

**TRAFFIC MANAGEMENT OPERATIONS
COMMITTEE**

1:30 p.m., Wednesday, April 10, 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

Public Comments on Items on the Agenda

Old Business

1. *Election of Officers (Ron Gogoi)
2. Committee of the Whole Recommendations from February 13, 2012 TMOC Meeting (Ron Gogoi)

Approval of Minutes

3. *Minutes from the February 13, 2013 TMOC Meeting

New Business

4. Update on the Lee County Advanced Traffic Management System - Phase I (FDOT)
5. Update on the Draft Bicycle Pedestrian Safety Action Plan (Ron Gogoi)
6. Presentation on the Lee County Bicycle Pedestrian Safety Awareness and Enforcement Campaign (Dan Moser)
7. Presentation on the Existing and Proposed ITS Deployments in Collier County (Anthony Khawaja)
8. Update on the CTST Intersection Reviews (Steve Jansen)
9. Update on Video Traffic Detector Traffic Count Verification Scope (Ron Gogoi)

Other Business

10. Public and Member Comments on Items not in the Agenda
11. Local Govt. Reports – Terry Street/Old 41, Surfside/Beach Pkwy etc.
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.

ELECTION OF OFFICERS

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

The TMOC bylaws call for the election of a Chair and Vice-Chair at the first regularly scheduled meeting of the year. Any voting member or his or her 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
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.

**COMMITTEE OF THE WHOLE RECOMMENDATIONS
FROM FEBRUARY 13, 2013**

RECOMMENDED ACTION: Review the recommended actions of the Committee of the Whole and approve each recommendation by individual motion.

Due to the lack of a quorum being present at the February 18th TMOC meeting, the committee met as a Committee of the Whole and moved forward with the agenda. As a result actions that were recommended by the Committee at the February 13, 2013 meeting need to go before the full committee at the April 10, 2013 TMOC meeting for approval.

The following are the recommended actions of the Committee of the Whole (all recommendations were unanimous):

AGENDA ITEM #1 - Minutes of the February 13, 2013 Meeting: The Committee recommended approval of the August 8, 2013, meeting minutes.

AGENDA ITEM #3 – Election of Officers: The Committee recommended that the item be tabled to the April 10, 2013 meeting.

AGENDA ITEM #8 - Update on the Commuter Services Activities in Lee County: The Committee recommended moving this item to be the first item for discussion.

MINUTES OF THE TRAFFIC MANAGEMENT AND OPERATIONS COMMITTEE

Held on February 13, 2013

CALL TO ORDER AND ROLL CALL

The meeting of the Traffic Management and Operations Committee was held on February 13, 2013 at the Cape Coral City Hall, 1015 Cultural Parkway Boulevard, Cape Coral, Florida.

In the absence of Chair Steve Jansen and Vice-Chair Jay Anderson, committee member Josh Overmyer chaired the meeting. The meeting was called to order at 1:40 p.m. Mr. Gogoi conducted the roll call.

MEMBERS PRESENT

City of Fort Myers	Marinko Gnjidic
Lee County DOT	Greg Coggins
LeeTran	Wayne Gaither
BPCC	Dan Moser
Town of Fort Myers Beach	Josh Overmyer

Those also in attendance included: Don Cashdollar with FDOT; Ron Gogoi, Brian Raimondo and Don Scott with Lee County MPO; and Christina Diaz with Southwest Florida Commuter Services.

The committee met as a Committee of the Whole and moved forward with the agenda due to the lack of a quorum being present. Mr. Gogoi explained that all actions recommended by the Committee would go before the full committee for approval at the next TMOC meeting on April 10, 2013.

Agenda Item #8 – Update on the Commuter Services Activities in Lee County

The Committee of the Whole recommended moving this item to be the first item for discussion. Ms. Christine Diaz provided an update on the SW Florida Commuter Services Program. She reported there were internal staffing changes within FDOT which affected the structure of the Program. Richard Shine is the new Project Manager. She also reported that the Program has 18,000 people in the commuter service database, with 32 partners in Lee County and 170 district-wide. She has been working with Arthrex Inc. to set up a van pool program that would facilitate employee commute from Naples to Fort Myers and back. FDOT is taking \$400 out of the commuter services program towards every van they have to offset some of the initial costs. She also reported about the transit universal program that was implemented in 5 colleges in Polk County which has been a huge success. The Polk State College ridership went up from 2,000 to 10,000. The program is funded out of student fees and allows students, faculty and staff unlimited universal access. LegoLand in Lakeland also has implemented this program. She mentioned that FDOT is scheduling a Districtwide Roundtable Summit to promote this program.

APPROVAL OF MINUTES

Agenda Item #1 – Minutes from the August 8, 2012 TMOC Meeting

MR. MOSER MOVED AND MR. COGGINS SECONDED TO RECOMMEND APPROVING THE MINUTES FROM THE AUGUST 8, 2012 TMOC MEETING.

Agenda Item #2 – Public Comments on Items in the Agenda

None.

NEW BUSINESS

Agenda Item #3 – Election of Officers

The Committee of the Whole recommended that this item be tabled to the next TMOC meeting.

Agenda Item #4 – Presentation of the Draft Scope for a Bus Queue Jump Study

Mr. Gogoi provided a presentation on the scope of services for a bus queue jump study. He explained how the transit queue jumps work and how they will benefit LeeTran. He reported that the scope had already been presented to the TAC and CAC, and all input was being incorporated into a final scope. Discussion ensued on the queue jump pilot project that was being implemented by FDOT and Broward County at the intersection of State Road 7 and Prospect Road in North Lauderdale.

Agenda Item #5 – Discussion on the Lee County DOT List of Potential Congestion Management Projects for MPO Funding

Mr. Coggins explained each line item in the list.

Agenda Item #6 – Discussion on the Next Steps for Roundabout Implementation by the MPO

Mr. Scott mentioned that he had discussed with Mr. Limbaugh from FDOT about the various options of doing feasibility studies for roundabouts identified in the MPO list, and that the MPO could use either Multimodal Box funds or District one allocated STP and State funds for doing so. Discussion ensued on a roundabout at the intersection of San Carlos Boulevard and 5th Street. Mr. Moser felt that the County could swap county owned properties to provide any additional right of way that may be required to build a roundabout there but there may not be any political will. Mr. Overmyer mentioned that the Town has hired a consultant to study various traffic circulation options for that location and the immediate surrounding properties including the Hummer Plaza, the Seafarers Plaza, and Ocean Jewels.

Agenda Item #7 – Discussion on the MPO Congestion Survey

Mr. Gogoi explained that the MPO would be conducting its annual congestion reporting survey at the end of March. He presented a copy of last year's survey with proposed changes and asked for committee input. There was suggestion that the question on reporting of sidewalks with inadequate widths should be more specific by also calling out for the limits.

Agenda Item #9 – Presentation on the CMP Phase II Analysis Scope

Mr. Gogoi mentioned that the committee members present were already aware of this scope as members of other committees. The committee felt there was no need for a discussion on this item.

OTHER BUSINESS

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

Mr. Moser announced that the Lee County MPO has been awarded the Support Agency of the Year for 2012 by the Florida Bicycle Association, and said the award will be presented at a meeting of the MPO's choice.

Agenda Item #11 – LeeTran Report

None.

Agenda Item #12 – FDOT Report

None.

Agenda Item #13 – Announcements

None.

Agenda Item #14 – Topics for next meeting

None.

Agenda Item #15 – Information & Distribution Items

None.

ADJOURNMENT

The meeting was adjourned at 3:30 pm.

UPDATE ON THE LEE COUNTY ADVANCED TRAFFIC MANAGEMENT SYSTEM PHASE I PROJECT

RECOMMENDED ACTION: No action required. This is an information and discussion item.

Phase I of the design build project to complete the design for the upgrade of the existing traffic signal system is under way. The upgrade of the system with a centralized architecture is expected to make the system adaptive and dynamic to changing conditions. The Advanced Traffic Management System (ATMS) will make it possible to remotely operate and control the traffic signals from the Lee County DOT's Traffic Operations Center (TOC) at Billy Creek. Completion of the Phase I project will result in completing the communication network along the entire US 41 corridor from the Collier County line to the Charlotte County line, Business 41 from US 41 to Bayshore Road, and Bayshore Road from Bus 41 to US 41. FDOT will provide an update on the project at the April 10th TMOC meeting.

UPDATE ON THE DRAFT BICYCLE PEDESTRIAN SAFETY ACTION PLAN

RECOMMENDED ACTION No action required. Discuss and provide input on the goals, objectives and actions in the **attached** draft Lee County Bicycle Pedestrian Safety Action Plan.

In support of the Florida Strategic Highway Safety Plan and to further address pedestrian and bicycle safety issues in Lee County, the Lee County Metropolitan Planning Organization (MPO) in conjunction with the Florida Department of Transportation District 1, and other local stakeholders, is developing and implementing the Lee Countywide Bicycle & Pedestrian Safety Action Plan (BPSAP). The purpose of the BPSAP is to reduce bicycle and pedestrian crashes with an emphasis on reducing fatal and incapacitating injury crashes (severe injury crashes) through the following means:

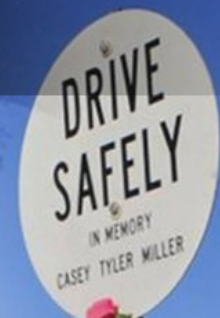
- Define the characteristics of the pedestrian and bicycle crash problems in Lee County;
- Identify short term actions to improve pedestrian and bicycle safety;
- Identify longer term policy initiatives and actions to sustain pedestrian and bicycle safety improvements;
- Identify opportunities for interagency and intra-agency coordination;
- Provide an opportunity for elected leaders to support agency staff in implementing short and long term strategies; and
- Where appropriate, the Lee Countywide BPSAP will apply a multidiscipline “4E” approach to improve pedestrian and bicycle safety. The term “4E” refers to engineering, enforcement, education, and emergency medical services (EMS).

At the April 10th TMOC meeting, MPO staff will give an overview on the draft plan which currently includes only the goals, objectives, and the recommended short term and long term actions. The Committee will be asked to provide comments and suggestions. Any comments from the TAC and CAC from their April 4th meetings will be shared with the TMOC. The goals, objectives and recommended actions are **attached**.



LEE COUNTY WIDE
Bicycle & Pedestrian
SAFETY ACTION PLAN

DRAFT March 26, 2013



Introduction

In 2010, 4,280* pedestrians were killed and an estimated 70,000* were injured in traffic crashes in the United States. The same year, 618* cyclists were killed and an estimated 52,000* were injured. The State of Florida has both the highest pedestrian fatality rate and bicycle in the nation (fatalities per resident population). Several Florida communities, including the Lee County metropolitan area, have been ranked among the most hazardous places in the Nation for pedestrians in the “Dangerous by Design” report released in 2011 by Transportation for America. The reality is that Lee County is well above the national average when it comes to pedestrian and bicycle fatalities and injuries relative to the amount of people who live here. Our mission is to reverse this trend and dramatically improve safety for cyclists and pedestrians in Lee County.

In support of the Florida Strategic Highway Safety Plan and to further address pedestrian and bicycle safety issues in Lee County, the LEE COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO) in conjunction with the Florida Department of Transportation District 1, and other local stakeholders, is developing and implementing the Lee Countywide Bicycle & Pedestrian Safety Action Plan (BPSAP).

*Sources: National Highway Transportation Safety Administration, Fatality Analysis Reporting System, United States Census Bureau

The purpose of the BPSAP is to reduce bicycle and pedestrian crashes with an emphasis on reducing fatal and incapacitating injury crashes (severe injury crashes) through the following means:

- Define the characteristics of the pedestrian and bicycle crash problems in Lee County;
- Identify short term actions to improve pedestrian and bicycle safety;
- Identify longer term policy initiatives and actions to sustain pedestrian and bicycle safety improvements;
- Identify opportunities for interagency and intra-agency coordination;
- Provide an opportunity for elected leaders to support agency staff in implementing short and long term strategies; and
- Where appropriate, the Lee Countywide BPSAP will apply a multidiscipline “4E” approach to improve pedestrian and bicycle safety. The term “4E” refers to engineering, enforcement, education, and emergency medical services (EMS).

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SAFETY ACTION PLAN PROCESS

- Step 1: Build a consensus among local and statewide stakeholders about the pedestrian and bicycle safety problem in the county.**
- Step 2: Use the Vision & Goal to formulate clear objectives that will best address the pedestrian and bicycle safety issues in the county.**
- Step 3: Identify a list of strategies based on objectives, while considering current and future planned efforts by stakeholder agencies.**
- Step 4: Use stakeholder feedback to consolidate strategies into detailed Action Items to be implemented today and within 1 to 5 years.**



***Bicycle & Pedestrian
Safety Action Plan Vision:
A zero-fatality transportation system
for pedestrians and cyclists throughout
Lee County.***

The purpose of the Lee Countywide Bicycle & Pedestrian Safety Action Plan is simple—to identify the actions needed to reduce pedestrian and bicycle fatalities and serious injuries in Lee County. This section outlines the most important parts of the Plan:

- **Goal**—What we plan to accomplish and the specific milestones we plan to reach along the way.
- **Objectives**—Focus areas where we agree that the improvements should be made.
- **Action Items**—Specific, time-sensitive actions that will be undertaken as a result of this plan. Time frames, responsible parties, and potential funding source(s) should be considered when implementing these items.

This Action Plan does not claim to include all of the possible solutions to our pedestrian and bicycle safety problems or mobility concerns, but it does identify the key opportunities specific to Lee County and proposes possible solutions that agencies can use to make a difference.



Goal

Goal of the Lee Countywide Bicycle & Pedestrian Safety Action Plan

This goal of this plan is consistent with the **Florida Strategic Highway Safety Plan's** crash reduction goal of a *minimum* of 5% per year.

Crash type	2013	By 2018
Pedestrian	12 fatalities 33 serious injuries	Reduce the combined Fatality/serious injury rate* by 5% the first year. (Incrementally increasing by an additional 1% each year thereafter)
Bicycle	0 fatalities 14 serious injuries	Reduce the combined Fatality/serious injury rate* by 5% the first year. (Incrementally increasing by an additional 1% each year thereafter)

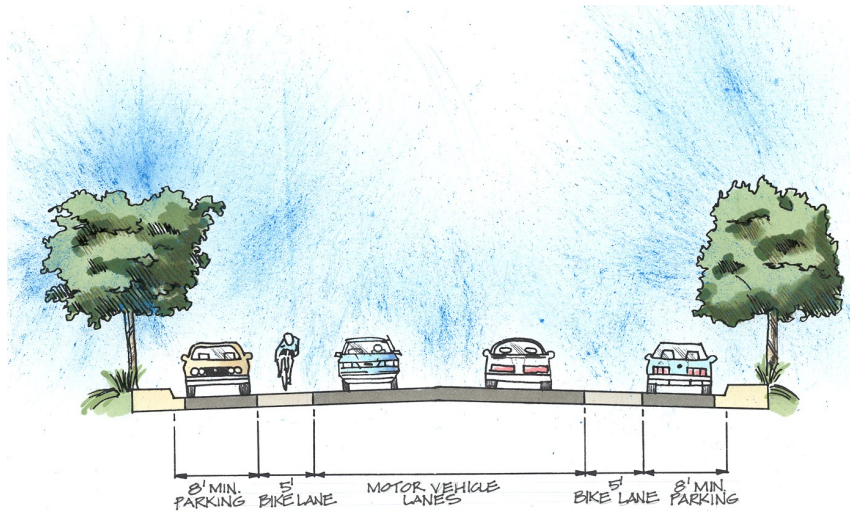
** Rates denote fatalities per 100,000 population. Existing and future population projections were obtained from the U.S. Census Bureau and the University of Florida's Bureau of Economic Business Research, 2010 Florida Statistical Abstract, Table 1.41, medium level projections.*



Objectives

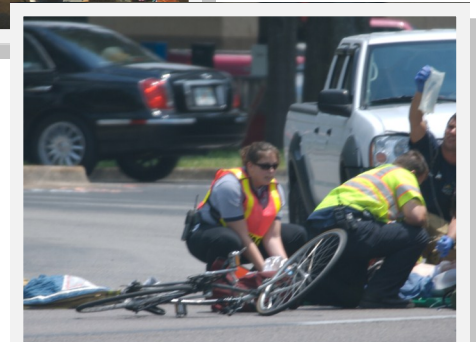
Objective #1: Infrastructure

Reduce the frequency and severity of bicycle and pedestrian crashes by improving the transportation system infrastructure through the implementation of strategic countermeasures and the construction of new facilities.



Objective #2: Education/Enforcement

Reduce the frequency and severity of bicycle and pedestrian crashes by correcting unsafe behaviors of all road users to increase compliance with existing laws through coordinated education and law enforcement efforts.



Objectives

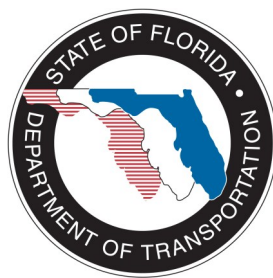
Objective #3: Livability

Supports sustainability and livability in our communities by addressing bicycle and pedestrian mobility through long-term improvements and land use strategies.



Objective #4: Accountability

Monitor the progress in reducing the frequency and severity of bicycle and pedestrian crashes annually using the vision and goal to guide policy and program decisions.



Action Items

The following Action Items were obtained directly from stakeholder feedback and input. All stakeholders were offered the opportunity to comment on these items. The Responsible Agencies listed here assign oversight responsibility and many items require partnerships across multiple agencies.

SHORT-TERM (Within One Year)

Action Item #1: Develop a Press Kit to support law enforcement and other agencies in responding to media inquiries associated with bicycle and pedestrian crashes that attract media attention. Incorporate key safety messages identifying **targeted populations** and **risky behaviors** specific to the crash problems in Lee County. This purpose of this press kit is to leverage moments of high-visibility when media attention is focused on a recent crash. Use these moments as an opportunity to spread the bicycle and pedestrian safety message. Revise and update the press kit as new data becomes available and as new issues arise.
Lead Agency: Lee County MPO and law enforcement agencies with support from other stakeholders.

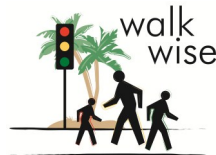
Time Frame: Within One Year

Action Item #2: Develop a Bicycle and Pedestrian Safety Education Outreach Campaign within the Lee County area including the municipalities.

Structure this leadership program/organization similar to other successful programs implemented in Florida (i.e. WalkWise/BikeSmart Tampa Bay). Strengthen existing advocacy groups by creating a consistent safety message. Tap into social media as a resource to spread the message. Utilize existing community groups, neighborhood associations, etc. as audiences for safety presentations. Target areas with high amounts of bicycle/pedestrian traffic (i.e. tourist areas, hotels, bicycle rental locations, grocery stores).

Lead Agencies/Partners: FDOT, Lee County MPO, Arrive Alive-Just Drive, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition.

Time Frame: Within One Year



Action Item #3: Leverage use of Community Traffic Safety Teams (CTST) to affect a multidisciplinary approach to reduce the frequency and severity of bicycle and pedestrian crashes.

Formalize process to identify CTST action items with an emphasis on responsible agency. Present status reports to MPO board and local government boards to ensure follow-through on action items identified.

Lead Agencies/Partners: FDOT, CTST with support and participation from all stakeholder agencies and groups
Time Frame: Within One Year & Ongoing



Action Item #4: Undertake Bicycle/Pedestrian Road Safety Audits (RSA) consistent with the FHWA RSA program.

RSAs and similar on-site safety studies are extremely effective at generating recommendations for potential safety improvements at specific locations where safety concerns have been reported (high-crash corridors or locations). They involve coordination with agency staff and one or more field visits to the site. RSAs engage all stakeholders, but are specifically designed for engineering and law enforcement stakeholders.

Lead Agencies/Partners: FDOT, CTST, Lee County MPO with participation and support from all stakeholder agencies.

Time Frame: Within One Year & Ongoing



TARGET POPULATIONS for Lee County
White, middle-aged males are over-represented in Lee County's bicycle/pedestrian crash statistics:
80% of the crashes but only 71% of the population

TARGET RISKY BEHAVIORS for Lee County
Pedestrians: ALWAYS cross at a marked crosswalk
Bicycles: always ride WITH TRAFFIC
Motorists: Right on red - STOP FIRST. Right on green - YIELD to peds.



Action Items

SHORT-TERM (Within one to two years)

Action Item #5: Pursue grant funds for overtime enforcement activities via FDOT District 1. Partner with law enforcement agencies, especially those in high bicycle/pedestrian crash areas.

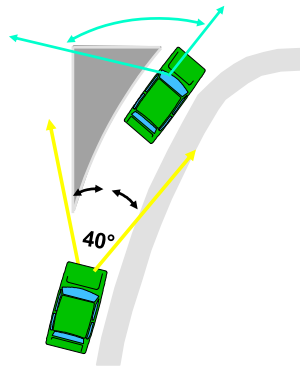
Lead Agencies/Partners: Lee County MPO, FDOT, Law Enforcement Agencies
Time Frame: Within One Year & Ongoing

Action Item #6: Provide free bicycle lights for stakeholders to distribute. For example: officers could carry a box of lights in patrol cars and distribute to cyclists riding without lights at night. Lights should be packaged with additional safety materials including retro-reflective vests and educational material tailored to the unique crash trends and common risky behaviors in Lee County.

Lead Agencies/Partners: Lee County MPO, FDOT, Law Enforcement Agencies
Time Frame: Within One Year & Ongoing

Action Item #7: Adopt pedestrian design standards for the design and use of right-turn channelization. The length of a crosswalk has a large impact on the safety of a pedestrian crossing. Reducing the distances pedestrians and cyclists must travel to reach the opposite side of the roadway can prevent many crashes before they occur. Installing raised islands to facilitate right-turn lane channelization can provide the pedestrian with a place to stop and wait before proceeding across the rest of the travel lanes. Pedestrians often avoid crossing at signalized intersections due to the high volume of right-turning vehicles. By breaking the conflict with right-turn movements into two separated crossings, the pedestrian only has to evaluate and judge crossing over one lane of traffic at one time, rather than multiple.

Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral
Time Frame: Within Two Years



LONG-TERM (Within two to five years)

Action Item #8: Revise design standards for urban and suburban arterial intersection design focusing on what works for pedestrians and cyclists at intersections. Improve pedestrian visibility on curb ramps and within crosswalks. Strongly encourage crosswalks on all intersection legs. Utilize shortest crossing distance as a measure for determining the placement and need for marked crosswalks. Identify issues in cycle lengths that negatively impact bicycle and/or pedestrian mobility. Maintain standards for accommodating cyclists at intersections—often referred to as a “keyhole” bicycle lane for “through” traffic.
Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral
Time Frame: Within Two Years

Action Item #9: Develop and utilize a project design review checklist for all projects to be used by local agencies to determine if proposed roadway designs (both resurfacing and reconstruction) include appropriate bicycle and pedestrian treatments and accommodations. The checklist should include graphical examples to assist the reviewer and will include elements such as bicycle lane design, intersection pavement markings, bicycle detection at signals, etc.
Lead Agencies/Partners: Lee County MPO, Lee County, City of Fort Myers, City of Cape Coral
Time Frame: Within Two Years

Action Item #10: Adopt design treatments for pedestrian crossings at transit stops. Transit riders always begin and end their trip as pedestrians. Thus, every transit stop is a potential pedestrian crossing location. The placement of transit stops (especially stops not located at signalized intersections) can result in pedestrians crossing the roadway often without a crosswalk or even minimal supporting design treatments (raised median, etc.).

Lead Agencies/Partners: Lee County MPO, LeeTran
Time Frame: Within Five Years



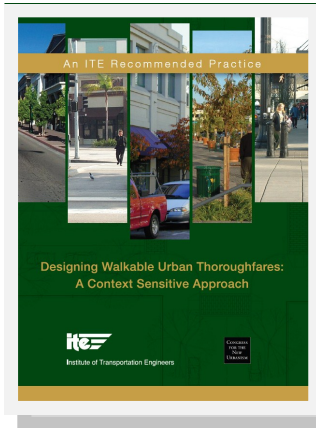
Action Items

LONG-TERM (Within five years and ongoing)

Action Item #11: Implement enhanced pedestrian/bicycle design techniques on identified high-crash corridors

(identified in the Appendix of this document) and corridors with existing bicycle and/or pedestrian safety concerns. Encourage the use of engineering countermeasures to lower travel speeds on roadways where excessive speeding occurs or on roadways that carry a significant level of pedestrian traffic or crashes. For example, utilize resources such as the guide *Walkable Urban Thoroughfares: A Context Sensitive Approach* published by the Institute of Transportation Engineers.

Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral
Time Frame: Within Five Years

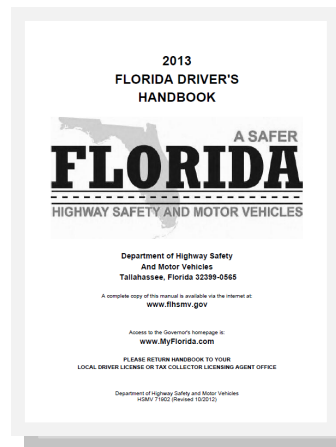


Action Item #12: Identify potential corridors for “Road Diets.” Target multi-lane arterial corridors with bicycle/pedestrian crash problems that are underutilized and have excess capacity. Focus on “right sizing” of roadways balancing priorities for a safer cross-section for all users rather than simply creating excess capacity for automobile traffic. Refer to the Best Practices section beginning on page 11 of this document for examples of successful corridor re-design projects in Florida.

Lead Agencies/Partners: FDOT, Lee County, City of Fort Myers
Time Frame: Within 5 Years & Ongoing

Action Item #13: Pursue changes/addendum to state Driver’s Handbook that focus on key behaviors on the part of drivers, cyclists and pedestrians that are both illegal and risky. Ensure that the key illegal behaviors playing out in the crash data are being addressed and elevated in the handbook.

Lead Agencies/Partners: Lee County MPO, Arrive Alive-Just Drive, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition
Time Frame: Within 5 Years & Ongoing



Action Item #14: Establish a process for incorporating pedestrian/bicycle design improvements concurrent with the reconstruction, rehabilitation and resurfacing (3R) of roadways.

Most urban roadways and many suburban roadways are physically constrained and will likely never undergo reconstruction due to additional capacity expansion. Typically, the most cost-effective strategy for addressing pedestrian and bicycle safety on these corridors is to do so concurrent with resurfacing (3R) projects. Create an ongoing systemic process and funding for identifying potential improvements on corridors planned for 3R in the short-term.

Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral
Time Frame: Within Five Years & Ongoing

Action Item #15: Engage judiciary in the pedestrian and bicycle safety discussion. The courts are a key partner and should be actively involved and engaged in the pedestrian and bicycle safety discussion. Enforcing and ensuring pedestrian and bicycle safety laws are upheld in an appropriate and reasonable manner is of utmost importance. An effective approach would be to partner with legal/judiciary continuing education programs to provide information and education opportunities and communicate the safety problems to judicial partners.

Lead Agencies/Partners: Lee County MPO, Arrive Alive-Just Drive, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition
Time Frame: Within 5 Years & Ongoing

Action Item #16: Develop a policy for determining the level of pedestrian signal accommodation at signalized intersections. This policy should provide clear guidance as to the minimum length of a pedestrian cycle based on the distance a pedestrian must travel to traverse all vehicular travel lanes at a particular location. This policy should also provide guidance relative to the criteria for requiring push-button activation at a pedestrian signal.

Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral,
Time Frame: Within 5 Years & Ongoing



Action Items

The following table below presents Action Items with expanded key details including the **lead agency/partner** expected to champion each action, the estimated **amount of time** required to complete or significantly address the action, a potential suggested **funding source**, and an **estimated cost** if applicable. Full descriptions of

	Short Description	Lead Agencies/Partners	Estimated Time Frame	Funding Source	Estimated Cost
1	Develop a Press Kit.	Lee County MPO and law enforcement agencies with support from other stakeholders	Within One Year	In-house and grant funded	\$5,000 initially + Minor maintenance
2	Develop an education outreach campaign.	FDOT, Lee County MPO, Arrive Alive-Just Drive, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition	Within One Year	FDOT/CTST support	\$300,000
3	Leverage use of Community Traffic Safety Teams (CTST).	FDOT, CTST with support and participation from all stakeholder agencies and groups	Within One Year & Ongoing	In-house	N/A
4	Undertake Road Safety Audits (RSA).	FDOT, CTST, Lee County MPO with participation and support from all stakeholder agencies	Within One Year & Ongoing	Requires board approval	Up to \$15,000 per corridor
5	Pursue grant funds for overtime enforcement activities.	Lee County MPO, FDOT, Law Enforcement Agencies	Within One Year & Ongoing	FDOT	Varies
6	Provide free bicycle lights for stakeholders to distribute.	Lee County MPO, FDOT, Law Enforcement Agencies	Within One Year & Ongoing	CTST & local agencies	Minimal cost per light
7	Adopt design standards for right-turn channelization.	Lee County, City of Fort Myers, City of Cape Coral	Within Two Years	In-house	Minimal
8	Revise design standards for arterial intersection design.	Lee County, City of Fort Myers, City of Cape Coral	Within Two Years	In-house	Minimal
9	Develop and utilize project design review checklist.	Lee County MPO, Lee County, City of Fort Myers, City of Cape Coral	Within Two Years	MPO	\$15,000
10	Adopt design standards for pedestrian crossings at transit stops.	Lee County MPO, LeeTran	Within Five Years	In-house task	N/A
11	Implement enhanced design techniques on high-crash corridors.	Lee County, City of Fort Myers, City of Cape Coral	Within Five Years	In-house	Minimal
12	Identify potential corridors for "road diets."	FDOT, Lee County, City of Fort Myers	Within Five Years & Ongoing	In-house	Minimal
13	Pursue changes to state driver's handbook.	Lee County MPO, Arrive Alive-Just Drive, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition	Within Five Years & Ongoing	Local activist groups	Minimal
14	Incorporate pedestrian and bicycle design improvements into 3R.	Lee County, City of Fort Myers, City of Cape Coral	Within Five Years & Ongoing	Requires board approval	Minimum of \$200,000 annually
15	Engage judiciary in the safety discussion.	Lee County MPO, Arrive Alive-Just Drive, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition	Within Five Years & Ongoing	Local activist groups	Miminal
16	Develop a policy for determining the level of pedestrian signal accomodation at signalized intersections	Lee County, City of Fort Myers, City of Cape Coral	Within Five Years & Ongoing	In-house task	Minimal

PRESENTATION ON A LEE COUNTY BICYCLE PEDESTRIAN SAFETY AWARENESS AND ENFORCEMENT CAMPAIGN

RECOMMENDED ACTION: No action required. This is an information and discussion item.

BikeWalkLee is hosting a Project for Public Space (PPS) event in the month of May in the Tice community of Lee County. Talks are also in progress with FDOT to use this event to spread FDOT's educational message of *Alert Today Alive Tomorrow* to raise public awareness of pedestrian safety and enforcement. FDOT had earlier promoted this message by sponsoring the # 87 *Alert Today Alive Tomorrow* Toyota driven by Joe Nemechek in the NASCAR Nationwide Series race at Daytona International Speedway held on February 23rd.

The logistics and specifics of the PPS event and FDOT's participation in the event are still being worked out. TMOC member Dan Moser will provide an update and presentation.

**PRESENTATION ON THE EXISTING AND PROPOSED ITS
DEPLOYMENTS IN COLLIER COUNTY**

RECOMMENDED ACTION: No action required. This is an information and discussion item

TMOC member and Traffic Operations Engineer Anthony Khawaja will provide a presentation on the existing ITS deployments in Collier County and will also provide an update on the ongoing ITS technologies which are being implemented in the county.

CTST INTERSECTION REVIEWS

RECOMMENDED ACTION: No action required. This is an information and discussion item.

The Lee County Community Traffic Safety Team (CTST) conducted field reviews at three intersections this year for safety and operational deficiencies. They include the intersections of Gladiolus Drive and Maida Lane, Iona Road and McGregor Boulevard and Treeline Avenue and Arborgate Boulevard. Intersection reviews typically result in recommendations addressing deficiencies which are then transmitted to FDOT or the local jurisdictions for action. TMOOC member Steve Jansen will present the results of these intersection reviews at the April 10th TMOOC meeting.

UPDATE ON THE VIDEO TRAFFIC DETECTOR TRAFFIC COUNT VERIFICATION SCOPE

RECOMMENDED ACTION: No action required. This is an information and discussion item.

A scope of services to determine the accuracy and reliability of using video traffic detectors to conduct turning movement counts and vehicle counts by type at signalized intersections was approved by the MPO's Technical Advisory Committee and the Citizens Advisory Committee at their January 3rd meetings. The scope also includes determining the effectiveness in detecting bicycles and pedestrians in the intersection.

The scope is currently being reviewed by FDOT and FHWA. Staff will be issuing a notice to proceed to FTE Inc. through one of the MPO's primary General Planning Consultant as soon as the FHWA review is complete. Staff will provide an update at the April 10th TMOC meeting on changes to the scope that have been made from the input received from the CAC. A copy of the scope is attached.

Video Traffic Detector Traffic Count Verification Scope of Work

INTRODUCTION

In 2007, the Lee County Department of Transportation (LCDOT) conducted traffic counts on 310 periodic count sites and 50 permanent count stations. Manual traffic counts on the periodic count sites dropped significantly in 2011 to only 58 due to budgetary constraints. Traffic counts are critical to the MPO and local governments for their planning efforts. For example, the MPO uses them to validate the travel demand model during the development of the Long Range Transportation Plan Updates and to help analyze and set priorities.

The County has 151 traffic cameras installed at the signalized intersections that have the capability to count and classify traffic (include vehicle, bikes and pedestrians) through video detection. The use of the cameras to collect this data could save the County and the Cities money for traffic data collection activities in the future if the video based traffic detection and counts are found to be reliable and accurate. The cameras could also collect truck counts that are not currently collected in the county. Finding out if traffic counts through video detection and determining a process for processing the data will provide an answer on how we might proceed forward with data collection activities.

PURPOSE OF SCOPE

The purpose of this scope is to determine the accuracy and reliability of using video traffic detectors to conduct turning movement counts and vehicle counts by type at signalized intersections and to determine their effectiveness in detecting bicycles and pedestrians in the intersection.

The scope will evaluate the current video traffic detection technology used in Lee County and their operating software to determine if they can conduct the following operations:

- 1) Can the equipment count vehicles by type approaching the stop bar?
- 2) Can the equipment count trucks by number of axles?
- 3) Can the equipment determine whether the vehicle is proceeding straight, turning right, or turning left?

- 4) Can the operating software process and compute the raw data, and generate reports summarizing turning movement counts, traffic counts, truck counts by axle or length, etc.?
- 5) Can the equipment detect bicycles approaching and crossing the intersection?
- 6) Can the equipment detect pedestrians in the crosswalk?
- 7) Can the equipment detect pedestrians standing at the curb waiting to cross?

VIDEO DETECTION EQUIPMENTS FOR REVIEW

Video detection equipment to be reviewed include:

- 1) Autoscope Solo/Terra by Econolite
- 2) Aldis by Gridsmart

TASK 1: KICKOFF MEETING

The CONSULTANT will schedule and conduct a project kick-off meeting with MPO and Lee County Department of Transportation (LCDOT) staff via conference call or in person within two weeks of the issuance of a Notice to Proceed by the MPO. At the kick-off meeting the CONSULTANT will identify the method for collecting traffic volume data manually. The data collected manually would be used to validate traffic volume data collected through the video detection equipment. In consultation with LCDOT staff, the CONSULTANT will also identify 6 intersections - 3 which has Aldis cameras and 3 which has Solo/Tera cameras - for undertaking the video and manual counts. The CONSULTANT may also present and discuss a list of data/resources that may need to be provided by MPO or LCDOT staff. The staff from the two agencies and the CONSULTANT will decide on how the data/resources will be collected and set an appropriate timeline for completing the effort. Other decisions such as deliverables and presentations of final report to MPO committees may be discussed and finalized at the kick-off meeting as well.

TASK 2 – DATA COLLECTION AND VALIDATION

Sub Task 2.1 The CONSULTANT will compare turning movement counts and traffic counts collected manually to video collected counts at three intersections, with each type of video detector, for a total of six intersections. Three hours data collection will be required at each location, an hour that includes sunrise or sunset (dawn/dusk), a midday hour, and a nighttime hour between one hour after sundown and 10:00 p.m.

Sub Task 2.2 In addition to the ability of the video detection equipment to collect counts, the CONSULTANT will evaluate the equipment and their operating software for their ability to collect counts by axle or length based vehicle classification, and also their ability and ease in processing data and creating standard reports. The CONSULTANT may need to confer with the vendors on any available optional software they currently offer for purchase that could address shortcomings found in undertaking these operations.

Sub Task 2.3 The CONSULTANT will evaluate the operating software or any complementary optional software offered for purchase by the vendors for computing annual average daily traffic on a roadway by type (vehicle, bicycle, and pedestrian) from the raw volume counts, and %age of truck traffic by axles or lengths. By doing so, the CONSULTANT will check the ability of these video detection equipment to transform the intersections into periodic count locations for calculating annual average daily traffic on a roadway both with their ability to work independently, or in tandem with the existing permanent count stations.

Sub Task 2.4 The CONSULTANT will test for any other shortcoming including but not limited to a possible processor overload which may result in a degradation of the functionality of traffic detection. The CONSULTANT will recommend fixes, if necessary, after consultation with the vendors.

Work Product: A technical memorandum documenting the process for collecting traffic counts at six intersections both manually and through video detection, and documenting the validation results. The technical memorandum will also document any shortcomings of the current video traffic detection technology and existing software used in Lee County for video detection and traffic counts, and recommend quick, easy fixes, if any.

TASK 3 – BICYCLE AND PEDESTRIAN DETECTION

Task 3.1 The CONSULTANT will evaluate the effectiveness of detecting bicycles. To do that, the CONSULTANT will bicycle through the intersection ten times during the midday hour, five times going straight from the bike lane and five times turning left from the left turn lane, and report on the ability of the camera to detect the bicycles at the stop bar and crossing the intersection.

Task 3.2 The CONSULTANT will evaluate the effectiveness of detecting pedestrians waiting to cross at the crosswalk and in the crosswalk.

Work Product: Prepare a report on the evaluation results for bicycle and pedestrian detection.

TASK 4 – DEVELOPMENT OF AN EXCEL SPREADSHEET FOR COMPUTATION OF AVERAGE ANNUAL DAILY TRAFFIC

If the video traffic detector counts are found to be reliable and accurate, but there are shortcomings in the processing and computation of the data, or the generation of reports which cannot be fixed easily even with the purchase of optional software marketed by the vendors, the CONSULTANT will determine whether a specially developed excel spreadsheet or an automated software could be an effective tool to process the raw data from the cameras and generate/compute the Average Annual Daily Traffic by types (Vehicles, Trucks, Bicycles, and Pedestrian), Truck Traffic by Axle, % Truck Traffic by Axle, and turning movement counts at intersections. If the CONSULTANT determines that developing a spreadsheet would not suffice, and that automated software must be developed for performing these tasks, then developing the automated software would be part of another scope. Otherwise, the CONSULTANT will develop an excel spreadsheet as part of this scope.

Work Product: Develop excel spreadsheet for processing and computing data

TASK 5 - DELIVERABLES

The CONSULTANT will compile the results of each of the technical work tasks into a concise report that includes narratives, graphs, tables and drawings. The draft report will be submitted electronically for staff review and comment. After all the 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 Microsoft PowerPoint presentation of the evaluation results and present it with any supporting materials at one regularly scheduled meeting each of the Technical Advisory Committee, Citizens Advisory Committee, and the MPO

Board. A digital version of the presentation will be provided to staff presentation to additional MPO committees.

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 estimated budget for the project is \$24,000.

INFORMATION AND DISTRIBUTION ITEMS

- A. Legislative Tracking of the Use of Wireless Communication Devices While Driving Bill

Florida House of Representatives



Friday, March 29, 2013



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The House will reconvene on April 02, 2013 at 02:30 PM or at the call of the Speaker.

Home > Bills > CS/CS/SB 52

CS/CS/SB 52 - Use of Wireless Communications Devices While Driving

General Bill by Communications, Energy, and Public Utilities and Transportation and Detert (CO-SPONSORS) Montford; Margolis; Richter; Latvala; Luzzo; Benacquisto; Soto

Use of Wireless Communications Devices While Driving: Creating the "Florida Ban on Texting While Driving Law"; prohibiting the operation of a motor vehicle while using a wireless communications device for certain purposes; defining the term "wireless communications device"; specifying information that is admissible as evidence of a violation; providing for enforcement as a secondary action; providing for points to be assessed against a driver license for the unlawful use of a wireless communications device within a school safety zone or resulting in a crash, etc.

Effective Date: 10/01/2013

Last Event: 03/07/13 S CS/CS by Communications, Energy, and Public Utilities read 1st time -SJ 186 on Thursday, March 07, 2013 5:10 PM

Referred Committees and Committee Actions

Senate Referrals

- **Transportation**
On agenda for: 02/06/13 3:00 PM
Favorable With Committee Substitute (*final action*) Votes: Yeas 9 Nays 0
- **Communications, Energy, and Public Utilities**
On agenda for: 03/06/13 2:00 PM
Favorable With Committee Substitute (*final action*) Votes: Yeas 9 Nays 0
- **Judiciary**

Related Bills

Bill #	Subject	Relationship
CS/HB 13	Use of Wireless Communications Devices While Driving	Similar
SB 74	Use of Hand-held Wireless Communications Devices While Driving	Similar
HB 849	Use of Wireless Communications Devices while Operating Motor Vehicle	Compare
SB 152	Motor Vehicles	Compare
SB 396	Use of Wireless Communications Devices or Telephones	Compare
SB 708	Use of Wireless Communications Devices While Operating a Motor Vehicle	Compare

Bill Text

[Committee Substitute 2](#)

[Committee Substitute 1](#) Laid on the Table

A [190062](#), Communications, Energy, and Public

Date Filed: 03/05/13,

Senate(c): Replaced by Committee Substitute 3/6/2013

Utilities, Garcia

Line#: 146

3:27:29 PM

Original Filed VersionA [153918](#) , Transportation, JoynerDate Filed: 02/05/13,
Line#: 44Senate(c): Replaced by Committee Substitute 2/7/2013
11:33:38 AMA [462058](#) , Transportation, RichterDate Filed: 02/05/13,
Line#: 48Senate(c): Replaced by Committee Substitute 2/7/2013
11:33:38 AMA [653148](#) , Transportation, RichterDate Filed: 02/05/13,
Line#: 73Senate(c): Replaced by Committee Substitute 2/7/2013
11:33:38 AM**Staff Analysis**

Chamber	Committee
Senate	Communications, Energy, and Public Utilities 3/7/2013 9:06:05 AM
Senate	Communications, Energy, and Public Utilities 3/5/2013 2:18:31 PM
Senate	Transportation 2/22/2013 3:40:28 PM
Senate	Transportation 2/5/2013 3:18:16 PM

Vote History

(no votes recorded)

Bill History

Event	Time	Member	Committee
03/07/13 S CS/CS by Communications, Energy, and Public Utilities read 1st time -SJ 186	Thursday, March 07, 2013 5:10 PM		
03/07/13 S Now in Judiciary -SJ 157	Thursday, March 07, 2013 12:40 PM		
03/07/13 S Pending reference review under Rule 4.7(2) - (Committee Substitute)	Thursday, March 07, 2013 8:29 AM		
03/06/13 S CS/CS by Communications, Energy, and Public Utilities; YEAS 9 NAYS 0 -SJ 157	Wednesday, March 06, 2013 3:15 PM		
03/05/13 S CS by Transportation read 1st time -SJ 105	Tuesday, March 05, 2013 4:58 PM		
03/05/13 S Introduced -SJ 11	Tuesday, March 05, 2013 8:18 AM		
03/01/13 S On Committee agenda-- Communications, Energy, and Public Utilities, 03/06/13, 2:00 pm, 301 Senate Office Building	Friday, March 01, 2013 2:16 PM		
02/12/13 S Now in Communications, Energy, and Public Utilities -SJ 113	Tuesday, February 12, 2013 12:54 PM		
02/08/13 S Pending reference review under Rule 4.7(2) - (Committee Substitute)	Friday, February 08, 2013 2:13 PM		
02/06/13 S CS by Transportation; YEAS 9 NAYS 0 -SJ 113	Wednesday, February 06, 2013 6:13 PM		
01/28/13 S On Committee agenda-- Transportation, 02/06/13, 3:00 pm, 37 Senate Office Building	Monday, January 28, 2013 11:49 AM		
12/05/12 S Referred to Transportation; Communications, Energy, and Public Utilities; Judiciary -SJ 11	Wednesday, December 05, 2012 2:40 PM		
11/19/12 S Filed	Monday, November 19, 2012 2:34 PM		

Statutes Referenced by this Bill[316.305](#)[322.27](#)[^ back to top](#)

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