

TRAFFIC MANAGEMENT OPERATIONS COMMITTEE

1:30 p.m., Wednesday, February 13, 2013
City of Cape Coral City Hall, Conference Room 220A
1015 Cultural Parkway Blvd., Cape Coral, FL
239-244-2220



AGENDA

Call to Order

Roll Call

Approval of Minutes

1. *Minutes from the August 8, 2012 TMOC Meeting
2. Public Comments on Items on the Agenda

New Business

3. *Election of Officers (Ron Gogoi)
4. Presentation of the Draft Scope for a Bus Queue Jump Study (Ron Gogoi)
5. Discussion on the Lee County DOT List of Potential Congestion Management Projects for MPO Funding (Steve Jansen)
6. Discussion on the Next Steps for Roundabout Implementation by the MPO (Don Scott)
7. Discussion on the Changes to the MPO Congestion Survey (Ron Gogoi)
8. Update on the Commuter Services Activities in Lee County (Christine Diaz)
9. Presentation on the CMP Phase II Analysis Scope (Ron Gogoi)

Other Business

10. Public and Member Comments on Items not in the Agenda
11. LeeTran Report
12. FDOT Report
13. Announcements
14. Topics for next meeting
15. Information and Distribution Items

Adjournment

*Action Items †May Require Action

All meetings of the Lee County Metropolitan Planning Organization (MPO) are open to the public. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact Ms. Meghan Marion at the Lee MPO 48 hours prior to the meeting by calling (239) 244-2220; if you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. Or, e-mail mmarion@leempo.com.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Florida Department of Transportation District One Title VI Coordinator Robin Parrish at (863) 519-2675 or by writing her at P.O. Box 1249, Bartow, Florida 33831.

MINUTES OF THE TRAFFIC MANAGEMENT AND OPERATIONS COMMITTEE

Held on August 8, 2012

The following members were present for the regular meeting of the TMOC on August 8, 2012 that was held at the Cape Coral City Hall, 1015 Cultural Parkway Boulevard, Cape Coral, Florida.

Marinko Gnjdic	City of Fort Myers
Gary Gasperini	City of Cape Coral
Steve Jansen	Lee County DOT
Dan Moser	BPCC
Jay Rodriguez	Fort Myers PD
Josh Overmeyer	Town of Fort Myers Beach
Lt. Donnie Fewell	Lee County Sherriff's Office
Deborah Crane	LCDOT – Toll Facilities
Susan Hopwood	LCDOT – Toll Facilities
Anthony Khawaja	Collier County Transportation

Those also in attendance included: Gary Gasperini from City of Cape Coral Engineering; Chris Birozak from FDOT; Awaldo Gonzalez from LCDOT; Ron Gogoi, Brian Raimondo and Don Scott of Lee County MPO.

CALL TO ORDER

The meeting was called to order at 1:30 p.m. by Chairman Jansen.

APPROVAL OF MINUTES

Agenda Item #1 – Minutes from the May 30, 2012 TMOC Meeting

MOTION BY MR. MOSER TO APPROVE THE MINUTES FROM THE May 30, 2012 TMOC MEETING. SECONDED BY MR. OVERMYER. MOTION CARRIED UNANIMOUSLY.

NEW BUSINESS

Agenda Item #3 – Amendment of TMOC Bylaws

Mr. Gogoi stated that the TMOC bylaws were being amended to reflect the new physical address of the MPO offices and contact information.

MOTION BY MR. MOSER TO APPROVE THE TMOC BYLAWS. SECONDED BY MR. OVERMYER. MOTION CARRIED UNANIMOUSLY.

Agenda Item #4 – Discussion on the Implementation of HAR on I 75 and Arterial DMS at the Interchanges

Mr. Birosak from FDOT stated that the I-75 Freeway Management System in Lee, Collier and Charlotte counties did not include a Highway Advisory Radio and Dynamic Message System (ADMS) on the interchanges to notify motorists on the approach roads about incidents on I-75. FDOT was trying to identify funds to implement these two subsystems. A design build criteria package has to be developed before they can be implemented. The design build criteria is being developed for the Highway Advisory Radio by District One. Mr. Birosak asked for support of the two projects. Discussion ensued and members expressed concern on the effectiveness and the need for the projects. No motion was made in support of the projects.

Agenda Item #5 – Update on Lee County DOT Communication Network and Intersection Controller Upgrades for the County Supported ATMS

Mr. Gonzales from the LCDOT provided an update on ongoing activities including the completion of communication networks on several roadway corridors, implementation of BlueTOAD vehicle probe system, and installation of ALDIS cameras for vehicle detection. Discussion ensued on the capability of the ALDIS and Solo/Tera cameras for pedestrian and bicycle detection, and also their ability to count traffic accurately.

Agenda Item #6 - Update on the Lee County Advanced Traffic Management System Phase I Project

Mr. Birosak gave an update on the ATMS Phase I project.

Agenda Item #7 - Presentation on the Implementation of a BlueTOAD Vehicle Probe System on Lee County Roadways

Chairman Jansen provided a presentation on the BlueTOAD Vehicle Probe System. The County has implemented this system which uses probe vehicle technology to calculate travel times and average speeds. The technology will be used to evaluate the efficiency of the Lee County ATMS through a before and after implementation scenario by tracking the performance of traffic signals in certain corridors. The Bluetooth detection sensors have been placed along Daniels Parkway, Cypress Lake Drive, College Parkway, Summerlin Road and Colonial Boulevard. It will be expanded to US 41 when the communication network on that corridor is completed and connected to the Traffic Operations Center as part of the ATMS Phase I project.

Agenda Item #8 – Preliminary Review of the 2012 Congestion Monitoring Report

Mr. Gogoi presented a first draft of the 2012 Congestion Monitoring Report. The final report will include a section on performance measures that will evaluate the effectiveness of implemented and planned projects on the transportation network. Committee members provided comments on a Map identifying congested corridors and intersections in Lee County.

Agenda Item #9 – Discussion on the Congestion Management Projects to be Submitted Next Year

The committee reviewed and discussed projects from a list of Freight Hot Spots from the 2035 Long Range Transportation Plan that were also included in the draft 2012 Congestion Monitoring Report. These projects were originally identified in the MPO's Goods and Freight Mobility Study to address and safety and congestion issues.

Agenda Item #10 – Review of the Proposed 2013 Meeting Schedule

Mr. Scott shared the MPO's proposed 2013 meeting schedule for MPO Board and committee meetings and asked for input on the meeting dates and time for the TMOC meetings.

OTHER BUSINESS

Agenda Item #11 – Public and Member Comments on Items not on the Agenda

None.

Agenda Item #12 – LeeTran Report

None.

Agenda Item #13 – FDOT Report

None.

Agenda Item #14 – Announcements

None.

Agenda Item #15 – Topics for next meeting

Mr. Jansen asked committee members to contact Mr. Gogoi and let him know if they had any topics for the next meeting.

Agenda Item #16 – Information & Distribution Items

None.

ADJOURNMENT

Meeting adjourned at 3:30 pm.

ELECTION OF OFFICERS

RECOMMENDED ACTIONS: Call for nominations for Chairperson and Vice-Chairperson.

The TMOC bylaws call for the election of a Chairperson and Vice-Chairperson at the first regularly scheduled meeting of the year. Any voting member or his alternate may nominate another voting member to be an Officer. Nominees should be primary members who attend meetings on a regular basis and are as follows:

David Liccardi	City of Bonita Springs
Gary Gasperini	City of Cape Coral
Marinko Gnjidic	City of Fort Myers
Josh Overmyer	Town of Fort Myers Beach
Steve Jansen	Lee County DOT
Susan Hopwood	Lee County DOT-Toll Facilities Section
Wayne Gaither	LeeTran
Gerald Campbell	Lee County Emergency Management Program
Ben Abes	Lee County Emergency Medical Services
Tom Nichols	Lee County Port Authority
Robert Morgan	Lee County School District
Capt. Tim Culhane	Florida Highway Patrol
Capt. Mike Torregrossa	Cape Coral Police Department
Lt. Donnie Fewell	Lee County Sheriff's Office
Capt. Mike Torregrossa	Cape Coral Police Department
Lt. James Mulligan	Fort Myers Police Department
Dan Moser	Bicycle Pedestrian Coordinating Committee
Jay Anderson	Lee County Community Traffic Safety Team
Chief Elliot	Lee County Fire Chief's Association

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

Steve Jansen is the current Chair and Jay Anderson is the current Vice-Chair.

PRESENTATION OF THE DRAFT SCOPE FOR A BUS QUEUE JUMP STUDY

RECOMMENDED ACTION: Review and comment on the attached scope for a bus queue jump study.

A joint MPO/LeeTran/LCDOT staff proposal for a bus queue jump study was among the MPO's 2011 Priorities for Multi-Modal Enhancement Box funds and the project was subsequently programmed by FDOT for commencement in FY 2015/16. The FDOT has now advanced the project to FY 2013/14 in the Tentative Work Program which means we need to respond to LAP requests by in early March. The study is planned to be underway in the fall of 2013 (a consultant will be hired through an RFP process to conduct this study).

The Bus queue jumps work under the concept that buses jump to the head of the line at traffic signals either using a right turn lane or using a special bus queue lane placed between the right turn lane and through lane. The bus then gets an early green signal to advance through the congested intersection through a special bus signal phase accommodated by reducing the green time in the parallel general traffic movement. This should not be confused with arterial Transit Signal Priority which calls for truncated red/expanded green while the bus is approaching the intersection.

The project will identify 20 to 25 suitable intersections on the high volume US 41 corridor from Bonita Beach Road to SR 78 in Lee County that may have right of way or existing gore area to mark and stripe a bus queue lane only. Other possible alternatives include widening the existing right turn lane so that it leaves enough room for right turning vehicles to pass the stopped bus or using the existing right turn lane at locations which may have minimal impact to right turn movements. In the last treatment, right turning vehicles will have to wait behind the bus. The project also calls for the development of conceptual design plans for bus queue jumps at 5 to 10 locations, where funding could be pursued by the MPO as pilot projects for implementation in the next few years.

At its February 13th meeting, the TMOC will be asked to review and comment on the attached scope.

Lee County Metropolitan Planning Organization Bus Queue Jump Study

Scope of Services

INTRODUCTION

Lee County Transit (LeeTran) operates a fixed route bus service in Lee County which has seen increased ridership over the years. While LeeTran provides good customer service it is important to optimize and enhance the current system so there will be more public buy in for a dedicated funding source to expand the system and offer premium bus services in the future. The current system could be optimized and enhanced by targeting various strategies including but not limited to decreasing the headways between buses at high demand bus routes, increasing the hours of service, providing a “queue jump” to bypass traffic queues at congested intersections in high volume corridors, etc.

PURPOSE OF SCOPE

The purpose of this scope is to conduct a bus queue jump study that will identify and evaluate a total of 15 to 20 locations for potential queue jumps in the high volume US 41 Corridor, and develop conceptual design and specifications for the queue jump treatment that shall be identified by the consultant at 5 to 10 of these locations. Project limits will be from Immokalee Road in Collier County to SR 78 at Lee County. Queue jumps will not only reduce the delay caused by the traffic signal but also improve the operational efficiency of the transit system.

With queue jumps a LeeTran bus will enter either an existing right turn lane, or a separate lane developed for buses only between the through and right turn lane, and then stop at the near side of the intersection. A separate, short bus signal phase would then be provided to allow the bus an early green to move into the through lane ahead of the general traffic. Typically, green time from the parallel general traffic movement is reduced to accommodate the special bus signal phase, which typically is 5 to 10 seconds duration. The duration may be slightly longer if the early signal has to flush right turning cars waiting ahead of the bus at the right turn lane in one signal cycle.

Queue jumps accompanied by a special bus signal phase will preempt and pave the way for operating a premium transit service in mixed traffic in the US 41 Corridor in the future. A Bus Rapid Transit is currently identified in this corridor in both the MPO's 2035 Long Range Transit Element and LeeTran's Transit Development Plan.

IMPACT TO BICYCLISTS AND PEDESTRIANS

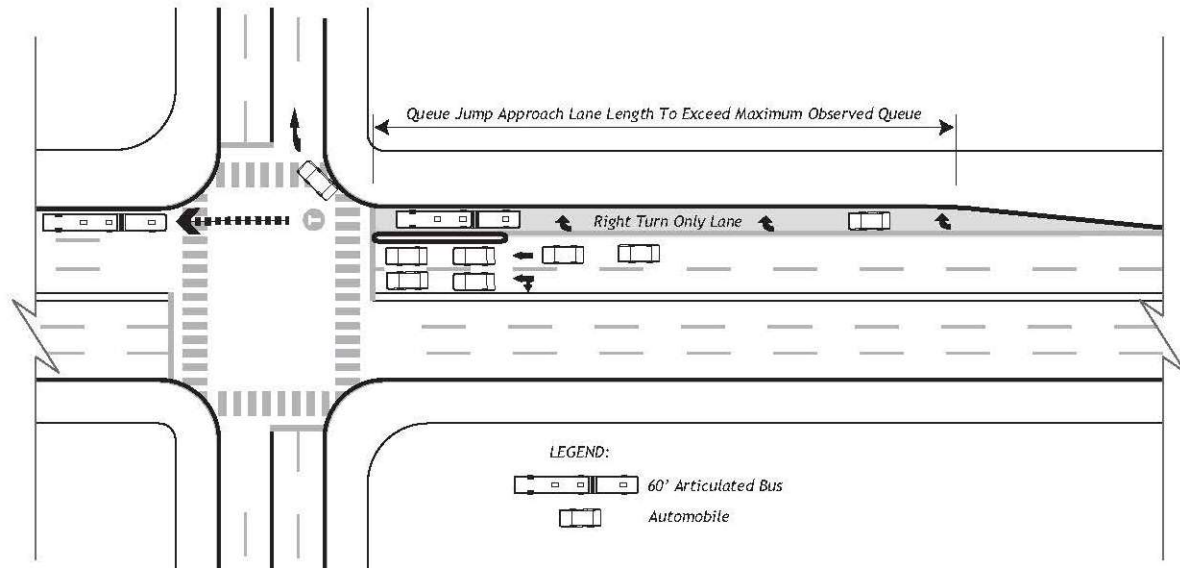
Pedestrian phases can generally run concurrent with a queue jump phase if there is no protected right turn phase also running with the queue jump phase. If the design treatment calls for a queue jump lane for bus only, the lane could be shared with bicyclists with bicyclists allowed to cross the intersection during the queue jump phase.

QUEUE JUMP DESIGN TREATMENTS

Following are some queue design treatments that could be addressed in the study:

- Right-Turn Lane with Transit Exemption (Scenario 1);
- Queue Jump Lane Adjacent to Right-Turn Lane (Scenario 2);
- Queue Jump Lane with Advanced Stop Bar (Scenario 3);
- Queue Jump Lane Integrated with Curbside Bus-Only Lane (Scenario 4); and
- Queue Jump Lane Integrated with Curbside Bus-Only Lane and "Porkchop" Island (Scenario 5).

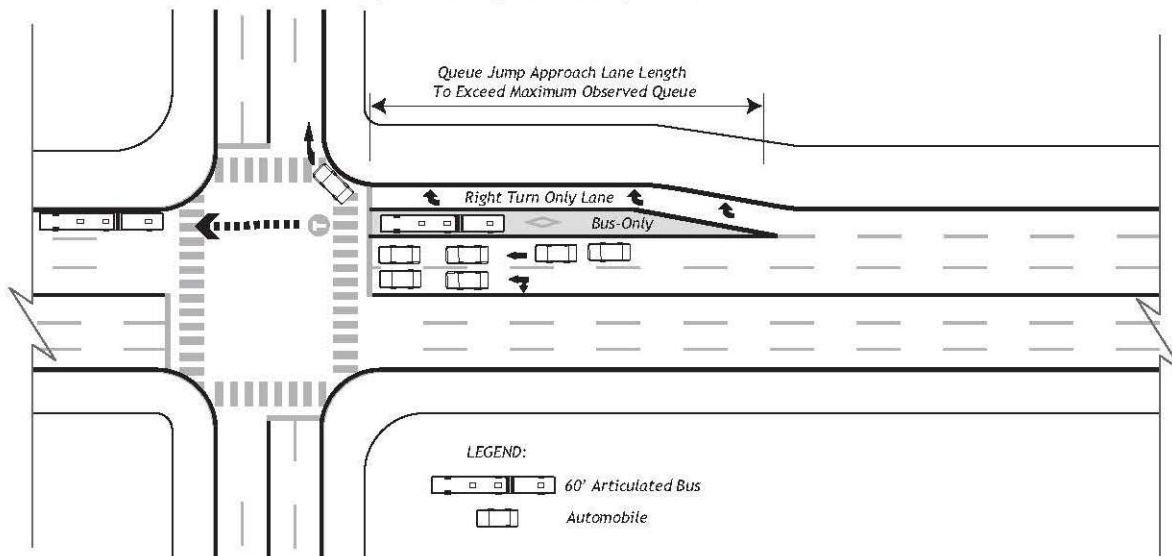
Scenario 1: Right-turn Only Lane as Queue Jump Lane with Transit Exemption



Notes:

- 1.) Only transit vehicles permitted to make straight-ahead movement out of the right-turn lane.
- 2.) Effectiveness will be improved if the queue jump lane is integrated with transit signal priority.

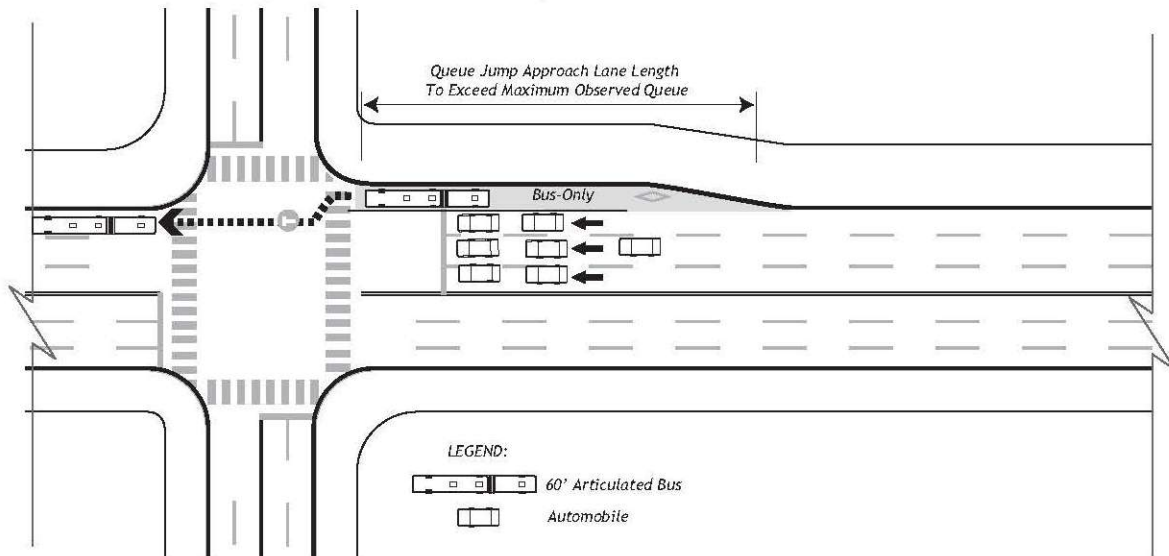
Scenario 2: Queue Jump Lane Adjacent to Right Turn Only Lane



Notes:

- 1.) The length of the queue jump approach shall exceed the maximum observed queue length in the adjacent mixed traffic lanes.
- 2.) Only buses are allowed in the queue jump lane.
- 3.) Effectiveness will be improved if the queue jump lane is integrated with transit signal priority.

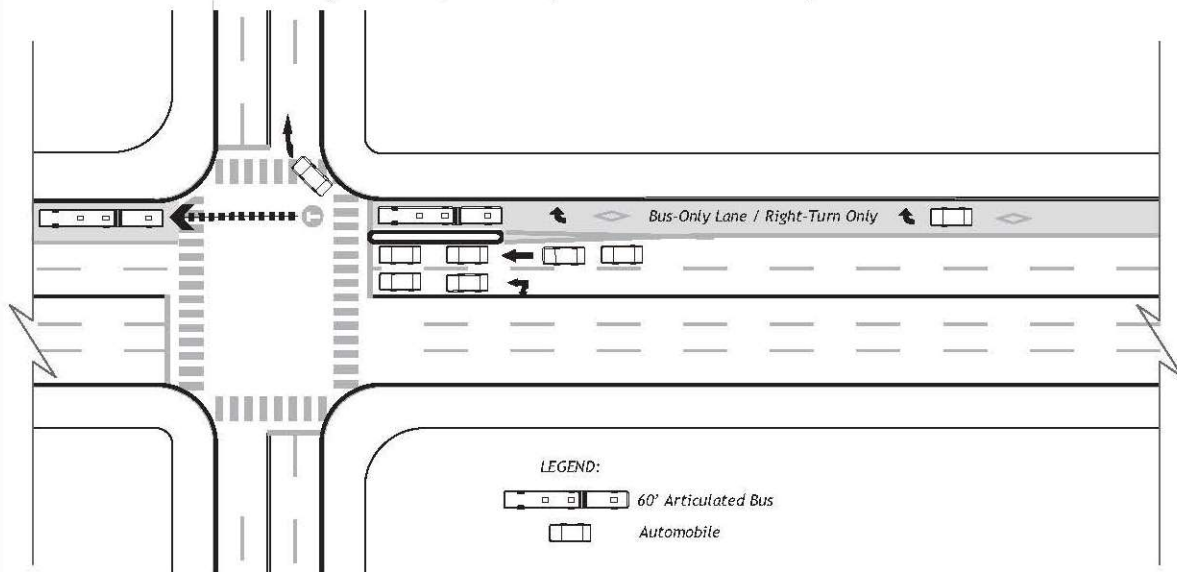
Scenario 3: Queue Jump Lane with Advanced Stop Bar



Notes:

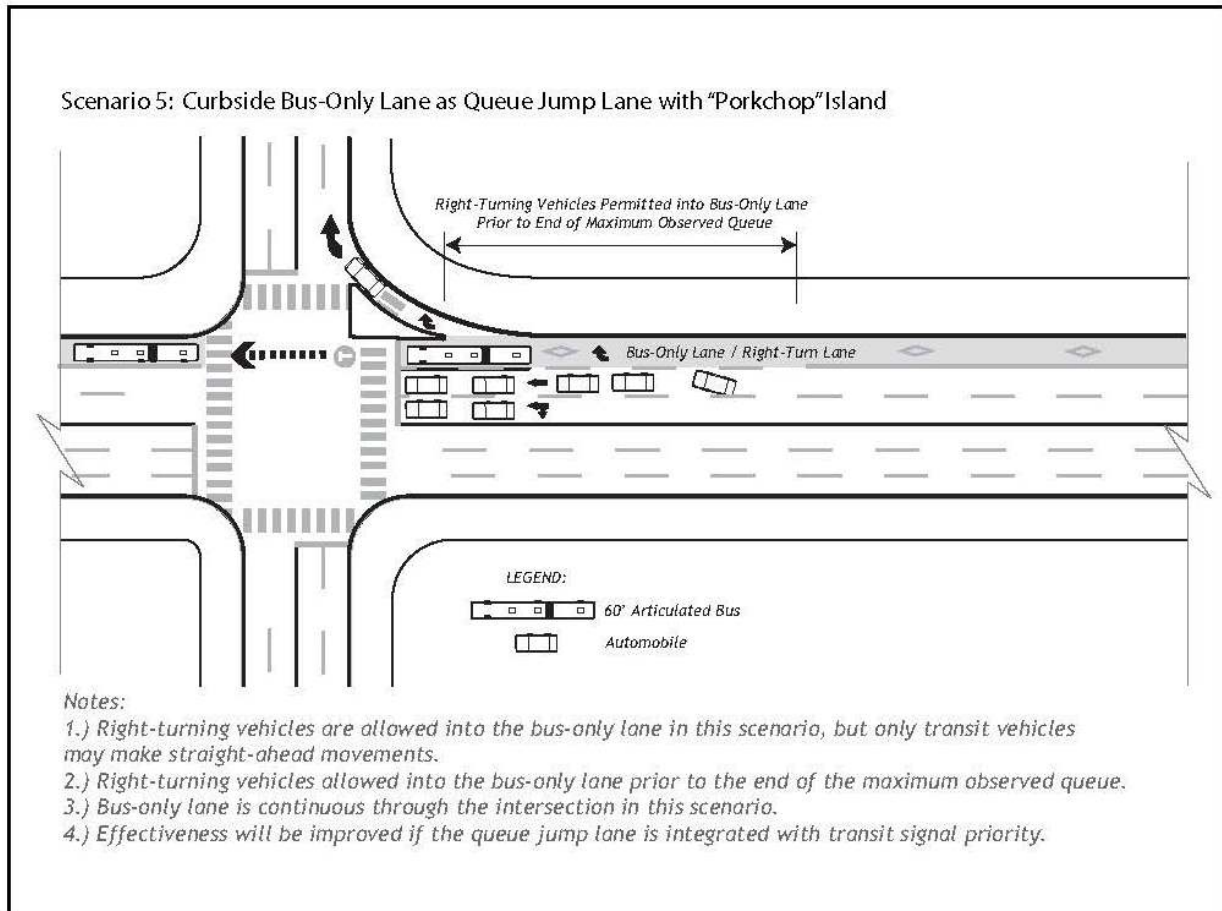
- 1.) Right-turn movements are prohibited in this scenario.
- 2.) This type of queue jump lane may also be employed with a curbside bus-only lane.
- 3.) Effectiveness will be improved if the queue jump lane is integrated with transit signal priority.

Scenario 4: Curbside Bus-Only Lane as Queue Jump Lane with Transit Exemption



Notes:

- 1.) Right-turning vehicles are allowed into the bus-only lane in this scenario, but only transit vehicles may make straight-ahead movements.
- 2.) In this scenario, mixed traffic may also be banned from entering the bus-only lane and right-turning movements prohibited completely.
- 3.) Bus-only lane is continuous through the intersection in this scenario.
- 4.) Effectiveness will be improved if the queue jump lane is integrated with transit signal priority.



TASK 1. KICKOFF MEETING

The CONSULTANT will schedule and conduct a project kick-off meeting with MPO staff via conference call or in person within two weeks of the issuance of a Notice to Proceed by the MPO. This meeting will be also attended by staff from LeeTran, LC Traffic Division and CAT. Staff from FDOT is optional. At the kick-off meeting the CONSULTANT will do the following:

- ❖ Lead a discussion on specific needs and plans of the study
- ❖ Lead a discussion on the study corridor and the project limits to ensure consensus on the parameters of the effort (This may lead to adjustment of project limits if necessary)

- ❖ Lead a discussion to finalize the number of intersections to be studied for potential queue jumps
- ❖ Take input and identify the intersections to be analyzed for potential queue jumps
- ❖ Lead discussion to finalize the number of queue jumps for which conceptual design and specifications shall be developed.

The Consultant also will present and discuss a list of data/resources that will need to be provided by the Lee MPO, or at least direction given on the most reliable sources to tap for the information. MPO and Consultant staff will agree on how the data/resources will be collected and set an appropriate timeline for completing the effort. Other decisions regarding planned public involvement and deliverables will be decided at the kick-off meeting, as well.

TASK 2: CASE STUDY (Optional)

The CONSULTANT will provide one (1) case study of a successful queue jump anywhere in the country that works in combination with an advanced green signal but not a Transit Signal Priority. The case study shall preferably include a network of queue jumps at signalized intersections in a corridor that operates in mixed use traffic conditions.

TASK 3. Identify Specific Locations for Queue Jumps

The CONSULTANT will develop a final list of 20 to 25 potential queue jump locations on the US 41 Corridor within the project limits after taking input from the staff from the various agencies who attend the kickoff meeting.

Development of criteria for evaluating and ranking queue jumps

The CONSULTANT will develop criteria to evaluate and rank the identified intersections for potential queue jumps and transit priority signals. The Consultant will develop a prioritized list of queue jump locations and identify the type of queue jump treatment best suited for each location, and all other necessary improvements that go with it. Each queue jump treatment shall work in combination with a short bus signal phase (early green time).

TASK 4: Development of Conceptual Design Plans of Queue Jumps and Specifications for Implementation

The CONSULTANT will identify 5 to 10 locations from the prioritized list in Task 3 for implementation of bus queue jumps in the next few years, and develop conceptual plans of the design treatments and other related improvements recommended at each location. The CONSULTANT shall also develop specifications and preliminary cost estimates. The CONSULTANT shall also address bus stops in the design treatments of each location taking into consideration existing stops, and plans for future stops where there are currently none. A Design Concept Technical Memorandum will be developed at the end of this task.

TASK 5: DELIVERABLES

The CONSULTANT will compile the results of each of the technical work tasks into a concise report that includes narrative, graphs, tables, and the Design Concept Memorandum from Task 4. The draft report will be submitted electronically for staff review and comment. After all comments have been received, the CONSULTANT will prepare a final report and submit two (2) bound full-color copies. For both the draft and final reports, the CONSULTANT will provide one (1) clean, unbound black and white original version to MPO staff for copying and distribution. Color pages (maps and figures) will be provided separately. Digital copies of the report (in Adobe PDF format) and all supporting spreadsheets will be supplied to MPO staff for internal use and distribution on the MPO's Web site.

TASK 6. MEETINGS

The CONSULTANT will prepare a PowerPoint presentation and supporting materials conveying the results of the Queue Jump Study at one regularly scheduled meeting each of the Technical Advisory Committee, Citizens Advisory Committee, Traffic Management Operations Committee, and the MPO Board. The presentation will be in Microsoft PowerPoint format and will utilize the MPO's LCD projector. A digital version of the presentation will be supplied for distribution on the MPO's Web site.

F. SCHEDULE AND BUDGET

The CONSULTANT will perform all of the tasks identified within six months. Commencement of work shall begin upon receipt of Notice to Proceed. The budget for this project is \$52,000.

DISCUSSION ON THE LEE COUNTY DOT LIST OF POTENTIAL CONGESTION MANAGEMENT PROJECTS FOR MPO FUNDING

DISCUSSION ITEM

The LCDOT Traffic Division forwarded a list of ITS needs along with cost estimates for potential funding through the MPO's Multi-modal Enhancement Box funds or any other funds available to the MPO. The list of projects is included in **Attachment A** and the project descriptions are included in **Attachment B**.

BPCC member and TMOC Chairman Steve Jansen will present the list of projects at the February 13th TMOC meeting, which will be followed by a committee discussion on the projects, the feasibility of the projects and the potential funding for implementation.

ATTACHMENT A

Proposed ATMS Equipment and Programs to be requested through the MPO									
		Quantity	Unit Cost	Total	Year 1	Year 2	Year 3	Year 4	Year 5
1	Install conduit and F.O. cable on Lee Blvd/Leeland Heights Blvd and on Homestead Rd between SR 82 and Bell Blvd	1		\$ 650,000		\$ 650,000			
2	Annual licenses for BlueTOAD server	1	\$ 3,400	\$ 17,000	\$ 3,400	\$ 3,400	\$ 3,400	\$ 3,400	\$ 3,400
3	Purchase and install Aldis video detectors for intersections on highways with high pedestrian and bike traffic. Add 6 per year	6	\$ 14,000	\$ 420,000	\$ 84,000	\$ 84,000	\$ 84,000	\$ 84,000	\$ 84,000
4	a. Purchase and install Adaptive Signal System on 5 major arterials. Initial purchase of software and license	1	\$ 115,000	\$ 115,000	\$ 115,000				
4	b. Set up system. Add one 12-signal system per year.	12	\$ 3,000	\$ 180,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000
5	Purchase and installation of RTMS G4 traffic detectors needed to monitor roadway network and run adaptive system. 25 per year for 5 years	25	\$ 8,000	\$ 1,000,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
6	Purchase addition BlueTOAD devices to monitor travel time. Purchase 4 per year	4	\$ 4,000	\$ 80,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000
7	Purchase and install PZT cameras for monitoring traffic flow. Five per year	5	\$ 10,000	\$ 250,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
8	a. Purchase and installation of software to create reports for traffic counts, travel time, etc.	1	\$ 50,000	\$ 50,000	\$ 50,000				
8	b. Annual maintenance of reporting software	1	\$ 10,000	\$ 50,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
9	Install Accessible Pedestrian Signals and upgrade ramps to improve accessibility for pedestrians. 2 per year for foreseeable future.	2	\$ 25,000	\$ 250,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
	Total				\$ 614,400	\$ 1,099,400	\$ 449,400	\$ 449,400	\$ 449,400

ATTACHMENT B

Proposed projects for MPO Work Program

1. Install conduit and F.O. cable on Lee Blvd/Leeland Heights Blvd and on Homestead Rd between SR 82 and Bell Blvd. Install approximately 10.5 miles of conduit and fiber optic cable along Lee Boulevard and Leeland Heights Boulevard (CR 884) from SR 82 to Bell Boulevard and 1.5 miles along Homestead Road and Leeland Heights. Install needed controller upgrades and switches to operate on the F.O. system. This communications system upgrade will enhance the County's ability to respond to signal maintenance and operational issues by allowing the signals to be connected to the CENTRACS operating system. It will be the backbone of future ATMS projects for Lehigh Acres.
2. Annual licenses for BlueTOAD server. The local server system for the BlueTOAD traffic monitoring devices has an annual licensing and maintenance fee of \$3,400 per year. These devices are used to identify non-recurring congestion on arterial streets to assist to County in responding to traffic incidents. They are also used to monitor long term changes in traffic delay and congestion to better prioritize capacity enhancements.
3. Purchase and install Aldis video detectors for intersections on highways with high pedestrian and bike traffic. Video detection is reputedly more reliable in detecting bicycle and pedestrian traffic at intersection. This program is intended to add 6 Aldis video detection systems per year on arterial street intersections with high pedestrian and bicycle traffic. This enhanced detection will permit better use of green time on arterial for vehicular traffic and enhanced safety of pedestrian traffic.
4. Purchase and install Adaptive Signal System on 5 major arterials. Initial purchase of software and license. Install one 12 signal system per year. Adaptive signal systems are designed to give real-time signal timing operation on roadways by sensing traffic and changing system cycle lengths and intersection splits every 3 to 5 minutes. Studies have shown these systems to save between 5% and 15% in travel time. There is a one-time licensing and set fee for the program. A consultant would need to be brought in to program fine tune each arterial system.
5. Purchase and installation of RTMS G4 traffic detectors needed to monitor roadway network and run adaptive system. Adaptive signal systems work best when supplied with sufficient data. RTMS G4 traffic sensors are a detector fully supported by the County's CENTRACS signal operating system. Replacing aging IDS counters and loop counters with these G4 traffic sensors will enhance the County's ability to identify changes in traffic flow and ability to operate it adaptive signal system. Installing 25 per year for 5 years will replace the old IDS and Wavetronics traffic counters and provide data needed to effectively operate the adaptive signal systems
6. Purchase additional BlueTOAD devices to monitor travel time. These devices are used to identify non-recurring congestion on arterial streets to assist to County in responding to traffic incidents.

They are also used to monitor long term changes in traffic delay and congestion to better prioritize capacity enhancements. Purchase 4 per year

7. Purchase and install PZT cameras for monitoring traffic flow. Live video of traffic will enhance the County's ability to respond to traffic incidents and signal maintenance. This will result in reduced delay for non-recurring events and reduced maintenance cost resulting from false failure calls. This program will increase the number of cameras on the arterial system by 5 per year.
8. Purchase, installation, and maintenance of software to create reports for traffic counts, travel time, etc. With the installation of new traffic monitoring equipment such as BlueTOAD and G4 traffic sensors, huge amounts of data will be flowing into the Traffic Operations Center. This program is intended to hire a consultant to develop reports that reduce that data to useful information that the TOC operators can use. It is anticipated that this software will need annual licensing and maintenance to be relevant to current situations.
9. Install Accessible Pedestrian Signals and upgrade ramps to improve accessibility for pedestrians. Mobility and accessibility to the transportation system is a current goal for all local governments. Final PROWAG guidelines are due out in 2013 and it is anticipated that they will require that all new pedestrian signals be fully accessible. In order to be attuned to the needs of the citizens of the County, it is expected that APS will be required at many intersections long before the current useful of the signal is reached and retrofits will be required. This project is intended to retrofit 2 intersections per year for foreseeable future to address the needs of all roadway users.

DISCUSSION ON THE NEXT STEPS FOR ROUNDABOUT IMPLEMENTATION BY THE MPO

DISCUSSION ITEM:

Last year, staff held discussions on the positive impacts of roundabouts at the various MPO committees. A report on the existing and planned roundabouts on arterials and collector roads was also provided, along with a report of ongoing local government activity on feasibility analysis of constructing new roundabouts at specific locations. The committee discussion was followed by a presentation to the MPO Board by a roundabout expert. An issue pertaining to roundabout crossing by blind pedestrians was also discussed at the MPO Board meeting.

The MPO is now considering how we move forward with this item (funding, scope of projects, feasibility analysis etc.) to identify a list of potential locations on federal aid roadways. Depending upon the costs of project implementation, phases could be funded through the MPO's share of District allocated STP funds or the Lee County MPO's sub-allocation of TMA funds. Staff is seeking committee input at the February 13th TMOC meeting.

DISCUSSION ON THE POSSIBLE CHANGES TO THE MPO CONGESTION SURVEY

DISCUSSION ITEM:

MPO staff will be conducting its annual congestion reporting survey in early March. Last year's survey questionnaire was updated to address bicyclists, pedestrians and wheelchair users. The question asking survey takers on the type of vehicle they operate was expanded to include bicycles and wheelchairs and the question on identifying locations difficult to maneuver vehicles was expanded to allow survey takers to identify those intersections that lacked marked crosswalks and pushbutton signals. At the February 13th meeting, the TMOC will be asked to review the current survey (**attached**) and make suggested revisions.



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

Here is your chance to gripe about congested locations

The Lee County Metropolitan Planning Organization (MPO) needs your help in identifying congested roads for which it may be able to identify relatively low-cost or “quick fix” improvements to improve the operation and safety of the existing transportation system. Low cost improvements include realigning minor roadways, changing road signing or striping, installing or synchronizing traffic signals, adding or extending turn lanes at intersections, accommodating bike/ped facilities that encourage non-motorized transportation etc. If you are aware of congested locations, please fill out the form below, clip it and mail it using the above address, or fax it to (239) 790-2695, or complete an interactive form online at <https://www.surveymonkey.com/s/2012LeeMPOCMS>.

.....
Please identify the congested locations and describe any measures you think might help alleviate the congestion by filling out the information below (For reporting multiple locations you may like to make multiple copies of this form).

Location of traffic back up: _____

Direction that becomes backed up:

Northbound Southbound Eastbound Westbound

Time of day back up occurs:

Morning Rush Hour Evening Rush Hour Other: _____

How often does back up occur: Daily Seasonally

What is the cause of the back up? (i.e.: traffic accidents, signal timing, inadequate turn lane storage, road work etc.)

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

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

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

Please answer the following two vehicle operability questions:

What type of vehicle do you currently operate?

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

If you have difficulty maneuvering your vehicle in certain roadways please list the locations and the types of movements you have problems executing? (i.e.: making u-turns, left turns, right turns, changing lanes due to bottlenecks, crossing intersections due to lack of marked crosswalks and ped pushbutton signals, etc.)

PLEASE MAIL OR FAX THIS FORM BY APRIL 18, 2012. THANK YOU FOR YOUR PARTICIPATION.

UPDATE ON THE COMMUTER SERVICES ACTIVITIES IN LEE COUNTY

INFORMATION ITEM:

The FDOT District One Commuter Assistance Service Program's (CAP) Outreach Coordinator will provide an update on the commuter service activities in Lee County at the February 13th TMOC meeting. These activities generally include the Transportation Demand Management practices currently being followed by the local government agencies and private companies.

PRESENTATION ON THE CMP PHASE II ANALYSIS SCOPE

INFORMATION ITEM:

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

The budget for developing and analyzing the performance measures is \$40,000.

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

Scope of Services

A. INTRODUCTION

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

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

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

B. Phase I – Data Collection & Technical Rankings

B.1. Data Collection

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

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

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

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

B.2. Database Development & Segment Technical Ranking

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

C. Phase II – System Trends and Conditions & Report

C.1. System Trends and Conditions

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

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

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

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

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

C.2. Improvement Status

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

C.3. Recently Implemented Strategies

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

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

D. DELIVERABLES

D.1 Report

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

D.2 Executive Summary (Optional)

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

E. MEETINGS

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

F. SCHEDULE AND BUDGET

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