,002,222
12	PLANTATION RD	BOTH	12,303	IDLEWILD ST	DANIELS PKWY	COUNTY	SIDEWALK	14	3	4	3	4	\$44	2	\$1,082,648
13	LEE BLVD	ONESIDE	10,679	SR 82	SUNSHINE BLVD	STATE	MULTI-USE PATH	14	3	4	3	4	\$102	1	\$1,089,283
14	FOWLER ST	BOTH	6,344	MLK BLVD	HANSON ST	STATE	SIDEWALK	14	4	3	3	4	\$44	2	\$558,310
15	SR 78 (PINE ISLAND RD)	BOTH	25,788	SANTA BARBARA BLVD	HERRON RD	COUNTY	MULTI-USE PATH	14	4	3	3	4	\$60	2	\$3,094,521
16	CAPE CORAL BRIDGE RD	BOTH	10,162	SE 17TH PL	MCGREGOR BLVD	COUNTY	MULTI-USE PATH	14	3	4	3	4	\$102	2	\$2,073,065
17	SANIBEL CAUSEWAY	BOTH	15,301	CAUSEWAY BLVD	MCGREGOR BLVD	COUNTY	MULTI-USE PATH	14	1	6	3	4	\$102	2	\$3,121,404
18	MIDPOINT BRIDGE	BOTH	8,450	VETERANS PKWY	COLONIAL BLVD	COUNTY	MULTI-USE PATH	14	3	5	3	3	\$102	2	\$1,723,720
19	METRO PKWY	BOTH	6,834	COLONIAL BLVD	DANIELS PKWY	STATE	BIKE LANE	14	3	4	3	4	\$100	2	\$1,366,773
20	COLLEGE PKWY	BOTH	7,004	MCGREGOR BLVD	US 41	COUNTY	BIKE LANE	14	4	3	3	4	\$100	2	\$1,400,828
21	SAN CARLOS BLVD	BOTH	13,070	SUMMERLIN RD	MAIN ST	STATE	BIKE LANE	14	3	5	3	3	\$100	2	\$2,613,997
22	BONITA BEACH RD	BOTH	21,593	HICKORY BLVD	OLD 41 RD	COUNTY	BIKE LANE	14	3	4	3	4	\$100	2	\$4,318,501
23	SUMMERLIN RD/MCGREGOR BLVD	ONESIDE	11,176	SHELL POINT BLVD	KELLY COVE DR	COUNTY	MULTI-USE PATH	14	2	4	3	5	\$102	1	\$1,139,998
24	VERONICA S SHOEMAKER BLVD	BOTH	5,023	PATRICK AVE	MLK BLVD	FORT MYERS	MULTI-USE PATH	14	4	3	3	4	\$102	2	\$1,024,697
25	VERONICA S SHOEMAKER BLVD	BOTH	5,023	PATRICK AVE	MLK BLVD	FORT MYERS	BIKE LANE	14	4	3	3	4	\$100	2	\$1,004,605

Table No. B
Bicycle/Pedestrian Improvements

PROJECT NO.	ROADNAME	GAP TYPE	LENGTH (FT)	FROM	TO	JURISDICTION	IMPROVE. TYPE	TOTAL SCORE	SAFETY	CONNECT-IVITY	MOBILITY	ECONOMIC IMPACT	COST/ FT	SIDE OF ROAD	TOTAL COST
26	ORTIZ AVE	BOTH	13,653	PALM BEACH BLVD	MLK BLVD	COUNTY	MULTI-USE PATH	14	3	3	4	4	\$102	2	\$2,785,248
27	ORTIZ AVE	BOTH	13,653	PALM BEACH BLVD	MLK BLVD	COUNTY	BIKE LANE	14	3	3	4	4	\$100	2	\$2,730,635
28	PLANTATION RD	BOTH	12,303	IDLEWILD ST	SIX MILE CYPRESS	COUNTY	BIKE LANE	14	3	4	3	4	\$100	2	\$2,460,563
29	US 41 (TAMIAMI TRAIL)	ONESIDE	8,297	HICKORY	BROADWAY	STATE	MULTI-USE PATH	13	2	4	3	4	\$102	1	\$846,294
30	GLADIOLUS DR	ONESIDE	3,979	MAIDA LN	S TAMIAMI TRL	COUNTY	MULTI-USE PATH	13	2	4	3	4	\$102	1	\$405,826
31	US 41 (TAMIAMI TRAIL)	ONESIDE	848	LYCHEE LN	CORKSCREW RD	STATE	SIDEWALK	13	3	3	3	4	\$44	1	\$37,319
32	METRO PKWY	BOTH	2,279	LANDING VIEW RD	DANLEY DR	STATE	SIDEWALK	13	3	3	3	4	\$44	2	\$200,590
33	MAIN ST (SAN CARLOS ISLAND)	BOTH	2,918	BOCA VISTA CT	STRINGFELLOW RD	COUNTY	MULTI-USE PATH	13	2	5	3	3	\$102	2	\$595,371
34	MCGREGOR BLVD (SR 867)	BOTH	9,251	SANIBEL CAUSEWAY	SHELL POINT BLVD	COUNTY	MULTI-USE PATH	13	2	4	3	4	\$102	2	\$1,887,160
35	SR 31	BOTH	7,887	BAYSHORE RD	PALM BEACH BLVD	STATE	MULTI-USE PATH	13	3	5	3	2	\$102	2	\$1,608,849
36	SR 78 (PINE ISLAND RD)	BOTH	1,120	STRINGFELLOW	AVENUE B	COUNTY	MULTI-USE PATH	13	3	4	3	3	\$102	2	\$228,399
37	SR 867 (MCGREGOR BLVD)	BOTH	14,034	SUMMERLIN RD	SAN CARLOS BLVD (SR 865)	COUNTY	BIKE LANE	13	2	5	3	3	\$100	2	\$2,806,800
38	SR 867 (MCGREGOR BLVD)	BOTH	14,956	GLADIOLUS DR (CR 865)	CYPRESS LAKE DR	STATE	BIKE LANE	13	2	5	3	3	\$100	2	\$2,991,200
39	LEELAND HGTS BLVD	BOTH	8,279	LEE BLVD	JOEL BLVD	COUNTY	BIKE LANE	13	4	3	3	3	\$100	2	\$1,655,799
40	HICKORY BLVD	BOTH	11,329	ESTERO BLVD	BONITA BEACH RD	COUNTY	MULTI-USE PATH	13	3	4	3	3	\$102	2	\$2,311,184
41	CULTURAL PARK BLVD	BOTH	596	NE PINE ISLAND RD	NE PINE ISLAND LN	CAPE CORAL	SIDEWALK	12	3	2	3	4	\$44	2	\$52,410
42	ESTERO BLVD	BOTH	17,151	ESTRELLITA DR	HICKORY BLVD	COUNTY	MULTI-USE PATH	12	2	4	3	3	\$102	2	\$3,498,800
43	METRO PKWY	ONESIDE	484	WINKLER AVE	CENTER POINTE DR	STATE	SIDEWALK	12	3	2	3	4	\$44	1	\$21,300
44	VETERANS PKWY	BOTH	9,404	DEL PRADO BLVD	MIDPOINT BRIDGE	COUNTY	MULTI-USE PATH	12	3	3	3	3	\$102	2	\$1,918,316
45	ORANGE RIVER BLVD	BOTH	10,645	PALM BEACH BLVD	ELLIS RD	COUNTY	MULTI-USE PATH	12	3	2	4	3	\$102	2	\$2,171,544
46	DANLEY DR	BOTH	570	TEN MILE CANAL	METRO PKWY	COUNTY	MULTI-USE PATH	12	2	3	3	4	\$102	2	\$116,381
47	CULTURAL PARK BLVD	BOTH	8,163	NE PINE ISLAND RD	SE 9TH ST	CAPE CORAL	BIKE LANE	12	3	4	3	2	\$100	2	\$1,632,694
48	DANLEY DR	BOTH	1,000	6TH ST	METRO PKWY	COUNTY	MULTI-USE PATH	12	2	3	3	4	\$102	2	\$204,000
49	VETERANS PKWY	BOTH	5,258	SANTA BARBARA BLVD	COUNTRY CLUB BLVD	COUNTY	MULTI-USE PATH	11	4	2	3	2	\$102	2	\$1,072,598
50	VETERANS PKWY	BOTH	1,559	SW 3RD PL	SW 2ND AVE (change to Santa Barbara Blvd?)	COUNTY	MULTI-USE PATH	11	4	2	3	2	\$102	2	\$318,020

Table No. B
Bicycle/Pedestrian Improvements

PROJECT NO.	ROADNAME	GAP TYPE	LENGTH (FT)	FROM	TO	JURISDICTION	IMPROVE. TYPE	TOTAL SCORE	SAFETY	CONNECT-IVITY	MOBILITY	ECONOMIC IMPACT	COST/ FT	SIDE OF ROAD	TOTAL COST
51	ESTERO PKWY	BOTH	7,232	US 41	THREE OAKS PKWY	COUNTY	MULTI-USE PATH	11	2	2	3	4	\$102	2	\$1,475,240
52	HANSON ST	BOTH	1,717	INDUSTRIAL AVE	METRO PKWY	FORT MYERS	SIDEWALK	11	3	2	3	3	\$44	2	\$151,111
53	SR 78 (BAYSHORE RD)	BOTH	19,235	PARK 78 DR	SR 31	STATE	MULTI-USE PATH	11	1	4	3	3	\$102	2	\$3,923,872
54	METRO PKWY	BOTH	18,682	COLONIAL BLVD	CYPRESS LAKES DR	STATE	SIDEWALK	11	2	2	3	4	\$44	2	\$1,644,016
55	METRO PKWY	BOTH	3,716	HANSON ST	WAREHOUSE RD	STATE	SIDEWALK	11	2	2	3	4	\$44	2	\$326,973
56	COUNTRY CLUB BLVD	BOTH	25,956	NICHOLAS PKWY	PALM TREE BLVD	CAPE CORAL	BIKE LANE	11	3	3	3	2	\$100	2	\$5,191,290
57	OLD 41 RD	BOTH	9,472	S TAMIAMI TRL	COCKLESHELL CT	BONITA SPRINGS	BIKE LANE	11	3	2	3	3	\$100	2	\$1,894,429
58	GUNNERY RD N	BOTH	9,090	BUCKINGHAM RD	LEE BLVD	COUNTY	BIKE LANE	11	4	2	3	2	\$100	2	\$1,817,902
59	NICHOLAS PKWY E	BOTH	991	CULTURAL PARK BLVD	COUNTRY CLUB BLVD	CAPE CORAL	BIKE LANE	11	2	3	3	3	\$100	2	\$198,134
60	OLD 41 RD	ONESIDE	1,108	S TAMIAMI TRL	STRIKE LN	BONITA SPRINGS	SIDEWALK	10	2	2	3	3	\$44	1	\$48,732
61	BURNT STORE RD	BOTH	46,249	COUNTY LINE	CEITUS PKWY	COUNTY	MULTI-USE PATH	10	2	3	3	2	\$102	2	\$9,434,790
62	BELL BLVD S	BOTH	25,496	JOEL BLVD	SR 82	COUNTY	BIKE LANE	10	3	2	3	2	\$100	2	\$5,099,210
63	CAPE CORAL PKWY	BOTH	8,162	SANDS BLVD	CHIQUITA BLVD	CAPE CORAL	BIKE LANE	10	2	3	3	2	\$100	2	\$1,632,482
64	NORTH RIVER RD	BOTH	63,000	SR 31	COUNTY LINE	COUNTY	BIKE LANE	10	2	3	3	2	\$100	2	\$12,600,000
65	SAN CARLOS BLVD	BOTH	5,824	S TAMIAMI TRL	LEE RD	COUNTY	BIKE LANE	10	2	3	3	2	\$100	2	\$1,164,701
66	CAPE CORAL BRIDGE RD	BOTH	1,724	WAIKIKI AVE	BRIDGE	COUNTY	MULTI-USE PATH	10	3	2	3	2	\$102	2	\$351,714
67	VETERANS PKWY	ONESIDE	605	SW 11TH AVE	SKYLINE BLVD	COUNTY	MULTI-USE PATH	9	2	2	3	2	\$102	1	\$61,726
68	TREELINE AVE	ONESIDE	3,363	COLONIAL BLVD	PELICAN PRESERVE BLVD	COUNTY	MULTI-USE PATH	9	2	2	3	2	\$102	1	\$343,020
69	BELL BLVD S	BOTH	26,454	JOEL BLVD	SR 82	COUNTY	SIDEWALK	9	3	2	3	1	\$44	2	\$2,327,919
70	SANDS BLVD	BOTH	3,831	BEACH PKWY W	CAPE CORAL PKWY	CAPE CORAL	SIDEWALK	9	1	2	3	3	\$44	2	\$337,118
71	SR 82	BOTH	74,932	COLONIAL BLVD	COUNTY LINE	STATE	MULTI-USE PATH	9	1	3	3	2	\$102	2	\$15,286,218
72	CAPE CORAL PKWY W	BOTH	4,751	SAND BLVD	AGUALINDA BLVD	CAPE CORAL	SIDEWALK	9	1	2	3	3	\$44	2	\$418,078
73	JOEL BLVD	BOTH	30,293	PALM BEACH BLVD	E 6TH ST	COUNTY	SIDEWALK	9	1	3	3	2	\$44	2	\$2,665,787
74	JOEL BLVD	BOTH	8,033	PALM BEACH BLVD	TUCKAHOE RD	COUNTY	BIKE LANE	9	1	3	3	2	\$100	2	\$1,606,558
75	JOEL BLVD	BOTH	25,379	E 18TH ST	LEELAND HEIGHTS BLVD	COUNTY	BIKE LANE	9	2	2	3	2	\$100	2	\$5,075,859

**Table No. B
Bicycle/Pedestrian Improvements**

PROJECT NO.	ROADNAME	GAP TYPE	LENGTH (FT)	FROM	TO	JURISDICTION	IMPROVE. TYPE	TOTAL SCORE	SAFETY	CONNECT-IVITY	MOBILITY	ECONOMIC IMPACT	COST/ FT	SIDE OF ROAD	TOTAL COST
76	CAPE CORAL PKWY E	BOTH	546	SANTA BARBARA BLVD	SE 1ST PL	CAPE CORAL	BIKE LANE	9	2	2	3	2	\$100	2	\$109,136
77	BUCKINGHAM RD	BOTH	28,899	PALM BEACH BLVD	GUNNERY RD	COUNTY	BIKE LANE	9	2	2	3	2	\$100	2	\$5,779,757
78	ORANGE RIVER BLVD	BOTH	10,645	PALM BEACH BLVD	ELLIS RD	COUNTY	MULTI-USE PATH	9	2	2	3	2	\$102	2	\$2,171,544
79	ORANGE RIVER BLVD	BOTH	10,645	PALM BEACH BLVD	ELLIS RD	COUNTY	BIKE LANE	9	2	2	3	2	\$44	2	\$936,744
80	E TERRY ST	BOTH	4,722	SOUTHERN PINES DR	BONITA GRANDE DR	BONITA SPRINGS	MULTI-USE PATH	8	0	3	3	2	\$102	2	\$963,256
81	BUCKINGHAM RD	BOTH	9,138	DRAWDY CT	BINGHAMPTON DR	COUNTY	SIDEWALK	8	1	2	3	2	\$44	2	\$804,138
82	SR 82	ONESIDE	3,144	SILVER BIRCH WAY	WALLACE AVE	STATE	MULTI-USE PATH	8	1	2	3	2	\$102	1	\$320,701
83	SR 82	BOTH	37,660	SUNSHINE BLVD S	COLUMBUS BLVD	STATE	MULTI-USE PATH	8	0	3	3	2	\$102	2	\$7,682,615
84	E TERRY ST	BOTH	3,996	MORTON AVE	BONITA GRANDE DR	BONITA SPRINGS	MULTI-USE PATH	8	0	3	3	2	\$102	2	\$815,205
85	DANIELS PKWY	BOTH	29,075	SR 82	TREELINE AVE	COUNTY	MULTI-USE PATH	7	0	2	3	2	\$102	2	\$5,931,380
86	BUCKINGHAM RD	BOTH	12,565	PEACE RD	GUNNERY RD	COUNTY	SIDEWALK	7	0	2	3	2	\$44	2	\$1,105,748
87	US 41 (TAMIAMI TRAIL)	BOTH	647	N TAMIAMI TRL	DEL PRADO BLVD	STATE	BIKE LANE	7	0	2	3	2	\$100	2	\$129,404

TOTAL COST OF NEEDS PROJECTS IDENTIFIED

\$202,312,258

Needs Plan: Road Projects

Facility	From	To	Improvement		Cost
			From (# of lanes)	To (# of lanes)	
1st Street	Fowler St	Palm Beach Blvd	Two way		\$ 5.50
23rd Street SW	Gunnery Rd	Beth Stacey Blvd	2	4	\$ 85.70
2nd Street	Fowler St	Palm Beach Blvd	Two way		\$ 5.50
40TH Street	End of 40th Street	Alabama	New 2 Lanes		\$ 4.51
Alabama Street	SR 82	Homestead Rd	2	4	\$ 70.10
SR 78	W. of Santa Barbara	East of Pondella	4	6	\$ 36.80
Alico Connector	Alico	SR 82	New 4 Lanes		\$ 51.70
Alico Road	Ben Hill Griffin	Airport Haul Road	2	4	Committed
Alico Road	Airport Haul Road	Alico Connector	2	4	\$ 33.10
Alva Drawbridge			Reconstruct Bridge		\$ 26.00
Andalusia Boulevard	Pine Island Road	Tropicana Parkway	4	6	\$ 6.90
Andalusia Boulevard	Jacaranda Parkway	Kismet Parkway	New 4 Lanes		\$ 26.30
Bell Boulevard	SR 82	Leeland Heights Blvd	2	4	\$ 112.20
Beth Stacey Boulevard	23rd St SW	Homestead Rd	2	4	\$ 21.80
Big Carlos Bridge	Bridge Replacement		Reconstruct Bridge		\$ 30.10
Big Hickory Pass Br			Reconstruct Bridge		\$ 12.10
Bonita Beach Road	I-75	Bonita Grande Drive	4	6	\$ 19.00
Bonita Grande Drive	Terry Street	Bonita Beach Road	2	4	\$ 20.40
Buckingham Road	Orange River Blvd.	SR 80	2	4	\$ 82.30
Buckingham Road Bridge	Over the Orange River		Reconstruct Bridge		\$ 3.00
Burnt Store Road	Pine Island Road	Van Buren Parkway	2	4	Committed
Burnt Store Road	Van Buren Parkway	Charlotte Co. Linc	2	4	\$ 89.50
Cape Coral Bridge			Reconstruct Bridge		\$ 85.40
Chiquita Boulevard	Pine Island Road	Cape Coral Parkway	4	6	\$ 72.60
Colonial	at Summerlin		Intersection		Unknown
Constitution Circle Bridge	Over Mullock Creek		Reconstruct Bridge		\$ 1.00
Corkscrew Road	US 41	e/o Ben Hill Griffin Pkwy	4	6	\$ 62.60
Corkscrew Road	Ben Hill Griffin	Alico Road	2	4	\$ 76.40
CR 951 Extension	Remove from Needs Plan	Alico Road	New 4 lanes		\$ 98.20
Crystal Drive	US 41	Metro Pkay	2	3	\$ 5.80
Daniels Parkway	Gateway Blvd	SR 82	4	6	\$ 35.50
Del Prado Extension	e/o US 41	e/o Prarie Pines	2	4	Total Cost included below
Del Prado Extension	I-75	SR 31	New 4 Lanes		\$ 263.20
Del Prado Extension	Mellow Dr	I-75	New 2 Lane		\$ 29.00
Diplomat Parkway	Burnt Store Road	US 41	4 Lane Divided	Limited Access	\$ 58.00
East West	Ben Hill Griffin	Airport Haul Road	New 2 Lanes		\$ 31.10

Facility	From	To	Improvement		Cost
			From (# of lanes)	To (# of lanes)	
Edison Avenue	US 41	Fowler St	2	4	\$ 11.00
Estero	Segment 4		Reconstruction		Committed
Estero	Segment 5		Reconstruction		\$ 7.75
Estero	Segment 6		Reconstruction		\$ 7.75
Estero Ext.	Ben Hill Griffin	Corkscrew Road	New 2 Lanes		\$ 44.90
Fowler Street	Metro/Fowler	SR 82			Improvement Unknown
Garden Boulevard	North of DeNavarra Parkway	NE 23rd Place	2	4	\$ 12.70
Gunnery Road	Lee Blvd	Buckingham Rd	2	4	\$ 35.90
Hancock Bridge Parkway Bridge			Reconstruct Bridge		\$ 3.00
Hanson Extension	Veronica Shoemaker	Ortiz Avenue	New 4 Lanes		\$ 34.10
Hanson Street	Evans Avenue	Veronica Shoemaker	2	4	\$ 22.40
Hanson Street	US 41	Fowler St	2	4	\$ 12.70
Harbor Drive Bridge	Over Boca Grande Canal		Reconstruct Bridge		\$ 1.00
Homestead Road	Milwaukee	Sunrise	2	4	\$ 28.90
Joel Blvd	17th St	Palm Beach Blvd	2	4	\$ 53.00
Homestead Road	Sunrise	Alabama	2	4	Committed
Homestead Road	SR 82	Milwaukee	2	4	\$ 35.90
I-75	at SR 884		Interchange		\$ 70.00
I-75	at Corkscrew Road		Interchange		\$ 78.00
I-75	at Bonita Beach Rd		Interchange		\$ 91.40
I-75	Collier Co. Line	Luckett Road	6	8	\$ 255.83
I-75	at Daniels Parkway		Interchange		\$ 91.90
Intermodal Freight Terminal	Rail/Truck at Hanson/Veronica Shoemaker				\$ 3.00
Jacaranda Parkway	Old Burnt Store Road	Burnt Store Road	New 2 Lane		\$ 22.50
Kismet Parkway	NW 18th Avenue	Chiquita Boulevard	2	4	\$ 5.00
Kismet Parkway	Burnt Store Road	El Dorado Parkway	New 4 Lanes		\$ 38.60
Leeland Heights Boulevard	Lee Blvd	Bell Blvd	4	6	\$ 37.40
Leonard Boulevard	Lee Blvd	Gunnery Rd	2	4	\$ 51.40
Little Carlos Pass Br.			Reconstruct Bridge		\$ 10.10
Little Pine Island			Reconstruct Bridge		\$ 10.10
Littleton Road	NE 24TH	Business 41	2	4	\$ 39.10
Littleton Road	US 41/N. Tamiami Trl	SR 78	New 2 Lane		\$ 50.70
Livingston/Imperial Parkway	Collier Co. Line	Bonita Beach Road	4	6	\$ 12.70
Luckett Road	Ortiz Avenue	I-75	2	4	\$ 6.60
Luckett Road ext.	Sunshine Blvd	Hendry County Line	New 4 Lanes		\$ 126.20
Luckett Road ext.	Buckingham Rd	Gunnery Rd	New 4 Lanes		\$ 32.70

Facility	From	To	Improvement		Cost
			From (# of lanes)	To (# of lanes)	
Lockett Road ext.	Gunnery Rd	Sunshine Blvd	2	4	\$ 68.20
Lockett Road ext.	e/o I-75	Buckingham Rd	New 4 Lanes		\$ 118.40
Metro Parkway	Daniels Parkway	South of Winkler Avenue	4	6	\$ 67.50
NE 24th Avenue	Pondella Road	Garden Boulevard	2	4	\$ 48.20
NE 24th Avenue	Garden Boulevard	Del Prado Boulevard	New 4 Lanes		\$ 26.90
Nelson Road North	Embers Parkway	Tropicana Parkway	2	4	\$ 9.60
New Pass Bridge			Reconstruct Bridge		\$ 15.60
North Airport Rd Extension	Metro Parkway	Plantation Road	New 2 Lane		Committed
Old US 41	Bonita Beach Road	Collier Co. Line	2	4	\$ 18.40
Del Prado Extension	US 41	I-75	New 4 Lanes		Total Cost included in Extension between I-75 and SR 31
Orange River Road	Buckingham Rd	SR 80	2	4	
Orange River Road Bridge			Reconstruct Bridge		\$ 2.00
Ortiz Avenue	Martin Luther King	Lockett Road	2	4	\$ 9.30
Ortiz Avenue	Colonial Blvd	SR 82 (MLK)	2	4	\$ 13.30
Ortiz Avenue	Lockett Road	SR 80	2	4	\$ 13.40
Pine Island Road	Del Pine Dr	Hancock Creek Blvd (NE 24th Ave)	4	6	\$ 11.40
Pine Island Road Bridge	Over Porpoise Pass Canal		Reconstruct Bridge		\$ 3.00
Pine Island Road Bridge	Over Pine Island Creek		Reconstruct Bridge		\$ 3.00
Rail Intermodal Yard	Alico Road				\$ 8.00
River Road Bridge 1	Over Millers Gulley		Reconstruct Bridge		\$ 0.75
River Road Bridge 2	Over Spansih Creek		Reconstruct Bridge		\$ 0.75
River Road Bridge 3	Over Fictchers Creek		Reconstruct Bridge		\$ 0.75
River Road Bridge 4	Over Cypress Creek		Reconstruct Bridge		\$ 0.75
San Carlos Boulevard	Reconstruction/Transit, Pedestrian, and Capacity Improvements		TBD		Unknown
Sandy Lane Extension	Strike Lane	Pelican Colony	New 2 Lanes		\$ 23.43
Signal Interconnection	Phase III		Signal		\$ 8.00
SR 31	SR 80	Charlotte Co. Line	2	4	\$ 58.10
SR 78	Business 41	I-75	4	6	\$ 70.80
SR 78	Chiquita Boulevard	w/o Santa Barbara	4	6	\$ 26.50
SR 78	24th Ave	US 41	4	6	\$ 19.90
SR 78	US 41	Business 41	4	6	\$ 14.60
SR 80	SR 31	Buckingham Rd	4	6	\$ 61.50
SR 82	Colonial Blvd/Lee Blvd	Shawnee	2	6	Committed
SR 82	Alabama	Homestead	4	6	\$ 35.30
Stingfellow Road Bridge	Over Monroe Canal		Reconstruct Bridge		\$ 1.00
SR 82	at Colonial Blvd		Intersection		Unknown

Facility	From	To	Improvement		Cost	
			From (# of lanes)	To (# of lanes)		
SR 82	Shawnee	Alabama	2	6	\$ 35.30	
SR 82	at Daniels Parkway/Gunnery Road		CFI		Included in Lee to Shawnee Widening	
SR 82	Homestead	Hendry County Line	2	4	\$ 31.10	
SR 82	Michigan Avenue	Ortiz Avenue	5	6	\$ 2.10	
Sunshine Blvd	SR 82	Lee Blvd	2	4	\$ 41.50	
Surfside Boulevard	Trafalgar Parkway	Pine Island Road	New 4 lanes		\$ 36.30	
Terry Street	Bonita Grande Drive	West of Imperial Parkway	2	4	\$ 28.70	
Three Oaks Ext.	North of Alico Road	Daniels Parkway	New 4 lanes		\$ 40.30	
Traffic Operations Center					\$ 5.70	
Transportation Enhancement Box	Bike/Ped/CMP/Transit				\$ 89.30	
Tropicana Parkway	Chiquita Boulevard	Nelson Road	2	4	\$ 19.50	
US 41/Daniels Parkway	Intersection		Intersection		Unknown	
Veronica Shoemaker	Michigan Avenue	SR 80	2	4	\$ 19.00	
Veterans	at Santa Barbara		Overpass		\$ 30.10	
Williams Road	US 41	Three Oaks Parkway	2	4	\$ 17.80	
Winkler Road	Gladiolus Drive	Cypress Lake Drive	2	3	\$ 11.80	
Total					\$ 4,039.67	4,137.87

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In \$1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
State/Other Arterial/SU									
Countywide Signal System Updates Last Phase			ITS	CST	\$10,160	\$0	\$0	\$10,160	
Metro Pkwy.	Daniels Parkway	South of Winkler Ave.	Widen 4L to 6L	CST	\$57,040	\$0	\$0	\$57,040	
Big Carlos Bridge Replacement			Reconstruct Bridge	PE	\$1,530	\$0	\$0	\$1,530	
Big Carlos Bridge Replacement			Reconstruct Bridge	CST	\$0	\$37,600	\$0	\$37,600	
I-75/Corkscrew Road Interchange			Interchange	PE	\$7,310	\$0	\$0	\$7,310	
San Carlos	Summerlin Road	Crescent	TBD in PD&E	ROW	\$10,000	\$0	\$0	\$10,000	
San Carlos	Summerlin Road	Crescent	TBD in PD&E	CST	\$10,000	\$0	\$0	\$10,000	
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	PE	\$2,160	\$0	\$0	\$2,160	With Collier funding US 41 to Co/L
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	ROW	\$0	\$8,820	\$0	\$8,820	With Collier funding US 41 to Co/L
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	CST	\$0	\$17,730	\$0	\$17,730	With Collier funding US 41 to Co/L
SR 78	W. Santa Barbara	E. of Pondella	Widen 4L to 6L	PE	\$0	\$0	\$7,490	\$7,490	
SR 78	W. Santa Barbara	E. of Pondella	Widen 4L to 6L	CST	\$0	\$0	\$61,130	\$61,130	
Burnt Store Road	Van Buren	Charlotte Co/L	Widen 2L to 4L	PE	\$0	\$11,480	\$0	\$11,480	
Burnt Store Road	Van Buren	Charlotte Co/L	Widen 2L to 4L	ROW/CST	\$0	\$0	\$70,000	\$70,000	50% Federal/50% County
First and Second St.	Fowler	Seaboard	1 way to 2 way	PD&E/PE	\$1,820	\$0	\$0	\$1,820	
First and Second St.	Fowler	Seaboard	1 way to 2 way	CST	\$0	\$3,000	\$0	\$3,000	
Fowler Street	Metro/Fowler Cross-over	MLK	4LUD to 4LD	PD&E	\$2,440	\$0	\$0	\$2,440	
Fowler Street	Metro/Fowler Cross-over	MLK	4LUD to 4LD	PE	\$0	\$4,830	\$0	\$4,830	
SR 31	SR 80	Charlotte Co/L	Widen 2L to 4L	PE	\$0	\$8,700	\$0	\$8,700	Developer Funds for further phases/needed segments
Cape Coral Evac Study			Access	Planning	\$300	\$0	\$0	\$300	
Del Prado IJR			New Interchange	IJR	\$1,250	\$0	\$0	\$1,250	
Major Intersections			Operational Studies	P/R/CST	\$2,450	\$12,000	\$55,000	\$69,450	
			Total Cost		\$106,460	\$104,160	\$193,620	\$404,240	
	Federal and State	Revenues			\$100,200	\$95,400	\$206,640	\$402,240	

CAC VACANCIES

RECOMMENDED ACTIONS: 1. Approve the appointment of Randy Krise to the CAC to fill the City of Fort Myers vacancy (**attached** application).

MPO Staff has **attached** the current CAC Roster along with a CAC Application for members of the MPO Board to have their Appointees complete and return to MPO Staff. With the addition of the one CAC applicant listed above, there will be (2) vacancies on the MPO's Citizen Advisory Committee (CAC), representing the following areas:

Lee County, District 2 **1 Vacancy**
At-Large **1 Vacancy**

Federal and State CAC Membership Requirements

In its 1997 review of the Lee County MPO's planning process, the federal Highway Administration/Federal Transit Administration (FHWA/FTA) review team demanded that the MPO "must develop proactive methodologies to directly involve minority, low income, elderly, and other disadvantaged groups in the transportation planning process." The review team identified this as a corrective action that must be completed in order to avoid federally imposed sanctions. In addition, Chapter 339.175, *Florida Statutes*, stipulates that minorities, the elderly, and the handicapped must be adequately represented on the CAC.

MPO Bylaws Membership Requirements

Paragraphs (b) and (c) under Section 1.005(2) of the MPO Bylaws also spell out membership requirements that must be considered when making appointments to the CAC:

Each County Commissioner shall appoint two (2) members to the CAC from different communities within his or her district. Each of the other voting members of the MPO shall appoint one (1) member to the CAC who lives in his or her city. If a voting member is unable to find a volunteer to sit on the CAC that lives in his or her district the voting member may appoint someone who lives outside of their jurisdiction to represent their jurisdiction as long as the appointee lives in Lee County. The MPO shall also appoint a transportation handicapped member on an at-large basis and two other at-large members that will be filled with low income and/or minority members of the community. The appointments are subject to ratification by a majority of members of the MPO at a regular MPO meeting at which a quorum is present. Members of the CAC shall serve at the pleasure of the MPO members who appointed them, or their successors. (A notification letter will be sent to all elected officials that are new to the MPO Board regarding this process.) Due to the fact that each member of the CAC is appointed by a member of the MPO Board, the CAC Committee **does not** have alternate members.

- (a) The members of the Metropolitan Planning Organization Citizen's Advisory Committee shall be citizens and year-round residents of the city or county commission district which their appointers represent Lee County; or, in the case of the at-large, mobility handicapped member, of the Metropolitan Planning Organization's transportation study area. Members or their immediate family members (spouse, child, parent or sibling) shall not be declared candidates or elected officials of the Lee County Commission, municipalities in Lee County or Lee County Constitutional Officers. Members shall not be employees of any of the local governments represented on the MPO or of the state or federal departments of transportation. Should the status of any CAC member change in such a way as to disqualify him/her from membership under the terms of this paragraph, his/her membership shall automatically terminate. Those who thus become ineligible for CAC membership shall provide written notice to the MPO staff, the CAC Chairman and the MPO member responsible for appointing their replacements.

According to the MPO's current Public Involvement Plan, whenever vacancies occur on the Citizen's Advisory Committee, the MPO staff shall inform the MPO of the number of remaining Hispanic, African-American, female, elderly, transportation-handicapped, and members representing people with low incomes and point out any such group which is unrepresented or underrepresented relative to the population of the county. The current status of these minorities is as follows:

<input type="checkbox"/> Hispanic	0 current member
<input type="checkbox"/> African-American	1 current member
<input type="checkbox"/> Women	4 current members
<input type="checkbox"/> Handicapped	1 current member
<input type="checkbox"/> Low Income	0 current members

Complete the following: (Please describe those facets of your background/experience which you feel may be useful for membership on this Board/Committee. Please list all public involvement activities you been involved in (include efforts outside the local area). Should you feel it appropriate, you may include academic, vocational, and skill training; diplomas, degrees and certification; licenses and other background information).

I have always served my community. I am currently on the Airport Special Management Committee of the Lee County Port Authority as Chairman. I am Vice Chair of the Lee County Charter Review Commission. I am also a member of the Lee County Development Code Advisory Committee. I serve as the State President for the Florida CCIM Chapter and as a Board Member of the CCIM Institute._____

Please describe any public involvement or community service you've been involved in either locally or otherwise.

I served on a task force appointed by Georgia State House of Representative Kem Shipp to clean up Lake Acworth in Georgia. It was successful. In 1974 I was one of six students who ran the drive to convert Kennesaw Jr. College to a 4 year institution. Obviously a successful drive. I have worked multiple political campaigns at the highest levels statewide. I have chaired the region fund drive for the Mountain Lakes Boy Scout District in North Georgia.

Would you be willing to serve on other advisory boards? Possibly_

IMPORTANT INFORMATION:

- Florida State Statute 119.07 designates that this application as a public document be made available for anyone requesting to view it.

Applicant's Signature: _____

Date Signed: _____

Are you related to any member of the Lee County MPO?

_____ YES _____ NO

A LIST OF SAMPLE ELIGIBILITY REQUIREMENTS OR DESIRED QUALIFICATIONS FOR MEMBERSHIP ON THE CITIZEN'S ADVISORY COMMITTEE

To assist the Lee County MPO in its selection process, please check as many of the following categories that apply to you:

1. Year-round resident of:

- a. Lee County (Unincorporated area) _____
- b. City of Cape Coral _____
- c. City of Fort Myers X
- d. City of Bonita Springs _____
- e. City of Sanibel _____
- f. Town of Fort Myers Beach _____

2. Member of one of the following organizations or group:

- a. Florida Engineering Society _____
- b. Chamber of Commerce _____
- c. NAACP _____
- d. Historical Preservation Society _____
- e. A Homeowners' Association _____
- f. A Local Environmental Group _____
- g. Home Builders Association _____
- h. Lee County School Board _____
- i. Agricultural Community _____
- j. Other CCIM _____ X

3. Representative of one of the following:

- a. Persons with Disabilities _____
- b. Public Libraries _____
- c. Education _____
- d. Florida Department of HRS _____
- e. United Way _____
- f. Elderly Health Care Consumers _____
- g. Nongovernmental Health Care Consumers _____
- h. Consumers of Regular Bus Service _____
- i. Developmental Disability Services _____
- j. The Elderly _____
- k. Veterans _____
- l. Criminal Justice _____
- m. Health and Rehabilitative Services _____
- n. Other _____

4. Professional/Career Credentials:

- a. Registered Architect _____
- b. Licensed Attorney _____
- c. Licensed Engineer _____
- d. Licensed Building Contractor _____
- e. Licensed Electrical Contractor _____
- f. Licensed General Contractor _____
- g. Licensed Heating/Air Conditioning Contractor _____
- h. Licensed Plumbing Contractor _____
- i. Fire Official _____
- j. Geologist _____
- k. Licensed Health Professional _____
- l. Commercial Realtor _____ X
- m. Subcontractor (especially in building trades) _____
- n. Owner or Operator of Motel/Hotel, etc. _____
- o. Licensed Veterinarian _____
- p. Judge of the Family Law Division _____
- q. Land Surveyor _____
- r. Other _____

5. Knowledge, training, background, interest or experience in:

- a. Natural Sciences: Ecology, Biology, Botany, etc. _____
- b. Education _____
- c. Banking or Finance _____
- d. Real Estate _____ X
- e. Planning, Engineering, Environment _____
- f. The Development Industry _____
- g. Technical Codes (Building Codes) _____ X
- h. Archaeological, Historical Matters _____
- i. Architectural Development and Planning _____
- j. Historical Preservation _____
- k. Rehabilitation (related to health matters) _____
- l. Tourist Industry _____
- m. Child Advocate _____ X
- n. Agriculture _____
- o. Other _____

The Lee County MPO strives to ensure equal access for minorities, women, low income and those with disabilities to serve on advisory boards/committees.

The information below is voluntary only:

6. Ethnic Background:

- a. African American _____
- b. Asian American _____
- c. American Woman _____
- d. Hispanic American _____
- e. Native American _____
- f. Multi-lingual _____
- g. Other _____

7. Family Income Level:

- a. Less than \$20,000 per year _____
- b. Between \$20,001 and \$40,000 _____
- c. Between \$40,001 and \$60,000 _____
- d. Greater than \$60,000 per year X

8. Family Size

- a. One or two people X
- b. Three or four people _____
- c. Five or six people _____
- d. Greater than six people _____

LOCAL COORDINATING BOARD APPOINTMENTS

RECOMMENDED ACTIONS: Approve the addition of Nicole Negron as the alternate from DCF and authorize the MPO Chair to sign the updated LCB certification.

If you are interested in filling upcoming vacancies please contact Mr. Brian Raimondo at 239-330-2240 or by email at braimondo@leempo.com for more information.

Pursuant to Chapter 427, Florida Statutes, and Rule 41-2, Florida Administrative Code, the Lee County Metropolitan Planning Organization is the designated official planning agency for the Lee County Transportation Disadvantaged program. The MPO is, therefore, responsible for appointing the Local Coordinating Board (LCB).

Nominations and Applications

Staff recommends that people be appointed to the LCB to serve as indicated above. There are no other nominations to fill the remaining vacancies at this time. Staff will continue its efforts to locate people who are interested in serving on the LCB. MPO members are encouraged to seek and nominate volunteers to fill the remaining vacancies on the LCB.

Certification of LCB membership

Whenever there are changes in LCB membership, the MPO must certify the LCB membership form that is attached.

About the Local Coordinating Board

The Local Coordinating Board is established to assist the Community Transportation Coordinator (CTC) in its role of coordinating the provision of transportation service for the transportation disadvantaged. Some of the basic duties of the Board include:

- 1) Reviewing and approving the annual Transportation Disadvantaged Service Plan, including the Memorandum of Agreement, prior to its submittal to the Commission for the Transportation Disadvantaged;
- 2) In cooperation with the CTC, reviewing and providing recommendations to the Commission for the Transportation Disadvantaged on funding applications affecting the transportation disadvantaged;
- 3) Reviewing strategies for coordinating service to the transportation disadvantaged in the designated service area;
- 4) Conducting an annual evaluation of the Community Transportation Coordinator.

The Lee County Local Coordinating Board typically meets quarterly to guide the functions of the CTC, Good Wheels, Inc.

LEE COUNTY LOCAL COORDINATING BOARD MEMBERSHIP CERTIFICATION

MPO Name: Lee County Metropolitan Planning Organization; 815 Nicholas Parkway East, Cape Coral, Florida 33990

The Lee County Metropolitan Planning Organization named above hereby certifies to the following:

1. The membership of the Lee County Local Coordinating Board, established pursuant to Rule 41-2.012(3), *FAC*, does in fact represent the appropriate parties as identified in the following list; and
2. The membership represents, to the maximum extent feasible, a cross section of the local community.

Signature: _____ Date: December 18, 2015

Councilman Mike Flanders, MPO Chair

	The Lee LCB has a Representative of:	Voting Member	Term Expires	Alternate's Name	Term Expires
1	The MPO or DOPA shall appoint one elected official to serve as the official Chairperson for all Coordinating Board meetings.	Rick Williams	December 2016	No alternate by law	
2	A. A local representative of the Florida Department of Transportation (FDOT)	Debra Stephens	Agency	Richard Shine	Agency
3	B. A local representative of the Florida Department of Children and Families (DCF)	Donna Torres	Agency	Nicole Negron	Agency
4	C. A local representative of the Public Education Community which could include, but not be limited to, a representative of the District School Board, School Board Transportation Office, or Headstart Program in areas where the School District is responsible	Roger Lloyd	Agency	Vacant	
5	D. In areas where they exist, a local representative of the Division of Vocational Rehabilitation Services or the Division of Blind Services, representing the Department of Education	Mary Watford	Agency	Flora Gonzalez	Agency
6	E. A person recommended by the local Veterans Service Office, representing Veterans of the county	Vacant		Vacant	
7	F. A person recognized by the Florida Association for Community Action representing the economically disadvantaged	Kim Hustad	Agency	Robin Jewett	Agency
8	G. A person over age 60 representing the Elderly in the county	Linda Carter	July 2016	Vacant	

	The Lee LCB has a Representative of:	Voting Member	Term Expires	Alternate's Name	Term Expires
9	H. A person with a disability representing the disabled in the county	Vacant		Vacant	
10	I--1.[One of Two] Citizen Advocates in the County	Michael Pierce	July 2017	Vacant	
11	I--2. [One of two] Citizen Advocates this one must be a person who uses the transportation service(s) of the system as their primary means of transportation.	David Lane	July 2016	Vacant	
12	J. A local representative for children at risk	Lorena Rodriguez	Agency	Sally Kreuscher	Agency
13	K. In areas where they exist, the Chairperson or designee of the local Mass Transit or Public Transit System's Board, except in cases where they are also the Community Transportation Coordinator.	Steve Myers	Agency	Peter Gajdjis Jill Brown	Agency
14	L. A local representative of the Florida Department of Elder Affairs	Vacant	Agency	Vacant	Agency
15	M. An experienced representative of the local private for profit transportation industry. In areas where such representative is not available, a local private non-profit representative will be appointed, except where said representative is also the Community Transportation Coordinator.	Michael Griffin	December 2015	Priscilla Hardaway	December 2015
16	N. A local representative of the Florida Agency for Health Care Administration	Joe Martinez	Agency	Patricia Brooks	Agency
17	O. A representative of the Regional Workforce Development Board established in Chapter 445, <i>Florida Statutes</i>	Jim Wall	Agency	Deborah Reardon	Agency
18	P. A representative of the local medical community, which may include, but not be limited to, kidney dialysis centers, long term care facilities, hospitals, local health department or other home and community based services, etc.	Heidi Shoriak	Agency	Vacant	Agency

APPROVAL OF THE CAPE CORAL BICYCLE PEDESTRIAN MASTER PLAN CONTRACT

RECOMMENDED ACTIONS: Approval of Cape Coral Bicycle Pedestrian Master Plan contract with Alta Planning and Design and authorize the MPO Chair to execute the contract.

Back in October, the MPO Board approved the selection of Alta Planning and Design, who was the number one ranked firm, for the development of the Cape Coral Bicycle Pedestrian Master Plan and for staff to begin contract negotiations. Following successful contract negotiations, the MPO Board is now being asked to approve the final contract and to authorize the Chair to execute the contract.

Contract J02-2015-4420

Consultant Services for the Cape Coral Bike Route Study Study
FPN: 435012-1-1-18-01
FAP# 8886 680 A

PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT is made and entered into this ____ day of _____2015, by and between the Lee County Metropolitan Planning Organization, Florida, a political subdivision of the State of Florida (hereinafter referred to as the "MPO" or "OWNER") and **ALTA PLANNING + DESIGN**, authorized to do business in the State of Florida, whose business address is **115 MARTIN LUTHER KING JR DR, STE 275, OFFICE #14 ATLANTA, GA 30303** (hereinafter referred to as the "CONSULTANT").

WITNESETH:

WHEREAS, Section 287.055, Florida Statutes (Consultant's Competitive Negotiation Act), makes provisions for a fixed term contract with a firm to provide professional services to a legal entity, such as the Lee County MPO; and

WHEREAS, **OWNER** has selected **CONSULTANT** in accordance with the provisions of Section 287.055, Florida Statutes, to provide professional **CONSULTANT** services to develop the Cape Coral Bike Route Study as directed by **OWNER**.

NOW, THEREFORE, in consideration of the mutual covenants and provisions contained herein, the parties hereto agree as follows:

ARTICLE 1

CONSULTANT'S RESPONSIBILITY

1.1 The CONSULTANT shall provide to OWNER professional **Planning** services (hereinafter the "Services") as herein set forth. The term "Services" includes all Additional Services authorized by written Amendment as hereafter provided.

1.2 All Services to be performed by CONSULTANT pursuant to this Agreement shall be in conformance with the Exhibit A, Scope of Services. The total compensation to be paid to CONSULTANT by OWNER for all Basic Services is set forth in Article Five and Schedule B, "Basis of Compensation", which is attached hereto and incorporated herein.

1.3 The CONSULTANT agrees to obtain and maintain throughout the period of this Agreement all such licenses as are required to do business in the State of Florida and in Lee County, Florida, including, but not limited to, all licenses required by the respective state boards and other governmental agencies responsible for regulating and licensing the professional Services to be provided and performed by the CONSULTANT pursuant to this Agreement.

1.4 The CONSULTANT agrees that, when the Services to be provided hereunder relate to a professional service which, under Florida Statutes, requires a license, certificate of authorization or other form of legal entitlement to practice such Services, it shall employ and/or retain only qualified personnel to provide such Services to OWNER.

1.5 CONSULTANT hereby designates **JOHN COCK** as its Principal in Charge (hereinafter referred to as the "Principal in Charge") with full authority to bind and obligate CONSULTANT on all matters arising out of or relating to this Agreement. The Principal in Charge is authorized and responsible to act on behalf of the CONSULTANT with respect to directing, coordinating and administering all aspects of the Services to be provided and performed under the CONTRACT. Further, the Principle in Charge has full authority to bind and obligate the CONSULTANT on all matters arising out of or relating to this agreement. The CONSULTANT agrees that the Principal in Charge shall devote whatever time is required to satisfactorily manage the services to be provided and performed by the CONSULTANT under this agreement. CONSULTANT further agrees that the Principal in Charge shall not be removed by CONSULTANT without OWNER'S prior written approval, and if so removed must be immediately replaced with a person acceptable to OWNER.

1.6 CONSULTANT agrees, within fourteen (14) calendar days of receipt of a written request from OWNER to promptly remove and replace the Principal in Charge, or any other key personnel employed or retained by the CONSULTANT, or any subconsultants or subcontractors or any personnel of any such subconsultants or subcontractors engaged by the CONSULTANT to provide and perform any of the Services pursuant to the requirements of this Agreement, said request may be made with or without cause. Any personnel so removed must be immediately replaced with a person acceptable to OWNER.

1.7 The CONSULTANT represents to the OWNER that it has expertise and experience in the type of professional Planning services that will be required under this

Agreement. The CONSULTANT agrees that all services to be provided by CONSULTANT pursuant to this Agreement shall be subject to the OWNER'S review and approval and shall be in accordance with the generally accepted standards of professional practice in the State of Florida, as well as in accordance with all applicable laws, statutes, ordinances, codes, rules, regulations and requirements of any governmental agencies, including the Florida Building Code where applicable, which regulate or have jurisdiction over the Services to be provided and performed by CONSULTANT hereunder. In the event of any conflicts in these requirements, the CONSULTANT shall notify the OWNER of such conflict and utilize its best professional judgment to advise OWNER regarding resolution of each such conflict. OWNER'S approval of any design documents in no way relieves CONSULTANT of its obligation to deliver complete and accurate documents necessary for successful completion of the Services required under this agreement.

1.8 CONSULTANT agrees not to divulge, furnish or make available to any third person, firm or organization, without OWNER'S prior written consent, or unless incident to the proper performance of the CONSULTANT'S obligations hereunder, or in the course of judicial or legislative proceedings where such information has been properly subpoenaed, any non-public information concerning the Services to be rendered by CONSULTANT hereunder, and CONSULTANT shall require all of its employees, agents, subconsultants and subcontractors to comply with the provisions of this paragraph. CONSULTANT shall provide OWNER prompt written notice of any such subpoenas.

ARTICLE 2

ADDITIONAL SERVICES OF CONSULTANT

2.1 If authorized in writing by Owner through an Amendment or Change Order to this Agreement, CONSULTANT shall furnish or obtain from others Additional Services beyond those Services originally authorized in the Agreement. The agreed upon scope, compensation and schedule for Additional Services shall be set forth in the Amendment or Change Order authorizing those Additional Services. With respect to the individuals with authority to authorize Additional Services under this Agreement, such authority will be as established in OWNER'S Administrative Procedures in effect at the time such services are authorized. Except in an emergency endangering life or property, any Additional Services must be approved in writing via an Amendment or Change Order to the subject Work Order prior to starting such services. OWNER will not be responsible for the costs of Additional Services commenced without such express prior written approval. Failure to obtain such prior written approval for Additional Services will be deemed: (i) a waiver of any claim by CONSULTANT for such Additional Services and (ii) an admission by CONSULTANT that such Work is not additional but rather a part of the Services originally required of CONSULTANT under the subject Work Order. If OWNER determines that a change in a Work Order is required because of the action taken by CONSULTANT in response to an emergency, an Amendment or Change Order shall be issued to document the consequences of the changes or variations, provided that CONSULTANT has delivered written notice to OWNER of the emergency within forty-eight (48) hours from when CONSULTANT knew or should have known of its occurrence. Failure to provide the forty-eight (48) hour written notice noted above,

waives CONSULTANT'S right it otherwise may have had to seek an adjustment to its compensation or time of performance under the subject Work Order.

ARTICLE 3

OWNER'S RESPONSIBILITIES

3.1 OWNER shall designate in writing a project manager to act as OWNER'S representative with respect to the Services to be rendered under the Agreement (hereinafter referred to as the "Project Manager"). The Project Manager shall have authority to transmit instructions, receive information, interpret and define OWNER'S policies and decisions with respect to CONSULTANT'S Services under the Agreement. However, the Project Manager is not authorized to issue any verbal or written orders or instructions to the CONSULTANT that would have the effect, or be interpreted to have the effect, of modifying or changing in any way whatever:

- (a) The scope of Services to be provided and performed by the CONSULTANT as set forth in this Agreement;
- (b) The time the CONSULTANT is obligated to commence and complete all such Services as set forth in this Agreement;
- (c) The amount of compensation the OWNER is obligated or committed to pay the CONSULTANT as set forth in this Agreement.

3.2 The Project Manager shall:

- (a) Review and make appropriate recommendations on all requests submitted by the CONSULTANT for payment for services and work provided and performed in accordance with this Agreement;

- (b) Provide all criteria and information requested by CONSULTANT as to OWNER'S requirements for the Services specified in the Work Order, including design objectives and constraints, space, capacity and performance requirements, flexibility and expandability, and any budgetary limitations;
- (c) Upon request from CONSULTANT, assist CONSULTANT by placing at CONSULTANT'S disposal all available information in the OWNER'S possession pertinent to the Services specified in the Work Order, including existing drawings, specifications, shop drawings, product literature, previous reports and any other data relative to the subject Work Order;
- (d) Arrange for access to and make all provisions for CONSULTANT to enter the site (if any) set forth in the Work Order to perform the Services to be provided by CONSULTANT under the subject Work Order; and
- (e) Provide notice to CONSULTANT of any deficiencies or defects discovered by the OWNER with respect to the Services to be rendered by CONSULTANT hereunder.

ARTICLE 4

TIME

4.1 Attached to each agreement shall be a computer generated bar graph time schedule ("Schedule") for the performance of the Services required. Said Schedule shall be in a form and content satisfactory to OWNER. Services to be rendered by

CONSULTANT shall be commenced, performed and completed in accordance with the Scope of Services and the Schedule. Time is of the essence with respect to the performance of the Services under this Agreement.

4.2

4.2 Should the CONSULTANT fail to commence, provide, perform or complete any of the Services to be provided hereunder in a timely manner, in addition to any other rights or remedies available to the OWNER hereunder, the OWNER may withhold any and all payments due and owing to the CONSULTANT under this Agreement (including any and all Work Orders) until such time as the CONSULTANT resumes performance of its obligations hereunder in such a manner so as to reasonably establish that the CONSULTANT'S performance is or will shortly be back on schedule.

4.5 In no event shall any approval by OWNER authorizing CONSULTANT to continue performing Work under any particular Work Order or any payment issued by OWNER to CONSULTANT be deemed a waiver of any right or claim OWNER may have against CONSULTANT for delay or any other damages hereunder.

4.6 The period of service shall be from the date of execution of this Agreement through **December 30, 2016**. Any such annual renewal shall be agreed to, in writing, by both parties.

ARTICLE 5

COMPENSATION

5.1 Compensation and the manner of payment of such compensation by the OWNER for Services rendered hereunder by CONSULTANT shall be as prescribed in the Agreement. CONSULTANT agrees to furnish to OWNER, after the end of each calendar month, a comprehensive and itemized statement of charges for the Services performed and rendered by CONSULTANT during that time period, and for any

OWNER authorized reimbursable expenses as herein below defined, incurred and/or paid by CONSULTANT during that time period. The monthly statement shall be in such form and supported by such documentation as may be required by OWNER. All such statements shall be on CONSULTANT'S letterhead and shall indicate the Agreement Number, Work Order Number, and Purchase Order Number.

5.2 The compensation (whether based upon a negotiated lump sum, time and materials, hourly with a cap or some agreed to format) contained in each separate Work Order shall be based on the hourly rates as set forth and identified in Schedule B which is attached hereto, for the time reasonably expended by CONSULTANT'S personnel in performing the Services.

5.3 OWNER agrees to reimburse CONSULTANT for all necessary and reasonable reimbursable expenses incurred or paid by CONSULTANT in connection with CONSULTANT'S performance of the Services, at its direct cost with no markup; to the extent such reimbursement is permitted in the Work Order and in accordance with Section 112.061, F.S., or as set forth below.

5.4 Reimursable expenses shall be invoiced for the expenditures incurred by the CONSULTANT as follows:

- Expenses for reproducing documents that exceed the number of documents described in this Agreement and postage and handling of Drawings and Specifications, including duplicate sets at the completion of each Work Order for the OWNER'S review and approval.
- Expense of overtime work requiring higher than regular rates approved in advance and in writing by OWNER.
- Other items on request and approved in writing by the OWNER.

5.5 CONSULTANT shall bear and pay all overhead and other expenses, except for authorized reimbursable expenses, incurred by CONSULTANT in the performance of the Services.

5.6 Payments for Basic Services and Additional Basic Services as set forth herein shall be made upon presentation of the CONSULTANT'S itemized invoice approved by OWNER.

5.7 Records of Reimbursable Expenses shall be kept on a generally recognized accounting basis.

ARTICLE 6

OWNERSHIP OF DOCUMENTS

6.1 Upon the completion or termination of the Agreement, as directed by OWNER, CONSULTANT shall deliver under the applicable Work Order ("Project Documents"). OWNER shall specify whether the originals or copies of such Project Documents are to be delivered by CONSULTANT. CONSULTANT shall be solely responsible for all costs associated with delivering to OWNER the Project Documents. CONSULTANT, at its own expense, may retain copies of the Project Documents for its files and internal use.

6.2 Notwithstanding anything in this Agreement to the contrary and without requiring OWNER to pay any additional compensation, CONSULTANT hereby grants to OWNER

a nonexclusive, irrevocable license in all of the Project Documents for OWNER'S use with respect to the applicable authorized project or task. CONSULTANT warrants to OWNER that it has full right and authority to grant this license to OWNER. Further, CONSULTANT consents to OWNER'S use of the Project Documents to complete the subject project or task following CONSULTANT'S termination for any reason or to perform additions to or remodeling, replacement or renovations of the subject project or task.

ARTICLE 7

MAINTENANCE OF RECORDS

7.1 CONSULTANT will keep adequate records and supporting documentation which concern or reflect the Services hereunder. The records and documentation will be retained by CONSULTANT for a minimum of five (5) years from (a) the date of termination of this Agreement or (b) the date the Work Order is completed, whichever is later, or such later date as may be required by law. OWNER, or any duly authorized agents or representatives of OWNER, shall, free of charge, have the right to audit, inspect and copy all such records and documentation as often as they deem necessary during the period of this Agreement and during the five (5) year period noted above, or such later date as may be required by law; provided, however, such activity shall be conducted only during normal business hours.

7.2 The records specified above in paragraph 7.1 include accurate time records, which CONSULTANT agrees to keep and maintain, from day to day, showing the time expended by each principal and employee of CONSULTANT in performing the Services and therein specifying the services performed by each, with all such time records to be kept within one-half of an hour. At the request of OWNER, or as specified in the Work Order, CONSULTANT shall furnish to OWNER any of the aforesaid time records, as well as invoices or proofs showing CONSULTANT'S incurrence and/or payment of any reimbursable expenses.

ARTICLE 8

INDEMNIFICATION

8.1 To the maximum extent permitted by law, CONSULTANT shall indemnify and hold harmless OWNER, its officers and employees from any and all liabilities, damages, losses and costs, including, but not limited to, reasonable attorneys' fees and paralegals' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of CONSULTANT or anyone employed or utilized by the CONSULTANT in the performance of this Agreement. This indemnification obligation shall not be construed to negate, abridge or reduce any other rights or remedies which otherwise may be available to an indemnified party or person described in this paragraph 8.1.

ARTICLE 9
INSURANCE

9.1 CONSULTANT shall obtain and carry, at all times during its performance under the Contract Documents, insurance of the types and in the amounts described herein and further set forth in Schedule B to this Agreement.

9.2 All insurance shall be from responsible companies duly authorized to do business in the State of Florida.

9.3 All insurance policies required by this Agreement shall include the following provisions and conditions by endorsement to the policies:

9.3.1 All insurance policies, other than the Business Automobile policy, Professional Liability policy, and the Workers Compensation policy, provided by CONSULTANT to meet the requirements of this Agreement shall name the Lee County Metropolitan Planning Organization, Lee County, Florida, as an additional insured as to the operations of CONSULTANT under this Agreement and shall contain a severability of interests provisions.

9.3.2 Companies issuing the insurance policy or policies shall have no recourse against OWNER for payment of premiums or assessments for any deductibles which all are at the sole responsibility and risk of CONSULTANT.

9.3.3 All insurance coverage's of CONSULTANT shall be primary to any insurance or self-insurance program carried by OWNER, and the "Other Insurance"

provisions of any policies obtained by CONSULTANT shall not apply to any insurance or self-insurance program carried by OWNER.

9.3.4 The Certificates of Insurance, which are to be provided in an Occurrence Form patterned after the current I.S.O. form with no limiting endorsements, must reference and identify this Agreement.

9.3.5 All insurance policies shall be fully performable in Lee County, Florida, and shall be construed in accordance with the laws of the State of Florida.

9.4 CONSULTANT, its subconsultants and OWNER shall waive all rights against each other for damages covered by insurance to the extent insurance proceeds are paid and received by OWNER, except such rights as they may have to the proceeds of such insurance held by any of them.

9.5 All insurance companies from whom CONSULTANT obtains the insurance policies required hereunder must meet the following minimum requirements:

9.5.1 The insurance company must be duly licensed and authorized by the Department of Insurance of the State of Florida to transact the appropriate insurance business in the State of Florida.

9.5.2 The insurance company must have a current A. M. Best financial rating of "Class VI" or higher.

ARTICLE 10

SERVICES BY CONSULTANT'S OWN STAFF

10.1 The Services to be performed hereunder shall be performed by CONSULTANT'S own staff, unless otherwise authorized in writing by the OWNER. The employment of, contract with, or use of the services of any other person or firm by CONSULTANT, as independent consultant or otherwise, shall be subject to the prior written approval of the OWNER. No provision of this Agreement shall, however, be construed as constituting an agreement between the OWNER and any such other person or firm. Nor shall anything in this Agreement be deemed to give any such party or any third party any claim or right of action against the OWNER beyond such as may then otherwise exist without regard to this Agreement.

10.2 Attached to this Agreement shall be a Schedule that lists all of the key personnel CONSULTANT intends to assign to perform the Services required under that Work Order. Such personnel shall be committed to the project or task specified in the Work Order in accordance with the percentages noted in the attached Schedule. CONSULTANT shall also identify in that Schedule each subconsultant and subcontractor it intends to utilize with respect to the subject Work Order. All personnel, subconsultants and subcontractors identified in the Schedule shall not be removed or replaced without OWNER'S prior written consent.

10.3 CONSULTANT is liable for all the acts or omissions of its subconsultants or subcontractors. By appropriate written agreement, the CONSULTANT shall require each subconsultant or subcontractor, to the extent of the Services to be performed by

the subconsultant or subcontractor, to be bound to the CONSULTANT by the terms of this Agreement and any subsequently issued Work Order, and to assume toward the CONSULTANT all the obligations and responsibilities which the CONSULTANT, by this Agreement and any subsequently issued Work Order, assumes toward the OWNER. Each subconsultant or subcontract agreement shall preserve and protect the rights of the OWNER under this Agreement, and any subsequently issued Work Order, with respect to the Services to be performed by the subconsultant or subcontractor so that the subconsulting or subcontracting thereof will not prejudice such rights. Where appropriate, the CONSULTANT shall require each subconsultant or subcontractor to enter into similar agreements with its sub-subconsultants or sub-subcontractors.

10.4 CONSULTANT acknowledges and agrees that OWNER is a third party beneficiary of each contract entered into between CONSULTANT and each subconsultant or subcontractor, however nothing in this Agreement shall be construed to create any contractual relationship between OWNER and any subconsultant or subcontractor.

10.5 E-VERIFY. Vendor/Contractor shall utilize the U.S. Department of Homeland Security's E-Verify system, in accordance with the terms governing use of the system, to confirm the employment eligibility of:

- (1) All persons employed by the Vendor/Contractor during the term of the Contract to perform employment duties within Florida; and
- (2) All persons, including subcontractors, assigned by the Vendor/Contractor to perform work pursuant to the contract with the Department.

ARTICLE 11

WAIVER OF CLAIMS

11.1 CONSULTANT'S acceptance of final payment for Services provide under any Work Order shall constitute a full waiver of any and all claims, except for insurance company subrogation claims, by it against OWNER arising out of the Work Order or otherwise related to those Services, and except those previously made in writing in accordance with the terms of this Agreement and identified by CONSULTANT in its final invoice for the subject Work Order as unsettled. Neither the acceptance of CONSULTANT'S Services nor payment by OWNER shall be deemed to be a waiver of any of OWNER'S rights against CONSULTANT.

ARTICLE 12

TERMINATION OR SUSPENSION

12.1 This Agreement is a fixed term contract from **execution to December 30, 2016** for the professional services of CONSULTANT. It is agreed that either party hereto shall at any and all times have the right and option to terminate this Agreement by giving to the other party not less than thirty (30) days prior written notice of such termination. Upon this Agreement being so terminated by either party hereto, neither party hereto shall have any further rights or obligations under this Agreement subsequent to the date of termination, except that Services specified to be performed under a previously issued Work Order, shall proceed to completion under the terms of this Agreement.

12.2 CONSULTANT shall be considered in material default of this Agreement and such default will be considered cause for OWNER to terminate this Agreement and any Work Orders in effect, in whole or in part, as further set forth in this section, for any of the following reasons: (a) CONSULTANT'S failure to begin Services within the times specified, or (b) CONSULTANT'S failure to properly and timely perform the Services to be provided hereunder or (c) the bankruptcy or insolvency or a general assignment for the benefit of creditors by CONSULTANT or by any of CONSULTANT'S principals, officers or directors, or (d) CONSULTANT'S failure to any law, ordinance, regulation or other code of conduct, or (e) CONSULTANT'S failure to perform or abide by the terms and conditions of this Agreement and any Work Orders in effect, or (f) for any other just cause. The OWNER may so terminate this Agreement and any Work Orders in effect, in whole or in part, by giving the CONSULTANT seven (7) calendar days written notice of the material default.

12.3 If, after notice of termination of this Agreement as provided for in paragraph 12.1 above, it is determined for any reason that CONSULTANT was not in default, or that its default was excusable, or that OWNER otherwise was not entitled to the remedy against CONSULTANT provided for in paragraph 12.2, then the notice of termination given pursuant to paragraph 12.2 shall be deemed to be the notice of termination provided for in paragraph 12.4, below, and CONSULTANT'S remedies against OWNER shall be the same as and be limited to those afforded CONSULTANT under paragraph 12.4 below.

12.4 Notwithstanding anything herein to the contrary (including the provisions of paragraph 12.1 above), OWNER shall have the right to terminate this Agreement and

any Work Orders in effect without cause upon seven (7) calendar days written notice to CONSULTANT. In the event of such termination for convenience, CONSULTANT'S recovery against OWNER shall be limited to that portion of the fee earned through the date of termination, for any Work Orders so cancelled, together with any retainage withheld and any costs reasonably incurred by CONSULTANT that are directly attributable to the termination, but CONSULTANT shall not be entitled to any other or further recovery against OWNER, including, but not limited to, anticipated fees or profits on Services not required to be performed. CONSULTANT must mitigate all such costs to the greatest extent reasonably possible.

12.5 Upon termination and as directed by OWNER, the CONSULTANT shall deliver to the OWNER all original papers, records, documents, drawings, models, and other material set forth and described in this Agreement, including those described in Section 6, that are in CONSULTANT'S possession or under its control arising out of or relating to this Agreement or any Work Orders.

12.6 The OWNER shall have the power to suspend all or any portions of the Services to be provided by CONSULTANT hereunder upon giving CONSULTANT two (2) calendar days prior written notice of such suspension. If all or any portion of the Services to be rendered hereunder are so suspended, the CONSULTANT'S sole and exclusive remedy shall be to seek an extension of time to its schedule in accordance with the procedures set forth in Article Four herein.

12.7 In the event (i) OWNER fails to make any undisputed payment to CONSULTANT within forty-five (45) days after such payment is due as set forth in the Work Order or

such other time as required by Florida's Prompt Payment Act or (ii) OWNER otherwise persistently fails to fulfill some material obligation owed by OWNER to CONSULTANT under this Agreement or subsequently issued Work Order, and (ii) OWNER has failed to cure such default within fourteen (14) days of receiving written notice of same from CONSULTANT, then CONSULTANT may stop its performance under the subject Work Order until such default is cured, after giving OWNER a second fourteen (14) days written notice of CONSULTANT'S intention to stop performance under the applicable Work Order. If the Services are so stopped for a period of one hundred and twenty (120) consecutive days through no act or fault of the CONSULTANT or its subconsultant or subcontractor or their agents or employees or any other persons performing portions of the Services under contract with the CONSULTANT, the CONSULTANT may terminate the subject Work Order by giving written notice to OWNER of CONSULTANT'S intent to terminate that Work Order. If OWNER does not cure its default within fourteen (14) days after receipt of CONSULTANT'S written notice, CONSULTANT may, upon fourteen (14) additional days' written notice to the OWNER, terminate the subject Work Order and recover from the Owner payment for Services performed through the termination date, but in no event shall CONSULTANT be entitled to payment for Services not performed or any other damages from Owner.

ARTICLE 13

TRUTH IN NEGOTIATION REPRESENTATIONS

13.1 CONSULTANT warrants that CONSULTANT has not employed or retained any company or person, other than a bona fide employee working solely for CONSULTANT, to solicit or secure this Agreement and that CONSULTANT has not paid or agreed to

pay any person, company, corporation, individual or firm, other than a bona fide employee working solely for CONSULTANT, any fee, commission, percentage, gift or any other consideration contingent upon or resulting from the award or making of this Agreement or any subsequent Work Order.

13.2 In accordance with provisions of Section 287.055, (5)(a), Florida Statutes, the CONSULTANT agrees to execute the required Truth-In-Negotiation Certificate, attached hereto and incorporated herein as Exhibit F, certifying that wage rates and other factual unit costs supporting the compensation for CONSULTANT'S services to be provided under this Agreement and each subsequent Work Order issued hereafter, if any, are accurate, complete and current at the time of the Agreement or such subsequent Work Order. The CONSULTANT agrees that the original price as set forth in each subsequent issued Work Order, if any, and any additions thereto shall be adjusted to exclude any significant sums by which the price as set forth in this Agreement was increased due to inaccurate, incomplete, or non-current wage rates and other factual unit costs. All such adjustments shall be made within one (1) year following the end of this Agreement.

ARTICLE 14

CONFLICT OF INTEREST

14.1 CONSULTANT represents that it presently has no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with the performance of Services required hereunder. CONSULTANT further represents that no persons having any such interest shall be employed to perform those Services.

ARTICLE 15
MODIFICATION

15.1 No modification or change in this Agreement shall be valid or binding upon either party unless in writing and executed by the party or parties intended to be bound by it.

ARTICLE 16
NOTICES AND ADDRESS OF RECORD

16.1 All notices required or made pursuant to this Agreement to be given by the CONSULTANT to the OWNER shall be in writing and shall be delivered by hand, by fax, or by United States Postal Service Department, first class mail service, postage prepaid, addressed to the following OWNER'S address of record:

Lee County Metropolitan Planning Organization
Physical Address
815 Nicholas Parkway E.
Cape Coral, Florida 33990

Mailing Address
P.O. Box 150045
Cape Coral, Florida 33915-0045
Fax: 239-790-2695

16.2 All notices required or made pursuant to this Agreement to be given by the OWNER to the CONSULTANT shall be made in writing and shall be delivered by hand, by fax or by the United States Postal Service Department, first class mail service, postage prepaid, addressed to the following CONSULTANT'S address of record:

Alta Planning + Design
115 Martin Luther King Jr. Dr.
Ste 275, Office #14
Atlanta, GA 30303

Either party may change its address of record by written notice to the other party given in accordance with requirements of this Article.

ARTICLE 17

MISCELLANEOUS

17.1 CONSULTANT, in representing OWNER, shall promote the best interests of OWNER and assume towards OWNER a duty of the highest trust, confidence, and fair dealing.

17.2 No modification, waiver, suspension or termination of the Agreement or of any terms thereof shall impair the rights or liabilities of either party.

17.3 This Agreement is not assignable, or otherwise transferable in whole or in part, by CONSULTANT without the prior written consent of OWNER.

17.4 Waivers by either party of a breach of any provision of this Agreement shall not be deemed to be a waiver of any other breach and shall not be construed to be a modification of the terms of this Agreement.

17.5 The headings of the Articles, Schedules, Parts and Attachments as contained in this Agreement are for the purpose of convenience only and shall not be deemed to expand, limit or change the provisions in such Articles, Schedules, Parts and Attachments.

17.6 This Agreement, including the referenced Schedules and Attachments hereto, constitutes the entire agreement between the parties hereto and shall supersede,

replace and nullify any and all prior agreements or understandings, written or oral, relating to the matter set forth herein, and any such prior agreements or understanding shall have no force or effect whatever on this Agreement.

17.7 Unless otherwise expressly noted herein, all representations and covenants of the parties shall survive the expiration or termination of this Agreement.

17.8 This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

17.9 The terms and conditions of the following Schedules attached hereto are by this reference incorporated herein:

Exhibit A	SCOPE OF SERVICES
Exhibit B	SWORN STATEMENT UNDER SEC. 287.133(3)(A)
Exhibit C	DBE PARTICIPATION STATEMENT
Exhibit D	CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION FOR FEDERAL AID CONTRACTS
Exhibit E	CERTIFICATION FOR DISCLOSURE OF LOBBYING ACTIVITIES ON FEDERAL AID CONTRACTS
Exhibit F	TRUTH IN NEGOTIATION CERTIFICATE
Exhibit G	DRUG FREE WORK PLACE CERTIFICATION AND E-VERIFY CERTIFICATION
Exhibit H	TERMS AND CONDITIONS FOR FEDERAL AID CONTRACTS
Schedule A	SCOPE AND BASIS OF COMPENSATION / RATE SCHEDULE

Schedule B INSURANCE COVERAGE

ARTICLE 18

APPLICABLE LAW

18.1 This Agreement shall be governed by the laws, rules, and regulations of the State of Florida, and by such laws, rules and regulations of the United States as made applicable to Services funded by the United States government. Any suit or action brought by either party to this Agreement against the other party relating to or arising out of this Agreement must be brought in the appropriate federal or state courts in Lee County, Florida, which courts have sole and exclusive jurisdiction on all such matters.

ARTICLE 19

SECURING AGREEMENT/PUBLIC ENTITY CRIMES

19.1 CONSULTANT warrants that CONSULTANT has not employed or retained any company or person, other than a bona fide employee working solely for CONSULTANT, to solicit or secure this Agreement and that CONSULTANT has not paid or agreed to pay any person, company, corporation, individual or firm, other than a bona fide employee working solely for CONSULTANT, any fee, commission, percentage, gift or any other consideration contingent upon or resulting from the award or making of this Agreement. At the time this Agreement is executed, CONSULTANT shall sign and deliver to OWNER the Truth-In-Negotiation Certificate identified in Article 13 and attached hereto and made a part hereof as Exhibit F. CONSULTANT'S compensation as set forth in each subsequently issued Work Order, if any, shall be adjusted to

exclude any sums by which OWNER determines the compensation was increased due to inaccurate, incomplete, or noncurrent wage rates and other factual unit costs.

19.2 By its execution of this Agreement, CONSULTANT acknowledges that it has been informed by OWNER of and is in compliance with the terms of Section 287.133(2)(a) of the Florida Statutes which read as follows:

"A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a bid, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids, proposals, or replies on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in s. 287.017 for CATEGORY TWO for a period of 36 months following the date of being placed on the convicted vendor list."

ARTICLE 20

DISPUTE RESOLUTION

20.1 Prior to the initiation of any action or proceeding permitted by this Agreement to resolve disputes between the parties, the parties shall make a good faith effort to resolve any such disputes by negotiation. The negotiation shall be attended by representatives of CONSULTANT with full decision-making authority and by OWNER'S staff person who would make the presentation of any settlement reached during negotiations to OWNER for approval. Failing resolution, and prior to the commencement of depositions in any litigation between the parties arising out of this Agreement, the parties shall attempt to resolve the dispute through Mediation before an agreed-upon Circuit Court Mediator certified by the State of Florida. The mediation

shall be attended by representatives of CONSULTANT with full decision-making authority and by OWNER'S staff person who would make the presentation of any settlement reached at mediation to OWNER'S board for approval. Should either party fail to submit to mediation as required hereunder, the other party may obtain a court order requiring mediation under section 44.102, Fla. Stat.

20.2 Any suit or action brought by either party to this Agreement against the other party relating to or arising out of this Agreement must be brought in the appropriate federal or state courts in Lee County, Florida, which courts have sole and exclusive jurisdiction on all such matters.

ARTICLE 21

IMMIGRATION LAW COMPLIANCE

21.1 By executing and entering into this agreement, the Consultant is formally acknowledging without exception or stipulation that it is fully responsible for complying with the provisions of the Immigration Reform and Control Act of 1986 as located at 8 U.S.C. 1324, et seq. and regulations relating thereto, as either may be amended. Failure by the Consultant to comply with the laws referenced herein shall constitute a breach of this agreement and the MPO shall have the discretion to unilaterally terminate this agreement immediately.

21.2 E-Verify: Consultant:

1. Shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Consultant during the term of the Agreement; and
2. Shall expressly require any Sub-consultants performing work or providing services pursuant to the State Contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment

eligibility of all new employees hired by the Sub-consultant during the Agreement term

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IN WITNESS WHEREOF, the parties hereto have executed this
Professional Services Agreement for the Development of the Roundabout Study.

ATTEST:

LEE COUNTY METROPOLITAN
PLANNING ORGANIZATION
LEE COUNTY, FLORIDA,

By: _____
Don Scott, Executive Director

Date: _____

By: _____
Michael Flanders, MPO Chairman

Approved as to form and
Legal sufficiency:

Derek P Rooney
Counsel to the Lee County
Metropolitan Planning Organization

Alta Planning + Design

Witness

Typed Name and Title

Witness

Typed Name and Title

By: _____

Typed Name and Title

Exhibit A

SCOPE OF SERVICES

SCOPE OF SERVICES
FINANCIAL MANAGEMENT NUMBER: 435012-1-18-01
Cape Coral Bike Route Study

The purpose of this Exhibit is to describe the scope of work and the responsibilities of the Lee County Metropolitan Planning Organization (MPO) in connection with developing an inventory of needed bicycle and pedestrian facilities in the City of Cape Coral, including traffic safety and operational improvements at major intersections, that will help guide the implementation of those facilities. The project will include public involvement activities that will engage the community throughout the planning process. The general objective is for the Lee County MPO to provide contract administration, management services and quality acceptance reviews of all work associated with the completion of the associated Study.

This scope of services includes the following tasks:

Task 1: PROJECT KICKOFF MEETING

Schedule and conduct an initial meeting with city staff and community stakeholders to help identify background data and project resources that will help complete a successful project. This meeting will be used to discuss the project schedule, gather contacts for information that will be used throughout the study, data items that may be needed for the study, provide background on the need for the project and expectations and to get input on the meeting attendees priorities.

This meeting will also be used to establish a Project Advisory Committee that will meet on a regular basis to review and provide input on the development of the Cape Coral Bicycle Pedestrian Master Plan. The Project Advisory Committee will be comprised of stakeholders, representatives from the City of Cape Coral and residents that will help guide the development of the Plan as well as providing an important public involvement link back to the community. The stakeholders, at a minimum, should include City/County/State planning and traffic operations representatives, LeeTran, Park and School representatives to ensure coordination of facilities and that recommended improvements are feasible. Seven Project Advisory Committee meetings will be scheduled as part of this project.

Deliverable: Meeting Minutes.

Task 2: EXISTING FACILITY DATA

Using existing GIS data sources from the City of Cape Coral, Lee County and the Lee MPO, develop a database and base map of existing bicycle and pedestrian facilities within the City. The database should include all of the necessary facility attributes that will be used to develop a safe, continuous network of bicycle and pedestrian facilities. The attributes should include the width of the facilities, type of surface, whether it is signed and striped etc. Enough detail on facilities outside of the City of Cape Coral should be provided to determine future logical connections to facilities in surrounding jurisdictions. The data shall also include

information on projects that are programmed within the next five years. Much of this data already exists but this task includes data verification and field review to ensure an accurate base map.

This task also includes getting the latest GIS data layers that will help determine project needs, priorities and issues that may be present in developing the proposed needed facilities. These data items include but are not limited to: roadway network, traffic counts, functional classification, bicycle and pedestrian crashes, transit routes and bus stop locations, aerials, right-of-way maps, utility plans, land use, parks, conservation areas, schools and recreation facilities, large employers and major attractions.

Deliverables: Maps and tables of existing conditions. Memo documenting data sources and verification procedure.

Task 3: PUBLIC INVOLVEMENT

Two formal public meetings will be held to discuss the purpose and need for the project and to solicit public input into the overall proposed bicycle/pedestrian network. The first public meeting in the City of Cape Coral will be scheduled once the database and base map of existing and programmed facilities, along with the production of other related site investigation and general background research is completed. The purpose of this meeting is to obtain public comment and opinions relative to the purpose and goals of this project and where the public believes facilities are needed. The second public meeting will involve a report on the findings and the recommended proposed bicycle and pedestrian facilities. The second public meeting will be held prior to the final report preparation. Comments received at this meeting will be evaluated and the report will be modified if needed.

Deliverables: Maps, tables and graphics to be used for public meetings and for display on the MPO's and City of Cape Coral's websites. Memo documenting public comments and responses.

Task 4: DESIGN CRITERIA

Prepare a narrative compiling the existing design features currently used by the City in the construction of bicycle pedestrian facilities. In addition, prepare a table of proposed bicycle and pedestrian facility design criteria recommended to be used outlining minimum requirements. The recommended design criteria will be developed for paved shoulders, bike lanes, sidewalks, bike paths and multi-use paths that identify the preferred material, minimum width and signing and striping features that are the minimum requirements for the development of the proposed facilities. Any special requirements will be identified to help develop better cost estimates.

The design criteria should also include a write up on other bicycle and pedestrian treatments that the City of Cape Coral may want to consider developing. In particular an

evaluation on whether adding pavement next to or adjacent to the existing travel lanes could be a recommended approach to address bicyclists and pedestrian instead of the existing practice of building concrete sidewalks and on street bike lanes. The recommendations should be made consistent with National Association of Transportation Officials (NACTO) bicycle/pedestrian guidelines and FDOT standards for facilities on the State Highway System. This evaluation could also include, but are not limited to, the development of sharrows, bicycle boxes, painted bike lanes, raised crosswalks etc. This write up should also include the most recent guidance on ADA requirements for use by City staff as they develop and implement the needed facilities.

Deliverables: Draft and Final Technical Memorandum

Task 5: FUNDING ANALYSIS

Document and evaluate existing funding strategies and opportunities. This includes identifying what project funding will be eligible for each of the projects based on functional classification, access to schools etc. The goal of this task, from looking at the recent history of the funding, is to identify the projects that the City of Cape Coral will strive to develop over the short and long term, if the funding allocations stay at a similar level to those over the last ten years.

This task will also provide other possible grant funding opportunities that the staff could submit for in the near future to try and speed up the development of projects and to get further down on the project needs list. This analysis should include possible future grant opportunities that the City should keep an eye on as the opportunities change over time.

Deliverable: Memorandum of Findings

Task 6: ASSESSING NEEDS AND RECOMMENDING THE PROPOSED BICYCLE AND PEDESTRIAN NETWORK

Using the data that has been collected as part of the initial tasks and from the public involvement and outreach activities, develop a database and illustrative maps showing the proposed facility improvements for consideration. The end result of this task is a comprehensive list of bicycle and pedestrian facilities that are needed to meet the existing and future demand. The development of the needed bicycle and pedestrian facilities will be driven by the following criteria:

- Gaps in the system and system continuity
- Previously identified need
- Crash data and safety issues
- Traffic counts
- Access to schools and attractions
- Connections to other transportation modes
- Right-of-way availability
- Access to LeeTran and School bus stops

The recommended facilities should include one or more of the following types of improvements:

- New or relocated sidewalks or pathways
- New or relocated bike lanes or paved shoulders
- New or reconstructed bicycle and pedestrian amenities such as loops, signals, signs, bus shelters/benches, railings, striping, lighting

The coordination of connections to LeeTran bus stops shall include coordination with Metropolitan Advertising (holds contract for advertising on benches/shelters in the City of Cape Coral). Also includes review of the existing signed bike route loops to determine if there are any additional facilities or amenities that are needed to complete the routes.

Deliverables: Maps and tables of proposed facility improvements for consideration. A technical memorandum documenting the selection criteria and methodology used in determining the recommendations.

Task 7: DEVELOP BICYCLE/PEDESTRIAN PROJECT COSTS

Develop planning level cost estimates for each of the proposed projects that are needed to complete the City of Cape Coral Bicycle and Pedestrian network of facilities. Based on the prioritization of the projects and the expected current funding level, develop an Engineers cost estimate for the higher priority projects. The Engineer's cost estimates will be developed for the projects that are expected to be submitted for grant funding for the second five years (i.e. the five years after the current projects that are included in the five year MPO TIP and City of Cape Coral CIP).

Deliverable: Technical Memorandum presenting cost estimate information.

Task 8: PRIORITIZATION OF PROJECTS

Through the coordination and review of staff, stakeholders and the public, develop a prioritization process to determine the general order that the projects should be completed based on need. The prioritization needs to take into account where there are issues with conflicts, such as drainage issues, utility conflicts or a lack of right-of-way to develop the proposed facility. The prioritization process should be consistent with the requirements for how the City currently seeks grant funding to make maximum use of those opportunities. The prioritization process will be vetted through the Project Advisory Committee for approval.

Deliverables: A technical memorandum including documentation of the criteria and methodology used in the prioritization process.

Task 9: FINAL REPORT

The final report shall identify the background on the project, the existing facilities, the existing and future funding opportunities, the bicycle and pedestrian facilities that are needed to complete a safe, continuous system of bicycle and pedestrian facilities throughout the City and their prioritization and projected cost to complete those facilities. This data should be provided in tables, maps and graphic format.

Deliverables: Draft and Final Report including appendices, maps and graphics.

SCHEDULE

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

FEE ESTIMATE

The budget for this project shall not exceed \$150,000.

Exhibit B

CONSULTANT AFFIDAVIT

**SWORN STATEMENT UNDER SECTION 287.133(3)(a),
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES**

(To be signed in the presence of a notary public or other officer authorized to administer oaths.)

Before me, the undersigned authority, personally appeared Natalie Lozano, who, being by me first duly sworn, made the following statements:

1. The business address of Alta Planning + Design (name of bidder or contractor) is 711 SE Grand Ave Portland, OR 97201.
2. My relationship to Alta Planning + Design (name of bidder or contractor) is Vice President. (relationship such as sole proprietor, partner, president, vice president, etc.)
3. I understand that a public entity crime as defined in Section 287.133 of the Florida Statutes includes a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity in Florida or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or such an agency or political subdivision and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.
4. I understand that "convicted" or "conviction" is defined by the statute to mean a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.
5. I understand that "affiliate" is defined by the statute to mean (1) a predecessor or successor of a person or a corporation convicted of a public entity crime, or (2) an entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime, or (3) those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate, or (4) a person or corporation who knowingly entered into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months.
6. Neither the bidder or contractor nor any officer, director, executive, partner, shareholder, employee, member or agent who is active in the management of the bidder or contractor nor any affiliate of the bidder or contractor has been convicted of a public entity crime subsequent to July 1, 1989.

Signature/Date (undersigned authority)

Sworn to and subscribed before me in the state of and county of OR, Multnomah on the 10th day of August, 2015.

(affix seal)

Notary Public

My commission expires

Exhibit C

DBE PARTICIPATION STATEMENT

PROFESSIONAL SERVICES DBE OR SMALL BUSINESS COMMITMENT FORM

Firms will submit this form in response to the Request for Proposal or alternatively, at the time of Expanded Letter of Response submittal.

Used for Professional Services:

- BDI Set-Asides (Standard note 7 of Professional Services advertisement)
- Advertisements that contain Under-Utilized Work Groups (Standard note 8 of professional services ad)
- Advertisements that contain a DBE/Small Business Aspiration Goal (Standard note 9 of professional services ad)

Contract/Advertisement No.:	J02-2015
Project Description:	Professional Services Related to Cape Coral Bike Route Study
Prime Consultant:	Alta Planning + Design

The Prime is a Department of Transportation certified Disadvantaged Business Enterprise (DBE). Yes No
 The Prime is a Non-DBE Small Business. Yes No
 The Prime is a Small Business. Yes No

Expected percentage of contract fees to be utilized by DBE(s): 0 %. (Combine DBE Prime and DBE subconsultants, if applicable).

Expected percentage of contract fees to be utilized by Non-DBE Small Businesses 0 %. (Combine Non-DBE Small Business Prime and Non-DBE Small Business subconsultants, if applicable).

The proposed Prime and subconsultants/subvendors are as follows:

Prime (If applicable)	Type of Work	Percentage	DBE	Small Business	"Non-DBE" Small Business
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Subconsultant/Subvendor (If applicable)	Type of Work	Percentage			
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please note, the number one ranked firm is required to enter DBE Participation in the Equal Opportunity Compliance (EOC) System subsequent to contract award and any future contract amendments or task work orders (if applicable).

Firms listed in the table as DBEs should appear in the Department's listing of DBE's at:
<http://www3b.dot.state.fl.us/EqualOpportunityOfficeBusinessDirectory/CustomSearch.aspx>

Professional Services firms listed as "Non-DBE" Small Businesses should appear on the Department's listing of all Non-DBE Small Businesses at: <http://www2.dot.state.fl.us/procurement/professionalservices/lppc/sbeonly.htm>. Road and bridge construction firms and other non-professional services firms should appear on the Department's listing at: http://www2.dot.state.fl.us/sasweb/cgi-bin/broker.exe?_service=default&_program=inetprog.db2.smbusform.scl

By:  John Cock
 Title: Principal

Date: 8/13/15

Exhibit D

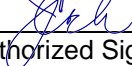
**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY
AND VOLUNTARY EXCLUSION FOR FEDERAL AID CONTRACTS**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**CERTIFICATION REGARDING DEBARMENT, SUSPENSION,
INELIGIBILITY AND VOLUNTARY EXCLUSION FOR FEDERAL
AID CONTRACTS**
(Compliance with 49CFR, Section 29.510)
(Appendix B Certification]

375-030-32
PROCUREMENT
10/01

It is certified that neither the below identified firm nor its principals are presently suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

Name of Consultant:

By 
Authorized Signature

Date: 8/13/15

Title: Principal

Instructions for Certification

1. By signing and submitting this certification with the proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Department may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted. If at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms 'covered transaction', 'debarred', 'suspended', 'ineligible', 'lower tier covered transaction', 'participant', 'person', 'primary covered transaction', 'principal', 'proposal', and 'voluntarily excluded', as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the person to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the Department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Appendix B: Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction", without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant are not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the Department may pursue available remedies, including suspension and/or debarment.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**CERTIFICATION REGARDING DEBARMENT, SUSPENSION,
INELIGIBILITY AND VOLUNTARY EXCLUSION FOR FEDERAL
AID CONTRACTS**
(Compliance with 49CFR, Section 29.510)
(Appendix B Certification]

375-030-32
PROCUREMENT
10/01

It is certified that neither the below identified firm nor its principals are presently suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

Name of Consultant:  Jacobs Engineering Group Inc.

By _____
Authorized Signature

Date: 8/11/15

Title: Phillip W. Stevens, Division Vice President

Instructions for Certification

1. By signing and submitting this certification with the proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Department may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted. If at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms 'covered transaction', 'debarred', 'suspended', 'ineligible', 'lower tier covered transaction', 'participant', 'person', 'primary covered transaction', 'principal', 'proposal', and 'voluntarily excluded', as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. You may contact the person to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
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Exhibit E

**CERTIFICATION FOR DISCLOSURE OF LOBBYING
ACTIVITIES ON FEDERAL AID CONTRACTS**

Exhibit F

TRUTH IN NEGOTIATION CERTIFICATE

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRUTH IN NEGOTIATION CERTIFICATION

375-030-30
PROCUREMENT
10/01

For any lump-sum or cost-plus-a-fixed-fee professional service agreement over \$60,000 the Florida Department of Transportation (Department) requires the Consultant to execute this certificate and include it with the submittal of the Technical Proposal.

The Consultant hereby certifies, covenants and warrants that wage rates and other factual unit costs supporting the compensation for this project's agreement will be accurate, complete, and current at the time of contracting.

The Consultant further agrees that the original agreement price and any additions thereto shall be adjusted to exclude any significant sums by which the Department determines the agreement price was increased due to inaccurate, incomplete, or non-current wage rates and other factual unit costs. All such agreement adjustments shall be made within one (1) year following the end of the agreement. For purpose of this certificate, the end of the agreement shall be deemed to be the date of final billing or acceptance of the work by the Department, whichever is later.

Alta Planning + Design

Name of Consultant

By: _____


Authorized Signature

8/13/15

Date

Exhibit G


**DRUG FREE WORK PLACE CERTIFICATION
E-VERIFY COMPLIANCE CERTIFICATION**

DRUG-FREE WORKPLACE CERTIFICATION

THE BELOW SIGNED BIDDER CERTIFIES that it has implemented a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under quote a copy of the statement specified in subsection 1.
4. In the statement specified in subsection 1, notify the employees that, as a condition of working on the commodities or contractual services that are under quote, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5. Impose a sanction on, or require the satisfactory participation in, drug abuse assistance or rehabilitation program if such is available in employee's community, by any employee who is convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign this statement, I certify that this company complies/will comply fully with the above requirements.

DATE: 8/13/15 SIGNATURE: 
Company: Alta Planning + Design NAME: John Cock
(Typed or Printed)
Address: 711 SE Grand Ave TITLE: Principal
Portland, OR 97201
PHONE NO: 704-255-6201 E-MAIL: johncock@altaplanning.com

DRUG-FREE WORKPLACE CERTIFICATION

THE BELOW SIGNED BIDDER CERTIFIES that it has implemented a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under quote a copy of the statement specified in subsection 1.
4. In the statement specified in subsection 1, notify the employees that, as a condition of working on the commodities or contractual services that are under quote, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5. Impose a sanction on, or require the satisfactory participation in, drug abuse assistance or rehabilitation program if such is available in employee's community, by any employee who is convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign this statement, I certify that this company complies/will comply fully with the above requirements.


DATE:	<u>8/13/15</u>	SIGNATURE:	
Company:	<u>Alta Planning + Design</u>	NAME:	<u>John Cock</u> (Typed or Printed)
Address:	<u>711 SE Grand Ave</u> <u>Portland, OR 97201</u>	TITLE:	<u>Principal</u>
PHONE NO:	<u>704-255-6201</u>	E-MAIL:	<u>johncock@altaplanning.com</u>

Exhibit H

Federal Provisions for Federally Funded Contracts

Federal Provisions for Federally Funded Contracts

TERMS FOR FEDERAL-AID CONTRACTS

The following terms apply to all contracts in which it is indicated in the Standard Professional Services Agreement that the services involve the expenditure of federal funds:

- A. It is understood and agreed that all rights of the Agency relating to inspection, review, approval, patents, copyrights, and audit of the work, tracing, plans, specifications, maps, data, and cost records relating to this Agreement shall also be reserved and held by authorized representatives of the United States of America.
- B. It is understood and agreed that, in order to permit federal participation, no supplemental agreement of any nature may be entered into by the parties hereto with regard to the work to be performed hereunder without the approval of the U.S. Department of Transportation, anything to the contrary in this Agreement notwithstanding
- C. **Compliance with Regulations:** The Consultant shall comply with the Regulations of the U.S. Department of Transportation Title 49, Code of Federal Regulations, Part 21, and 23 CFR Part 230 as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- D. **Nondiscrimination:** The Consultant, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of material and leases of equipment. The Consultant will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations. The contractor will accept as its operating policy, the following statement, 'It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training.'
- E. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations made by the Consultant, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials and leases of equipment, each potential subcontractor or supplier shall be notified by the Consultant of the Consultant's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.

- F. **Information and Reports:** The Consultant will provide all information and reports required by the Regulations, or directives issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Agency, Florida Department of Transportation, Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or Federal Motor Carrier Safety Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of the Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the Agency, Florida Department of Transportation, Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration as appropriate, and shall set forth what efforts it has made to obtain the information.
- G. **Sanctions for Noncompliance:** In the event of the Consultant's noncompliance with the nondiscrimination provisions of this contract, the Agency shall impose such contract sanctions as it or the Florida Department of Transportation, Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or Federal Motor Carrier Safety Administration may determine to be appropriate, including, but not limited to,
1. Withholding of payments to the Consultant under the contract until the Consultant complies and/or
 2. Cancellation, termination or suspension of the contract, in whole or in part.
- H. **Incorporation or Provisions:** The Consultant will include the provisions of Paragraph C through H in every subcontract, including procurements of materials and leases of equipment unless exempt by the Regulations, order, or instructions issued pursuant thereto. The Consultant will take such action with respect to any subcontract or procurement as the Agency, Florida Department of Transportation, Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions, including sanctions for noncompliance. In the event a Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultant may request the Agency to enter into such litigation to protect the interests of the Agency, and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.
- I. **Interest of Members of Congress:** No member of or delegate to the Congress of the United States will be admitted to any share or part of this contract or to any benefit arising therefrom.

- J. **Interest of Public Officials:** No member, officer, or employee of the public body or of a local public body during his tenure or for one year thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof. For purposes of this provision, public body shall include municipalities and other political subdivisions of States; and public corporations, boards, and commissions established under the laws of any State.
- K. **Participation by Disadvantaged Business Enterprises:** The Consultant shall agree to abide by the following statement from 49 CFR 26.13(b). This statement shall be included in all subsequent agreements between the Consultant and any sub-consultant or contractor.
1. "Policy: It is the policy of the Department of Transportation that Disadvantaged Business Enterprise as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this Agreement. Consequently, the DBE requirements of 49 CFR Part 26 applies to this agreement."
 2. The recipient is committed to nondiscrimination, as well as to opportunities for competition and growth among all small businesses. In this regard, all consultants and contractors associated with this project will make reasonable efforts to ensure DBEs and other small businesses have the maximum opportunity compete for contracts. Recipients and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts"
 3. Prompt Payment and Retainage Return: the contractor agrees that it will pay subcontractors for satisfactory performance no later than 30 days from receipt of payment from the MPO. In addition, the contractor agrees to prompt and full return of any retainage to the subcontractor within 30 days after the subcontractor's work is satisfactorily completed."
- L. It is mutually understood and agreed that the willful falsification, distortion or misrepresentation with respect to any facts related to the project(s) described in this Agreement is a violation of the Federal Law. Accordingly, United States Code, Title 18, Section 1020, is hereby incorporated by reference and made a part of this Agreement.
- M. It is understood and agreed that if the Consultant at any time learns that the certification it provided the Agency in compliance with CFR, Section 23.51, was erroneous when submitted or has become erroneous by reason of changed circumstances, the Consultant shall provide immediate written notice to the Agency. It is further agreed that the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction" as set forth in 49 CFR, Section 29.510, shall be included by the Consultant in all lower tier covered transactions and in all aforementioned federal regulation.

N. The Agency hereby certifies that neither the consultant nor the consultant's representative has been required by the Agency, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract, to

1. Employ or retain, or agree to employ or retain, any firm or person, or
2. pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind;

The Agency further acknowledges that this agreement will be furnished to a federal agency, in connection with this contract involving participation of Federal-Aid funds, and is subject to applicable State and Federal Laws, both criminal and civil.

O. The Consultant hereby certifies that it has not:

1. Employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for the above contractor) to solicit or secure this contract;
2. Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out this contract; or
3. Paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for the above contractor) any fee contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract.

The consultant further acknowledges that this agreement will be furnished to the Agency and a federal agency in connection with this contract involving participation of Federal-Aid funds, and is subject to applicable State and Federal Laws, both criminal and civil.

GENERAL CONDITIONS AND INSTRUCTIONS TO PROPOSERS

PROPOSAL SUBMISSION: The proposal shall be deemed an offer to provide services to the MPO. In submitting a proposal, the proposer declares that he understands and agrees to abide by all specifications, provisions, terms and conditions of same, shall become a valid contract between the MPO and the undersigned upon notice of award of contract in writing and /or issuance of a purchase order by the MPO. The proposer agrees that if the contract is awarded to him, he will perform the work in accordance with the provisions, terms and conditions of the contract.

The MPO assumes no responsibility for proposals received after the due date and time, or at any office or location other than that specified herein, whether due to mail delays, courier mistakes, mishandling, inclement weather or any other reason. Late proposals will be returned, unopened, and will not be considered for award.

PRINCIPAL/COLLUSION: By submission of this Proposal, the undersigned, as proposer, does declare that the only person or persons interested in this Proposal as principal or principals is/are named therein and that no person other than therein mentioned has any interest in this Proposal or in the contract to be entered into; that this Proposal is made without connection with any person, company or parties making a Proposal, and that it is in all respects fair and in good faith without collusion or fraud.

PROPOSAL WITHDRAWAL: No Proposal can be withdrawn after it is filed unless the proposer makes his request in writing to the MPO Designee **prior** to the time set for the opening of Proposals (4:00 p.m., March 3, 2014), or unless the MPO fails to accept it within Sixty (60) days after the date fixed for opening.

PROPOSER'S CERTIFICATION: Submission of a signed Proposal is proposer's certification that the proposer will accept any awards made to him as a result of said submission of the terms contained therein.

EXCEPTIONS TO INSTRUCTIONS OR CONDITIONS: Proposers taking exception to any part or section of these instructions or conditions shall indicate such exceptions on their Proposal. Failure to indicate any exceptions shall be interpreted as the proposer's intent to fully comply with the specifications as written.

LAWS AND REGULATIONS: It shall be understood and agreed that any and all services, materials and equipment shall comply fully with all Local, State and Federal laws and regulations.

RELATION OF MPO: It is the intent of the parties hereto that the successful proposer shall be legally considered as an independent contractor, and that neither he nor his employees shall, under any circumstances, be considered servants or agents of the MPO, and that the MPO shall be at no time legally responsible for any negligence on the part of said successful proposer, his servants or agents, resulting in either bodily or personal injury or property damage to any individual, firm, or corporation.

TERMS: All terms, conditions, and provisions of the contract must be strictly observed in addition to the general conditions herein described.

INVOICES: Payments will be made for articles furnished, delivered, and accepted, upon receipt and approval of invoices submitted on the date of services or within a reasonable time thereafter. The number of the Purchase Order by which authority services have been made, shall appear on all invoices. Invoices shall be submitted in duplicate and with an attached progress report detailed by task.

EXPENSES INCURRED IN PREPARING PROPOSAL: The MPO does not accept responsibility for any expenses incurred in the Proposal, preparation, or presentation; such expenses to be borne exclusively by the proposer.

DEFAULT: Failure or refusal of a proposer to execute a contract upon award, or withdrawal of a Proposal before such award is made, shall be grounds for removal of the firm's name from the MPO's vendor file.

TERM CONTRACTS: If funds are not appropriated for continuance of a term contract to completion, cancellation will be accepted by this successful proposer on thirty (30) days prior written notice.

TERMINATION: Should the contractor be found to have failed to perform his services in a manner satisfactory to the MPO as per Specification, the MPO may terminate this Agreement immediately for cause; further the MPO may terminate this Agreement for convenience with a seven (7) day written notice. The MPO shall be sole judge of non-performance.

LIABILITY: Successful proposer will not be held responsible for failure to complete contract due to causes beyond its control, including, but not limited to, work stoppage, fires, civil disobedience, riots, rebellions, acts of God and similar occurrences making performance impossible or illegal.

QUALIFICATION OF PROPOSERS: Before the award of any contract, each proposer may be required to show (to the complete satisfaction of the MPO Staff Director, or his designee), that he has the necessary facilities, ability, and financial resources, to furnish the service as specified herein in a satisfactory manner, and he may also be required to show past history and references which will enable the MPO Staff Director, or his designee, to satisfy themselves as to the qualifications. Failure to qualify according to the foregoing requirements will justify the MPO in rejection of a Proposal.

ASSIGNMENT: The successful proposer(s) shall not assign, transfer, convey, sublet or otherwise dispose of this contract, or of any or all of its rights, title or interest therein, or his or its power to execute such contract to any person, company or corporation without prior written consent of the MPO.

AWARD CHALLENGE: All costs accruing from a Proposal or an award challenged as to quality, etc. (tests, etc.) shall be assumed by the challenger.

LOBBYING: All firms are hereby placed on **NOTICE** that the MPO does not wish to be lobbied, either individually or collectively, about a project for which a firm has submitted a Proposal. Firms and their agents are not to contact members of the MPO for such purposes as meeting or introduction, luncheons, dinners, etc. During the process, **from Proposal advertisement to final MPO approval**, no firm or its agent shall contact any employee of the MPO in reference to this Proposal, with the exception of the designee(s). Failure to abide by this provision may serve as grounds for disqualification for award of this contract to the firm.

E-Verify: Consultant:

1. Shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Consultant during the term of the Agreement; and
2. Shall expressly require any Sub-consultants performing work or providing services pursuant to the State Contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Sub-consultant during the Agreement term

SINGLE PROPOSAL: Only **one** proposal from a legal entity will be considered. If it is found that a proposer is interested in more than one proposal, all proposals in which such a proposer is interested will be rejected.

SIGNATURE OF PROPOSER: The proposer must sign the proposal in the spaces provided for signatures. If the proposer is an individual, the words "Sole Owner" shall appear after his signature. If the proposer is a partnership, the word "Partner" shall appear after the signature of one of the partners. If the proposer is a corporation, the signature required is the Officer, Officers or Individual duly authorized by its by-laws or the Board of Directors to bind the corporation with official corporate seal affixed thereto.

INTERPRETATION OF PROPOSAL DOCUMENTS AND INVESTIGATION OF PROJECT: Each proposer shall thoroughly examine the Proposal Documents, and judge for himself all matters relating to the location and the character of the services he agrees to perform. If the proposer should be of the opinion that the meaning of any part of the Proposal Document is doubtful, obscure or contains errors or omissions, he should report such opinion or opinions to the Purchasing Director.

Neither the MPO Director nor his staff shall be responsible for oral interpretation given either by himself or members of his staff. The issuance of a written addendum shall be the only official method whereby such interpretation will be given.

REJECTION OR ACCEPTANCE OF PROPOSALS: The right is reserved by the MPO to waive any irregularities in any proposal, to reject any or all proposals, to re-solicit for proposals, if desired, and upon recommendation and justification by the MPO to accept the proposal(s) which in the judgment of the MPO is/are deemed the most advantageous for the public.

Any proposal which is incomplete, conditional, obscure or which contains irregularities of any kind, may be cause for rejection of the proposal. In the event of default of the successful proposer, or his refusal to enter into contract with the MPO, the MPO reserves the right to accept the proposal of any other proposer or to re-advertise using the same or revised documentation, at its sole discretion.

PROTEST PROCEDURES: Any actual or prospective respondent to a Request for Proposal who is aggrieved with respect to the former, shall file a written protest with the MPO Designee prior to the opening of the Bid or the due date for acceptance of Proposals. All such protests must be filed with the MPO Designee no later than 11:00 a.m. local time on the advertised date of the acceptance date for the Request for Proposals.

Award of contract will be made by the MPO in public session. Award recommendations will be posted in the lobby of the MPO. Any actual or prospective respondent who desires formally to protest the recommended contract award must file a notice of intent to protest with the MPO Designee within two (2) calendar days (excluding weekends and holiday's) of the date that the recommended award is

posted. Upon filing of said notice, the protesting party will have five (5) days to file a formal protest and will be given instructions as to the form and content requirements of the formal protest.

PUBLIC ENTITY CRIME: A person or affiliate who has been placed on the convicted vendor list following a conviction for public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, or subcontractor under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in s.287.017 for Category Two for a period of 36 months from the date of being placed on the convicted vendor list.

REQUESTS FOR ALTERNATIVE FORMAT: The Request for Proposal is available in alternative formats upon request. It can be provided on CD in MS Word for Windows. If a Proposer elects to obtain the proposal in an alternative format, he must still obtain a paper copy of the proposal document through the MPO Designee, so that there are no debates about how much time there was to prepare the Response. Contact Mr. Johnny Limbaugh at (239) 330-2242 for details.

REQUESTS FOR CLARIFICATION: Written questions must be received no later than ten (10) working days prior to proposal acceptance date. Should any questions or responses require revisions to the Request for Proposal as originally published, such revisions will be by formal amendment only. Other than minor procedural matters, questions regarding this proposal must be in writing and submitted to: <http://leempo.flprocurement.com> Questions/Answers

Or to

Mr. Don Scott, Director Lee County MPO
P.O. Box 150045
Cape Coral, FL 33915-0045
(239) 244-2220 ext. 1
Dscott@leempo.com

GENERAL INFORMATION: Competitive sealed proposals differ from competitive sealed bidding in several areas:

- a.) The criteria for evaluation of proposals are given under the paragraph titled Grading Criteria. Only these criteria will be used to determine the best response.
- b.) Hourly rates and cost proposals [as called for in Section II, Proposal Contents] will not be reviewed until proposals are assigned points according to the evaluation criteria.
- c.) Awards shall be made to the Proposer whose qualifications and responses are determined to be in the best interest of the Lee County MPO.

CONTRACTUAL CONDITIONS

The MPO has developed a standard professional service agreement for all consultant projects. All respondents to the LOI will be required, if selected to perform the work, to execute a service agreement within fifteen (15) days of Notice of Selection Award.

PROPOSER'S QUALIFICATIONS

All proposers must meet at least two of the "Qualification, Selection and Performance Evaluation Requirements 14-75.0022, 14-75.003, 14-75.004, 14-75.0051, and 14-75.0052" provided by the FDOT.

All proposers must be primarily engaged in providing the services as outlined in the Scope of Services.

All proposers must have a demonstrated comprehensive understanding in areas listed in this proposal. Understanding and previous experience are a very essential criteria in the qualifying process.

The MPO reserves the right to check all references furnished and consider the responses received in evaluating the proposals.

The proposer's personnel and management to be utilized in this service requirement shall be knowledgeable in their areas of expertise. The MPO reserves the right to perform investigations as may be deemed necessary to insure that competent persons will be utilized in the performance of the contract.

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SCHEDULE A

Scope and Basis of Compensation / Rate Schedule

Cape Coral Bicycle and Pedestrian Master Plan											
TASK DESCRIPTION	Alta Planning + Design					Jacobs				Task Hours	Task Budget
	Principal-in-Charge	Project Manager	Assistant Project Manager	Senior Advisor - Engineering	GIS	Graphic Designer	Project Manager	Engineer	Planner		
Task 1: Project Kickoff Meeting	\$189	\$124	\$97	\$189	\$106	\$97	\$140	\$150	\$90		
1A: Project Kickoff Meeting	1	8	8				8			32	\$16,343
1B: PAC Kickoff Meeting	16	16	48				12			25	\$3,080
1C: Meeting Minutes Memo	1	2	4							7	\$12,437
Task 2: Existing Facility Data										123	\$13,839
2A: Data Collection and Base Maps for Existing and Proposed Bicycle and Pedestrian Infrastructure	1	4	16		4		2		40	67	\$6,544
2B: Field Investigation (done during travel for PAC kickoff meeting)	8	16	16				16			56	\$7,294
Task 3: Public Involvement										280	\$31,214
3A: Public Meeting One Coordination	1	6	8				8		16	39	\$4,272
3B: Public Kickoff Meeting	4	16	36				10		10	76	\$8,542
3C: Public Meeting Two Coordination	1	8	8				8		16	41	\$4,520
3D: Public Open House and Draft Recommendations Presentation	4	16	36				10			66	\$7,642
3E: Wikimap	1	4	27							32	\$3,310
3E: Memo Documenting Public Comments	2	8	16							26	\$2,927
Task 4: Design Criteria										131	\$16,177
4A: Existing and Proposed Design Features Research	1	4	24				0			29	\$3,019
4B: Design Standards Development	4	4	24	8			24			64	\$8,698
4C: Draft Memo	1	4	12	2						19	\$2,230
4D: Final Memo	1	4	12	2						19	\$2,230
Task 5: Funding Analysis										76	\$7,984
5A: Funding Research and Analysis	1	4	8				10		32	55	\$5,743
5B: Memo of Findings	1	4	16							21	\$2,241
Task 6: Assessing Needs and Recommending the Proposed Bicycle and Pedestrian Network										300	\$32,441
6A: Bicycle and Pedestrian Suitability Analysis	1	2	32		30					65	\$6,723
6B: Crash Analysis	1	2	8		11					22	\$2,379
6C: Transit Access Analysis	1	2	8		12					23	\$2,485
6D: Programs Analysis	1	2	12							15	\$1,604
6E: Recommendations Memo	3	20	72				40		40	175	\$19,249
Task 7: Develop Bicycle/Pedestrian Project Costs										59	\$8,152
7A: Bicycle and Pedestrian Cost Estimates	1	2	14	6			18	18	0	59	\$8,152
Task 8: Prioritization of Projects										139	\$14,487
8A: Project Prioritization	1	6	40		40		8		16	111	\$11,616
8B: Prioritization Memo	1	4	16						7	28	\$2,871
Task 9: Final Report										74	\$7,592
9A: Draft and Final Report	2	8	32			32				74	\$7,592
9B: Final Presentation	1	8	6								
Total Staff Hours	62	184	559	18	97	32	150	42	189	1214	
Project Base Total	\$11,718	\$22,853	\$54,335	\$3,402	\$10,266.48	\$3,110	\$21,000	\$6,300	\$17,010		\$149,994.48

Alta Planning + Design

Principal in Charge	\$189
Project Manager	\$124
Planner	\$97
GIS	\$106
Senior Engineer	\$189
Graphic Designer	\$97
Intern	\$60

Jacobs

Project Manager	\$140
Planner	\$90
Engineer	\$150

Cape Coral Bicycle and Pedestrian Master Plan

Prepared by Alta Planning+Design, Inc.

	Month							
	1	2	3	4	5	6	7	8
Task 1: Project Kickoff Meeting								
1A: Project Kickoff Meeting	Δ							
1B: PAC Kickoff Meeting			Δ					
1C: Meeting Minutes Memo								
Task 2: Existing Facility Data								
2A: Data Collection and Base Maps for Existing and Proposed Bicycle and Pedestrian Infrastructure								
2B: Field Investigation (done during travel for PAC kickoff meeting)								
Task 3: Public Involvement								
3A: Public Meeting One Coordination								
3B: Public Kickoff Meeting				Δ				
3C: Public Meeting Two Coordination								
3D: Public Open House and Draft Recommendations Presentation							Δ	
3E: Memo Documenting Public Comments								
Task 4: Design Criteria								
4A: Existing and Proposed Design Features Research								
4B: Design Standards Development								
4C: Draft Memo								
4D: Final Memo								
Task 5: Funding Analysis								
5A: Funding Research and Analysis								
5B: Memo of Findings								
Task 6: Assessing Needs and Recommending the Proposed Bicycle and Pedestrian Network								
6A: Bicycle and Pedestrian Suitability Analysis								
6B: Crash Analysis								
6C: Transit Access Analysis								
6D: Programs Analysis								
6E: Recommendations Memo								
Task 7: Develop Bicycle/Pedestrian Project Costs								
7A: Bicycle and Pedestrian Cost Estimates								
Task 8: Prioritization of Projects								
8A: Project Prioritization								
8B: Prioritization Memo								
Task 9: Final Report								
9A: Draft and Final Report								
9B: Final Presentation								



Task Progress
 Meeting / Workshop
 Deliverable

SCHEDULE B

INSURANCE COVERAGE

INSURANCE COVERAGE REQUIREMENTS

- (1) The amounts and types of insurance coverage shall conform to the following minimum requirements with the use of Insurance Services Office (ISO) forms and endorsements or their equivalents. If CONSULTANT has any self-insured retentions or deductibles under any of the below listed minimum required coverages, CONSULTANT must identify on the Certificate of Insurance the nature and amount of such self-insured retentions or deductibles and provide satisfactory evidence of financial responsibility for such obligations. All self-insured retentions or deductibles will be CONSULTANT'S sole responsibility.
- (2) The insurance required by this Agreement shall be written for not less than the limits specified herein or required by law, whichever is greater.
- (3) Coverages shall be maintained without interruption from the date of commencement of the Services until the date of completion of all Services required hereunder or as specified in this Agreement, whichever is longer.
- (4) Simultaneously with the execution and delivery of this Agreement by CONSULTANT, CONSULTANT has delivered properly executed Certificates of insurance (3 copies) acceptable to the OWNER evidencing the fact that CONSULTANT has acquired and put in place the insurance coverages and limits required hereunder. In addition, certified, true and exact copies of all insurance policies required shall be provided to OWNER, on a timely basis, if requested by OWNER. Such certificates shall contain a provision that coverages afforded under the policies will not be canceled or allowed to expire until at least thirty (30) days prior written notice has been given to the OWNER. CONSULTANT shall also notify OWNER, in a like manner, within twenty-four (24) hours after receipt, of any notices of expiration, cancellation, non-renewal or material change in coverages or limits received by CONSULTANT from its insurer, and nothing contained herein shall relieve CONSULTANT of this requirement to provide notice. In the event of a reduction in the aggregate limit of any policy to be provided by CONSULTANT hereunder, CONSULTANT shall immediately take steps to have the aggregate limit reinstated to the full extent permitted under such policy.
- (5) All insurance coverages of the CONSULTANT shall be primary to any insurance or self insurance program carried by the OWNER applicable to this Agreement.
- (6) The acceptance by OWNER of any Certificate of Insurance pursuant to the terms of this Agreement does not constitute approval or agreement by the OWNER that the insurance requirements have been satisfied or that the insurance policy shown on the Certificate of Insurance is in compliance with the requirements of this Agreement.
- (7) CONSULTANT shall require each of its subconsultants to procure and maintain, until the completion of the subconsultant's services, insurance of the types and to the limits specified in this Section except to the extent such insurance requirements for the subconsultant are expressly waived in writing by the OWNER.
- (8) Should at any time the CONSULTANT not maintain the insurance coverages required herein, the OWNER may terminate the Agreement and any Work Orders issued pursuant to the Agreement or at its sole discretion shall be authorized to purchase such coverages and charge the CONSULTANT for such coverages purchased. If CONSULTANT fails to reimburse OWNER for such costs within thirty (30) days after demand, OWNER has the right to offset these costs from any amount due CONSULTANT under this Agreement or any other agreement between OWNER and CONSULTANT. The OWNER shall be under no obligation to purchase such insurance, nor shall it be responsible for the coverages purchased or the insurance company

or companies used. The decision of the OWNER to purchase such insurance coverages shall in no way be construed to be a waiver of any of its rights under the Agreement.

- (9) If the initial, or any subsequently issued Certificate of Insurance expires prior to the completion of the Services required hereunder or termination of the Agreement or any Work Order, the CONSULTANT shall furnish to the OWNER, in triplicate, renewal or replacement Certificate(s) of Insurance not later than three (3) business days after the renewal of the policy(ies). Failure of the Contractor to provide the OWNER with such renewal certificate(s) shall be deemed a material breach by CONSULTANT and OWNER may terminate the Agreement or any subsequently issued Work Order for cause.

WORKERS' COMPENSATION AND EMPLOYERS' LIABILITY

Required by this Agreement? Yes No

- (1) Workers' Compensation and Employers' Liability Insurance shall be maintained by the CONSULTANT during the term of this Agreement for all employees engaged in the work under this Agreement in accordance with the laws of the State of Florida. The amounts of such insurance shall not be less than:

- a. Worker's Compensation - Florida Statutory Requirements
- b. Employers' Liability (check one)

\$500,000 Each Accident
\$500,000 Disease Aggregate
\$500,000 Disease Each Employee

\$1,000,000 Each Accident
\$1,000,000 Disease Aggregate
\$1,000,000 Disease Each Employee

- (2) The insurance company shall waive all claims rights against the OWNER and the policy shall be so endorsed.

- (3) United States Longshoreman's and Harborworker's Act coverage shall be maintained where applicable to the completion of the work.

Applicable Not Applicable

- (4) Maritime Coverage (Jones Act) shall be maintained where applicable to the completion of the work.

Applicable Not Applicable

COMMERCIAL GENERAL LIABILITY

Required by this Agreement? Yes No

- (5) Commercial General Liability Insurance, written on an "occurrence" basis, shall be maintained by the CONSULTANT. Coverage will include, but not be limited to, Bodily Injury, Property Damage, Personal Injury, Contractual Liability for this Agreement, Independent Contractors, Broad Form Property Damage including Completed Operations and Products and Completed Operations Coverage. Products and Completed Operations coverage shall be maintained for a period of not less than five (5) years following the completion and acceptance by the OWNER of the work under this Agreement. Limits of Liability shall not be less than the following:

<input type="checkbox"/> General Aggregate	\$300,000
<input type="checkbox"/> Products/Completed Operations Aggregate	\$300,000
<input type="checkbox"/> Personal and Advertising Injury	\$300,000
<input type="checkbox"/> Each Occurrence	\$300,000
<input type="checkbox"/> Fire Damage	\$ 50,000

<input type="checkbox"/> General Aggregate	\$500,000
<input type="checkbox"/> Products/Completed Operations Aggregate	\$500,000
<input type="checkbox"/> Personal and Advertising Injury	\$500,000
<input type="checkbox"/> Each Occurrence	\$500,000
<input type="checkbox"/> Fire Damage	\$ 50,000

<input checked="" type="checkbox"/> General Aggregate	\$1,000,000
<input checked="" type="checkbox"/> Products/Completed Operations Aggregate	\$1,000,000
<input checked="" type="checkbox"/> Personal and Advertising Injury	\$1,000,000
<input checked="" type="checkbox"/> Each Occurrence	\$1,000,000
<input checked="" type="checkbox"/> Fire Damage	\$ 50,000

- (6) The General Aggregate Limit shall apply separately to this Project and the policy shall be endorsed using the following endorsement wording. "This endorsement modifies insurance provided under the following: Commercial General Liability Coverage Part. The General Aggregate Limit under LIMITS OF INSURANCE applies separately to each of your projects away from premises owned by or rented to you." Applicable deductibles or self-insured retentions shall be the sole responsibility of CONSULTANT. Deductibles or self-insured retentions carried by the CONSULTANT shall be subject to the approval of the Risk Management Director or its designee.
- (7) The OWNER shall be named as an Additional Insured and the policy shall be endorsed that such coverage shall be primary to any similar coverage carried by the OWNER.
- (8) Coverage shall be included for explosion, collapse or underground property damage claims.
- (9) Watercraft Liability coverage shall be carried by the CONSULTANT or the SUBCONSULTANT in limits of not less than the Commercial General Liability limit shown in subparagraph (1) above if applicable to the completion of the Services under this Agreement.

Applicable Not Applicable

- (10) Aircraft Liability coverage shall be carried by the CONSULTANT or the SUBCONSULTANT in limits of not less than \$5,000,000 each occurrence if applicable to the completion of the Services under this Agreement.

Applicable Not Applicable

AUTOMOBILE LIABILITY INSURANCE

Required by this Agreement? Yes No

- (11) Automobile Liability Insurance shall be maintained by the CONSULTANT for the ownership, maintenance or use of any owned, non-owned or hired vehicle with limits of not less than:

Bodily Injury & Property Damage - \$ 500,000

Bodily Injury & Property Damage - \$1,000,000

UMBRELLA LIABILITY

- (12) Umbrella Liability may be maintained as part of the liability insurance of the CONSULTANT and, if so, such policy shall be excess of the Employers' Liability, Commercial General Liability, and Automobile Liability coverages required herein and shall include all coverages on a "following form" basis.

- (13) The policy shall contain wording to the effect that, in the event of the exhaustion of any underlying limit due to the payment of claims, the Umbrella policy will "drop down" to apply as primary insurance.

PROFESSIONAL LIABILITY INSURANCE

Required by this Agreement? Yes No

- (14) Professional Liability Insurance shall be maintained by the CONSULTANT to insure its legal liability for claims arising out of the performance of professional services under this Agreement. CONSULTANT waives its right of recover against OWNER as to any claims under this insurance. Such insurance shall have limits of not less than:

\$ 500,000 each claim and in the aggregate

\$1,000,000 each claim and in the aggregate

\$2,000,000 each claim and in the aggregate

\$5,000,000 each claim and in the aggregate

- (15) Any deductible applicable to any claim shall be the sole responsibility of the CONSULTANT. Deductible amounts are subject to the approval of the OWNER.

- (16) The CONSULTANT shall continue this coverage for a period of not less than five (5) years following completion of all Services authorized under this Agreement.
- (17) The policy retroactive date will always be prior to the date services were first performed by CONSULTANT or OWNER under this Agreement, and the date will not be moved forward during the term of this Agreement and for five years thereafter. CONSULTANT shall promptly submit Certificates of Insurance providing for an unqualified written notice to OWNER of any cancellation of coverage or reduction in limits, other than the application of the aggregate limits provision. In addition, CONSULTANT shall also notify OWNER by certified mail, within twenty-four (24) hours after receipt, of any notices of expiration, cancellation, non-renewal or material change in coverages or limits received by CONSULTANT from its insurer. In the event of more than a twenty percent (20%) reduction in the aggregate limit of any policy, CONSULTANT shall immediately take steps to have the aggregate limit reinstated to the full extent permitted under such policy. CONSULTANT shall promptly submit a certified, true copy of the policy and any endorsements issued or to be issued on the policy if requested by OWNER.

VALUABLE PAPERS INSURANCE

- (18) In the sole discretion of the County, on a work order by work order basis, CONSULTANT may be required to purchase valuable papers and records coverage for plans, specifications, drawings, reports, maps, books, blueprints, and other printed documents in an amount sufficient to cover the cost of recreating or reconstructing valuable papers or records utilized during the term of this Agreement.

PROJECT PROFESSIONAL LIABILITY

- (19) If OWNER notifies CONSULTANT that a project professional liability policy will be purchased, then CONSULTANT agrees to use its best efforts in cooperation with OWNER and OWNER'S insurance representative, to pursue the maximum credit available from the professional liability carrier for a reduction in the premium of CONSULTANT'S professional liability policy. If no credit is available from CONSULTANT'S current professional policy underwriter, then CONSULTANT agrees to pursue the maximum credit available on the next renewal policy, if a renewal occurs during the term of the project policy (and on any subsequent professional liability policies that renew during the term of the project policy). CONSULTANT agrees that any such credit will fully accrue to OWNER. Should no credit accrue to OWNER, OWNER and CONSULTANT, agree to negotiate in good faith a credit on behalf of OWNER for the provision of project-specific professional liability insurance policy in consideration for a reduction in CONSULTANT'S self-insured retention and the risk of uninsured or underinsured consultants.
- (20) CONSULTANT agrees to provide the following information when requested by OWNER or OWNER'S Project Manager:
- a. The date the professional liability insurance renews.
 - b. Current policy limits.
 - c. Current deductibles/self-insured retention.
 - d. Current underwriter.

- e. Amount (in both dollars and percent) the underwriter will give as a credit if the policy is replaced by an individual project policy.
 - f. Cost of professional insurance as a percent of revenue.
 - g. Affirmation that the design firm will complete a timely project errors and omissions application.
- (21) If OWNER elects to purchase a project professional liability policy, CONSULTANT to be insured will be notified and OWNER will provide professional liability insurance, naming CONSULTANT and its professional subconsultants as named insureds.

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APPROVAL OF THE FORT MYERS BEACH BICYCLE PEDESTRIAN MASTER PLAN SCOPE OF SERVICES

RECOMMENDED ACTION: Approve the **attached** scope of services for the development of the Fort Myers Beach Bicycle Pedestrian Master Plan.

The MPO Transportation Improvement Program includes a project to develop a Bicycle Pedestrian Master Plan for the Town of Fort Myers Beach. The project is funded in Fiscal Year 2016.

Staff has finalized the **attached** draft scope of services following discussions with the Town and County staff, and taking in input from the MPO committees. At its December 18th meeting, the MPO will be asked to approve the scope which has now been recommended for approval by the BPCC at its November 24th meeting, and by the TAC and the CAC at their December 3rd meetings.



TOWN OF FORT MYERS BEACH BICYCLE AND PEDESTRIAN MASTER PLAN
SCOPE OF SERVICES

DRAFT

Lee County Metropolitan Planning Organization
815 Nicholas Pkwy E
Cape Coral, FL 33990
www.leempo.com

1.0 PROJECT DESCRIPTION

The goal of this project is to develop an inventory of needed bicycle and pedestrian facilities in the Town of Fort Myers Beach, including traffic safety and operational improvements at major intersections, that will help guide the implementation of those facilities. The project will include public involvement activities that will engage the community throughout the planning process. The Town of Fort Myers Beach has a current population of 6,811, covers a land area of 2.77 square miles, and has 7 miles of arterial and collector roadways. The Town has 5.1 miles of paved shoulders, 0.2 mile of bike lanes, 0.6 miles of shared use paths, and 8 miles of sidewalks.

2.0 SCOPE OF SERVICES

The consultant shall provide planning, public outreach and engineering services to address the identification of needed facilities throughout the Town. This analysis will identify proposed facilities to address gaps in the system, new facilities that are needed to provide access between neighborhoods and attractions, and facilities that are needed to enhance the safety and use of the existing and developing bicycle/pedestrian network.

2.1 PROJECT KICKOFF MEETING

The consultant shall conduct an initial meeting with MPO County and Town staff to help identify background data and project resources that will help complete a successful project. This meeting shall be used to discuss the project schedule, gather contacts for information that will be used throughout the study, data items that may be needed for the study, provide background on the need for the project and expectations and to get input on the meeting attendees priorities.

This meeting shall also be used to establish a Project Advisory Committee (PAC) that will meet on a regular basis to review and provide input on the development of the Town of Fort Myers Beach Bicycle Pedestrian Master Plan. The PAC will be comprised of stakeholders that at a minimum, shall include Town/County/State planning and traffic operations representatives, LeeTran, Park and School representatives, and residents to ensure coordination of facilities and that recommended improvements are feasible. The Consultant shall schedule up to three PAC meetings as part of this project, with the first being a two day PAC kick off meeting that shall focus on development of goals and objectives, interviews with stakeholders, bike ride with local cyclists, PAC bike, walk, and transit audit, and field work.

2.2 EXISTING FACILITY DATA

Using existing GIS data from the Town of Fort Myers Beach, Lee County and the Lee MPO, the Consultant shall develop a database and base map of existing bicycle and pedestrian facilities within the Town. The database shall include all of the necessary facility attributes that will be used to develop a safe, continuous network of bicycle and pedestrian facilities. The attributes shall include the width of the facilities, type of surface, whether it is signed and striped etc. Enough detail on facilities outside of the Town shall be provided to determine future logical connections to facilities in surrounding jurisdictions. The data shall also include information on projects that are programmed within the next five years. Much of this data already exists but this task includes data verification and field review to ensure we are starting with an accurate base map.

This task also includes getting the latest GIS data layers that will help determine project needs, priorities and issues that may be present in developing the proposed needed facilities. These data items include but are not limited to: roadway network, traffic counts, functional classification, bicycle and pedestrian crashes, trolley routes and trolley stop locations, aerials, right-of-way maps, utility plans, land use, parks, conservation areas, schools and recreation facilities, large employers and major attractions.

2.3 REVIEW EXISTING PLANS AND DOCUMENTS

This task includes a review of the Old San Carlos Boulevard/Crescent Street Master Plan (Dover, Kohl & Partners, February 1999) and the Town of Fort Myers Beach Comprehensive Plan for design concepts (e.g. Hidden Paths in the Bay Side) and preliminary designs that may be still applicable now and have support in the community. The Consultant shall also review the Grand Resort Project conceptual plans for bicycle and pedestrian facilities to incorporate and integrate in a complete bicycle pedestrian network to be proposed in the Bike Ped Master Plan. The Consultant shall coordinate the Bike Ped Master Plan with the ongoing Estero Boulevard Improvement project to ensure that the proposed bicycle pedestrian network reflects the bicycle pedestrian facilities proposed on the 6 mile section of Estero Boulevard. The Consultant shall also review the comments from the MPO conducted San Carlos Boulevard Workshop from May 30, 2014, and the Scope of Services of the San Carlos Boulevard Trolley Lane PD&E Study to capture the bicycle pedestrian needs on San Carlos Boulevard within the Town limits.

2.4 LAND DEVELOPMENT CODE REVIEW

The Consultant shall review Section 10-289, Chapter 10 of the Town of Fort Myers Beach Land Development Code on pedestrian and bicycle facility requirements in developments and engineering design, and prepare a report of all findings and recommendations. The engineering design findings and recommendations could be addressed under Task 2.7.

2.5 EVALUATE CROSSWALKS ON ESTERO BOULEVARD FOR BIKE PED SAFETY

The Consultant shall evaluate existing crosswalks along the entire length of Estero Boulevard, including North Estero Boulevard, and proposed crosswalk location and configurations under the Estero Boulevard Improvement project and coordinate with the Estero Boulevard lighting study. The lighting study is aimed at enhancing pedestrian safety at crosswalks. The Consultant shall prepare a report of all findings and recommendations under this task.

2.6 PUBLIC INVOLVEMENT

Two formal public meetings will be held to discuss the purpose and need for the project and to solicit public input into the overall proposed bicycle/pedestrian network. Once the database and base map of existing and programmed facilities, along with the production of other related site investigation and general background research is completed, the Consultant will be responsible for the coordination of the first public meeting in the Town of Fort Myers Beach. The purpose of this meeting is to obtain public comment and opinions relative to the purpose and goals of this project and where the public believes facilities are needed. The second public meeting will involve a report on the Consultant's findings and the recommended proposed bicycle and pedestrian facilities. The second public meeting will be held prior to the final report preparation. The consultant will evaluate the comments received at this meeting and will modify its report if needed.

In addition to the two public meetings (and the PAC meetings listed under section 2.1), the Consultant shall plan for attending and presenting the final report to the Town Council, Town of Fort Myers Beach Public Safety Committee, and the MPO Bicycle Pedestrian Coordinating Committee. In addition the Consultant shall prepare power point presentations for Town and MPO staff to report the progress of the study at various Town and MPO committee meetings. The timings for

development of these power point presentations will be determined in conjunction with MPO and Town staff.

The public involvement activities will include the development of tables, maps, and graphics that can be displayed on the MPO's and the Town of Fort Myers Beach websites. This content will be developed and used to help reach out to the neighborhoods, bicycle clubs, schools, bicycle pedestrian and other activists etc. through a variety of outreach methods developed by the Consultant and the Project Advisory Committee.

2.7 DESIGN CRITERIA

The Consultant will put together a narrative compiling the existing design features currently used by the Town in the construction of bicycle pedestrian facilities. In addition, the Consultant will prepare a table of proposed bicycle and pedestrian facility design criteria recommended to be used outlining minimum requirements. The recommended design criteria will be developed for paved shoulders, bike lanes, sidewalks, shared use paths that identify the preferred material, minimum width and signing and striping features that are the minimum requirements for the development of the proposed facilities. Any special requirements will be identified as part of this process to help the Consultant and staff develop better cost estimates.

The design criteria should also include a write up on other bicycle and pedestrian treatments that the Town may want to consider developing. These items could include, but are not limited to, the development of sharrows, bicycle boxes, painted bike lanes, buffered bike lanes, raised crosswalks etc. This write up should also include the most recent guidance on ADA requirements for use by Town staff as they develop and implement the needed facilities. The recommendations should be made consistent with National Association of Transportation Officials (NACTO) bicycle/pedestrian guidelines and the FDOT Plan Preparation Manual for facilities on the State Highway System. Guidance on ADA facility construction and maintenance requirements will also be included.

2.8 FUNDING ANALYSIS

With the assistance of the Town and MPO staff, the Consultant shall evaluate the existing implementation funding strategies. This includes identifying what project funding will be eligible for each of the projects based on functional classification,

access to schools etc. The goal of this task, from looking at the recent history of the funding, is to identify the projects that the Town shall strive to develop over the short and long term, if the funding allocations stay at a similar level to those over the last ten years.

This task shall also provide other possible grant funding opportunities such as Tourist Development Tax Funds for Pedestrian Beach Access that staff could submit for in the near future to try and speed up the development of projects and to get further down on the project needs list. This analysis shall also include possible future grant opportunities that the Town should keep an eye on as opportunities change over time (for example, SUN Trail Program funds and dedicated bike ped funds that may become available in the future through legislation to implement Amendment 1).

2.9 ASSESSING NEEDS AND RECOMMENDING THE PROPOSED BICYCLE AND PEDESTRIAN NETWORK

Using the data that has been collected as part of the initial tasks and from the public involvement and outreach activities, the Consultant shall develop a database and illustrative maps showing the proposed facility improvements for consideration. The end result of this task is a comprehensive list of bicycle and pedestrian facilities that are needed to meet the existing and future demand. The development of the needed bicycle and pedestrian facilities shall be driven by the following criteria:

- Gaps in the system and system continuity
- Previously identified needs such as Hidden Pathways Concept from the Town of Fort Myers Beach Comprehensive Plan, Estero Boulevard Streetscape Plan, and Old San Carlos Boulevard/Crescent Street Master Plan
- New sidewalks, pathways, boardwalks, and bike lanes planned under the proposed Grand Resort Project
- Crash data and safety issues
- Traffic counts
- Access to Fort Myers Beach Elementary School
- Access to historical/cultural/ recreational attractions (e.g. the Mound House, Bay Oaks, Santini Plaza, Fort Myers Beach Library, Bowditch Point Park, and Newton Park)
- Connections to other transportation modes
- Right-of-way availability

- Access to LeeTran Trolley and School bus stops
- Public facilities, beaches, and beach access

The recommended facilities should include one or more of the following types of improvements:

- New or relocated sidewalks or pathways
- New or relocated bike lanes or paved shoulders
- New or reconstructed bicycle and pedestrian amenities such as loops, signals, signs, bus shelters/benches, railings, striping, lighting, bicycle parking/storage
- New sidewalks or pathways planned under the Grand Resort Project
- Boardwalks at specific locations

2.10 DEVELOP BICYCLE/PEDESTRIAN PROJECT COSTS

The Consultant shall develop planning level cost estimates for each of the proposed projects that are needed to complete the Town's Bicycle and Pedestrian network of facilities. The prioritization needs to take into account where there are issues with conflicts, such as drainage issues, utility conflicts or a lack of right-of-way to develop the proposed facility. Based on the prioritization of the projects and the expected current funding level from section 2.6, the Consultant shall develop an Engineers cost estimate for the higher priority projects. The Engineer's cost estimates shall be developed for the projects that are expected to be submitted for grant funding for the second five years (i.e. the five years after the current projects that are included in the five year MPO TIP) and those projects expected to be submitted for grant funding after the annual Town Budget.

2.11 PRIORITIZATION OF PROJECTS

Through the coordination and review of staff, stakeholders and the public, the Consultant shall develop a prioritization process to determine the general order that the projects should be completed based on need. The prioritization needs to take into account where there are issues with conflicts, such as drainage issues, utility conflicts or a lack of right-of-way to develop the proposed facility. The prioritization process shall be consistent with the requirements for how the Town currently seeks grant funding to make maximum use of those opportunities. The prioritization process will be vetted through the PAC for approval.

2.12 FINAL REPORT

The final report shall identify the background on the project, the existing facilities, the existing and future funding opportunities, the bicycle and pedestrian facilities that are needed to complete a safe, continuous system of bicycle and pedestrian facilities throughout the City and their prioritization and projected cost to complete those facilities. This data shall be provided in tables, maps and graphic format for presentation by the Consultant at the Town Council, Fort Myers Beach Public Safety Committee and the Lee MPO Bicycle Pedestrian Coordination Committee. Upon review and approval by the Town Council, the Consultant shall provide ten bound copies of the Town of Fort Myers Beach Bike/Pedestrian Master Plan to MPO staff. GIS files shall be provided electronically to both MPO and the Town staff. A .pdf version of the final report, including appendices, maps and graphics shall be provided electronically.

2.13 TIMELINE

The Consultant must complete all work within 8 months from the issuance of the Notice to Proceed by the Lee County MPO.

2.14 PROJECT BUDGET

The Project Budget is \$91,000.

APPROVAL OF THE SCOPE OF SERVICES FOR THE FORT MYERS BEACH LIGHTING STUDY

RECOMMENDED ACTION: Approve the attached Fort Myers Beach Lighting Study scope of services.

The MPO's budget includes a planning level lighting study for the Town of Fort Myers Beach funded with MPO Planning (PL) dollars that will address pedestrian safety at crosswalks along the Estero Boulevard Corridor by evaluating existing lighting levels and recommending a sea turtle friendly lighting plan. The lighting plan will consider both embedded and pedestrian level lighting.

Staff has finalized the **attached** draft scope of services following discussions with the Town and County staff, and input from the MPO committees. At its December 18th meeting, the MPO will be asked to approve the scope which has been recommended for approval by the BPCC, TMOC, TAC and CAC. The CAC recommendation came with instructions to staff to add language in the scope stating that the consultant consider dark sky lighting so as not to preclude the adoption of a future dark sky ordinance by the Town. Keeping in mind that the primary objective of the lighting study is to increase pedestrian safety at crosswalks while keeping sea turtles safe and comfortable during nesting season, the language that staff is recommending and have added accordingly at the end of the second paragraph in Task 4 reads as follows *"The lighting plan shall also consider dark sky lighting so as not to preclude a dark sky ordinance in the future but only to the extent possible that it does not compromise the purpose and objectives of this study"*.

At the December 18th meeting, the MPO will be asked to approve the scope which has now been recommended for approval by the BPCC at its November 24th meeting, by the TAC and the CAC at their December 3rd meetings, and by the TMOC at its December 9th meeting.

Lee County Metropolitan Planning Organization (MPO)
Scope of Services for Professional Planning/Engineering Services Related To
Fort Myers Beach Lighting Study

INTRODUCTION

Since 2013, a total of 378 crashes have occurred on Estero Boulevard of which 15 were pedestrian related and 22 were bicycle related crashes. There were 2 pedestrian fatalities. 11 of the 15 pedestrian crashes occurred when pedestrians were either crossing midblock at an unmarked crossing or a marked crosswalk at a midblock or at an intersection. Majority of the pedestrian crashes occurred when it was dark.

The Town Fort Myers Beach has undertaken various strategies to enhance pedestrian safety on the corridor including signage and installing Rapid Flashing Pedestrian Beacons at crosswalks. An Estero Boulevard Improvement project is currently under way which will implement sidewalks and bike lanes in a 6 mile section to offer more protection to vulnerable users.

PURPOSE OF SCOPE

The purpose of this scope is to conduct a study to evaluate lighting conditions along Estero Boulevard from Estrellita Drive to Old San Carlos Boulevard, and develop a turtle friendly lighting plan that will enhance pedestrian visibility at crosswalks through better illumination and also cutting glare. These crosswalks are located at midblock or at intersections.

This scope of services includes the following tasks:

TASK 1. KICK OFF MEETING

The Consultant shall schedule and conduct a Project Advisory Committee (PAC) kick-off meeting within two weeks of the issuance of a Notice to Proceed letter by the MPO. The PAC shall be made up of MPO, County and Town staff, and a member from the Fort Myers Beach Public Safety Committee. At the kick off meeting, project limits and specific needs of the lighting study including but not limited to the light level audit will be discussed. The Consultant shall also present and discuss a list of the data/resources that may need to be provided by MPO, County and Town staff, and shall suggest ways to secure other valuable data/resources that may not be available with staff. The Consultant shall set an appropriate timeline for completing the effort and shall discuss and set dates for two additional PAC meetings to discuss project updates.

TASK 2: LIGHT LEVEL AUDIT

The Consultant shall use a light meter to analyze lighting performance along Estero Boulevard from Estrellita Boulevard to Old San Carlos Boulevard. The project limits shall also include the one (1) mile section from Lani Kai to Times Square which is currently under construction. The analysis shall be conducted at dusk, night, and dawn and will evaluate how roadway lighting impacts reaction time of drivers, bicyclists, and pedestrians at crosswalks. Considering that there are roadway lighting leading up to these crosswalks on both sides of the roadway, the audit shall include evaluating existing roadway lighting levels for uniformity as they approach these crosswalks. The audit shall also include evaluating the impacts of enhanced lighting on approaching traffic at crosswalks. The Consultant shall also evaluate whether existing roadway lighting fixture spacing is consistent with light level and uniformity requirements from the American National Standard Practice for Roadway Lighting (RP-8) by IESNA. Light level calculations shall be performed using acceptable light loss factor to account for any anticipated decreases.

As an optional task the audit shall evaluate lighting levels of the existing roadway lighting for proper illumination of sidewalks for user safety.

TASK 3: SEA TURTLE LIGHTING DOCUMENT REVIEW

The Town of Fort Myers Beach and the State of Florida regulate lighting on the beach during turtle nesting season. The Town has a sea turtle ordinance (# 98-3) which includes guidelines for mitigation and abatement of prohibited lighting and a section on publicly owned lighting. The Consultant shall review the ordinance prior to development of a lighting plan. The Consultant shall also review the Florida Fish and Wildlife document on *FWC Approved Turtle Lighting*.

TASK 4: LIGHTING PLAN

The Consultant shall refer to the Town's Sea Turtle Ordinance #98-3, the FWC Approved Turtle Lighting, State of Florida Approved Lighting Guidelines, State of Florida Approved Lighting Fixtures, FHWA Lighting Handbook August 2012, and the ANSI/IES RP-8 *Standard Practice for Roadway Lighting*, and any other relevant documents and develop a lighting plan for crosswalks on Estero Boulevard.

The lighting plan shall identify the light fixture types and styles and the light fixture technology, and the techniques that may be needed to mitigate harmful effects to sea turtle nesting. Such light fixture types and styles shall be selected after a review of existing above and below ground utilities for any potential conflicts. To the extent possible the design shall be consistent with lighting schemes that the Town maintains. The Consultant shall also factor in time of year and design adaptive lighting controls that will provide higher lighting levels from November 1st to April 30th when sea turtles are not nesting, and it is peak season at the Beach when pedestrian volumes are at its highest. The same adaptive lighting controls should allow lighting levels to be reduced during turtle nesting season. The Consultant shall consider both embedded and pedestrian level light fixtures. Reference lighting fixture schedule for pole, base, and arm description and material shall be also provided. Light level calculations with the lighting layout shall be also provided to demonstrate lighting compliance with existing Town, state of Florida, or federal requirements. The light level calculations shall be performed using a recognized industry standard computerized lighting program. A summary chart confirming compliance of requirements from existing Guidelines shall be provided. The Consultant shall also review the

Fort Myers Beach Streetscape Master Plan for recommendations to lighting and crosswalk design at any specific location in the Estero Boulevard corridor. The lighting plan shall also consider dark sky lighting so as not to preclude a dark sky ordinance in the future but only to the extent possible that it does not compromise the purpose and objectives of this study.

The lighting plan shall also provide costs of light fixtures.

As an optional task, the lighting plan will retrofit roadway lighting and recommend proper lighting levels and adaptive lighting controls for sidewalk illumination. The Consultant may also recommend new roadway lighting in areas where there is insufficient light. The design parameters for new roadway lighting will be the same as that of the lighting for crosswalks.

TASK 5: FUNDING OPTIONS TO IMPLEMENT LIGHTING PLAN

The Consultant shall provide funding options for the Town to implement the lighting plan. In addition to the Town's General Funds, the Consultant shall research and suggest other available funding sources such as County General Funds, Tourist Development Tax, etc.

TASK 6: MAINTENANCE OF LIGHT FIXTURES

For existing roadway lighting the Town pays FPL for electricity and maintenance of lighting fixtures on Estero Boulevard. If new light fixtures recommended under the lighting plan are not part of FPL's existing inventory, or they are not listed in their approved catalog, FPL will not maintain the light fixtures. The Consultant shall therefore provide a maintenance plan, and recommend the options available to the Town for maintaining the lighting fixtures under this lighting plan.

TASK 7: COORDINATED REVIEW TO EASE PERMIT PROCESS

A Lee County ROW permit is required for installation of any facilities within the Estero Blvd ROW. The Consultant shall therefore provide the proposed lighting plan to appropriate staff from Lee County DOT and Community Development for a coordinated engineering review to help prevent issues during the permitting process. The Consultant shall also provide the proposed lighting plan to appropriate Town officials for review and comments before the plan is finalized and presented to the Town Council for approval..

TASK 8: FINAL REPORT

A final report shall be developed by the Consultant that shall document the results of the light audit, findings from the Town of Fort Myers Beach Turtle Ordinance and FWC Approved Turtle Lighting, findings from the federal lighting guidelines, a proposed lighting plan for Estero Boulevard, costs of lighting fixtures, funding strategies for lighting plan implementation, and maintenance plan. The Consultant shall provide graphs, tables and drawings in the Report. The draft report shall be submitted electronically for staff review and comment. After all comments have been received, the Consultant shall prepare the final report and submit two (2) bound full-color copies. For both the draft and final reports, the Consultant shall provide one (1) clean, unbound black and white original version to MPO staff for copying and distribution. Color pages (maps and figures) shall be provided separately. Digital copies of the report (in Adobe PDF format) and all supporting documents shall be supplied to MPO staff for internal use and posting in the MPO's Web site.

TASK 9:. PUBLIC INVOLVEMENT

The Consultant shall prepare a Microsoft PowerPoint presentation of the draft Report of the Lighting Study and present it at one regularly scheduled meeting at each of the MPO's Bicycle Pedestrian Coordination Committee, the Town's Public Safety Committee, and the Town Council. In addition, and prior to the draft report power point, the Consultant shall prepare power point presentations for Town and MPO staff to report the progress of the study at various committee meetings. The timings for the preparation of these power point presentations will be determined in conjunction with MPO and Town staff.

TIMELINE

The Consultant shall complete the project in six (6) months from the date of the issuance of a Notice to Proceed letter.

FEE ESTIMATE

The budget for this project shall not exceed \$50,000.

ELECTION OF OFFICERS FOR 2016

RECOMMENDED ACTION: To call for nominations for Chair, Vice-Chair, and Treasurer and to hold elections for those offices.

Each year the MPO Board holds the election of a Chair and Vice-Chair in December with the new term for the officers beginning on February 1, 2016 and running through January 31, 2017. Listed below is the order of the rotation for the Chair and Vice Chair that we have followed in the past along with the addition of the Village of Estero:

- City of Fort Myers (Current Chair)
- Lee County (Current Vice-Chair)
- Town of Fort Myers Beach
- City of Cape Coral
- City of Sanibel (Current Treasurer)
- City of Bonita Springs
- Village of Estero

APPOINTMENT OF THE MPOAC GOVERNING BOARD REPRESENTATIVES FOR 2016

RECOMMENDED ACTION: Appoint an MPO voting member to be the Lee County MPO representative on the MPO Advisory Council (MPOAC) Governing Board and appoint at least one additional voting member to be an alternate MPOAC representative.

The bylaws of Florida's MPO Advisory Council (MPOAC) call for each of the state's MPOs to designate its primary and alternate representatives to the MPOAC Governing Board each year and to notify the MPOAC staff of its appointments by the end of December. MPOAC Governing Board representatives and alternates must be voting members of the MPOs they represent.

Over the last year, Councilman Jim Burch served as the MPOAC Governing Board member and Councilman Thomas Leonardo, who resigned in August, served as the alternate.

Participation in the MPOAC for the upcoming year involves attending four meetings that have already been scheduled:

January 28, 2016 in Tallahassee, FL

April 28, 2016 in Orlando, FL

July 18, 2016 in St. Pete Beach, FL

October 20, 2016 in Melbourne, FL

STATUS OF THE FLORIDA TRANSPORTATION PLAN AND THE STRATEGIC INTERMODAL SYSTEM PLAN UPDATE

Discussion Item:

The FDOT staff will provide an update on the development of the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Plan.

REVIEW OF THE 2016 MEETING CALENDAR

RECOMMENDED ACTION: Review and provide input on the 2016 MPO meeting calendar (**attached**).

The MPO Staff has compiled the meeting dates for 2016 and it is attached for the Board's review.



2016 Meeting Schedule

Lee County Metropolitan Planning Organization
 P.O. Box 150045, Cape Coral 33915-0045
www.leempo.com
 239-244-2220

STRIKETHROUGH = CANCELLED MEETING

Metropolitan Planning Organization (MPO) – Monthly at 9:00 a.m.

All MPO Meetings will be held at the City of Cape Coral Chambers, 1015 Cultural Pkwy Blvd, Cape Coral, unless noted below.

January 15, 2016	February 19, 2016	March 18, 2016	April 22, 2016
May 20, 2016	June 17, 2016	July 22, 2016	August 19, 2016
September 16, 2016	**October 21, 2016	November 18, 2016	December 16, 2016
**This is a JOINT MEETING with Collier MPO			

Metropolitan Planning Organization Executive Committee (MEC) – Monthly at 1:30 p.m.

All MEC Meetings will be held at the Cape Coral Annex Building Conf. Room 200, 815 Nicholas Pkwy E, Cape Coral, unless noted below.

January 13, 2016	February 10, 2016	March 9, 2016	April 13, 2016
May 11, 2016	June 8, 2016	July 13, 2016	August 10, 2016
September 14, 2016	October 12, 2016	November 9, 2016	December 14, 2016

Technical Advisory Committee (TAC) – Monthly at 9:30 a.m.

All TAC Meetings will be held at the Cape Coral Public Works Building Conf. Room 200, 815 Nicholas Pkwy E, Cape Coral, unless noted below.

January 7, 2016	February 4, 2016	March 3, 2016	April 7, 2016
May 5, 2016	June 2, 2016	July 7, 2016	August 4, 2016
September 1, 2016	*October 6, 2016	November 3, 2016	December 1, 2016
*This is a JOINT MEETING with Collier TAC at the Estero Community Parks & Rec. Center, Room 103A, 9200 Corkscrew Palms Blvd, Estero, FL.			

Citizen Advisory Committee (TAC) – Monthly at 3:00 p.m.

All CAC Meetings will be held at the Cape Coral Public Works Building Conf. Room 200, 815 Nicholas Pkwy E, Cape Coral, unless noted below.

January 7, 2016	February 4, 2016	March 3, 2016	April 7, 2016
May 5, 2016	June 2, 2016	July 7, 2016	August 4, 2016
September 1, 2016	*October 6, 2016	November 3, 2016	December 1, 2016
*This is a JOINT MEETING with Collier TAC at the Estero Community Parks & Rec. Center, Room 103A, 9200 Corkscrew Palms Blvd, Estero, FL.			

Bicycle Pedestrian Coordinating Committee (BPCC) – Monthly at 10:00 a.m.

All BPCC Meetings will be held at the Fort Myers Regional Library, Room A, 1651 Lee Street, Fort Myers, FL 33901, unless noted below.

January 26, 2016	*February 23, 2016	March 22, 2016	April 19, 2016
May 24, 2016	June 28, 2016	July 26, 2016	August 23, 2016
September 27, 2016	October 25, 2016	November 22, 2016	December 27, 2016
*This is a JOINT MEETING with Collier PAC at the Estero Community Parks & Rec. Center, Room 103A, 9200 Corkscrew Palms Blvd, Estero, FL.			

Traffic Management and Operations Committee (TMOC) – Bi-Monthly at 1:00 p.m.

All TMOC Meetings will be held at the Fort Myers Regional Library, Room A, 1651 Lee Street, Fort Myers, FL 33901, unless noted below.

February 10, 2016	April 13, 2016	June 8, 2016	August 10, 2016
October 12, 2016	December 14, 2016		

Transportation Disadvantaged Local Coordinating Board (LCB) – Quarterly at 10:00 a.m.

All LCB Meetings will be held at the Cape Coral Public Works Building Conf. Room 200, 815 Nicholas Pkwy E, Cape Coral

March 4, 2016	May 6, 2016	June 3 2016 (as needed)	September 2, 2016
December 2, 2016			