



TRAFFIC MANAGEMENT OPERATIONS COMMITTEE

1:30 p.m., Wednesday, August 14, 2013
City of Cape Coral Annex/Public Works Building
815 Nicholas Parkway East, Cape Coral, FL 33990
239-244-2220



AGENDA

Call to Order

Roll Call

Public Comments on Items on the Agenda

Approval of Minutes

1. *Minutes from the May 29, 2013 TMOC Meeting

New Business

2. *2013 Congestion Locations Survey Results (Ron Gogoi)
3. State of the Lee County Transportation Network Presentation (RPG Inc.)
4. Road Safety Audit Presentation (John Temple)
5. +Discussion on Proposed Federal Truck Legislation (Don Scott)
6. *Approval of the 2014 Meeting Calendar (Don Scott)

Old Business

7. Public and Member Comments on Items not in the Agenda
8. Local Government Reports
9. FDOT Report
10. Announcements
11. Topics for next meeting
12. Information and Distribution Items

Adjournment

*Action Items +May Require Action

All meetings of the Lee County Metropolitan Planning Organization (MPO) are open to the public. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact Mr. Johnny Limbaugh at the Lee MPO 48 hours prior to the meeting by calling (239) 330-2242; if you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. Or, e-mail jlimbaugh@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 May 29, 2013

CALL TO ORDER AND ROLL CALL

The meeting of the Traffic Management and Operations Committee was held on May 29, 2013 at the Cape Coral City Hall, Conference Room 220A, 1015 Cultural Parkway Boulevard, Cape Coral, Florida.

MEMBERS PRESENT

City of Cape Coral	Gary Gasperini
City of Fort Myers	Marinko Gnjidic
Lee County DOT	Steve Jansen
Leeway	Susan Hopwood
CTST	Jay Anderson
LCSO	Lt. Donnie Fewell
Cape Coral Police Department	Sgt. John Kulco

Those also in attendance included: Ron Gogoi and Brian Raimondo with Lee County MPO; and Norman Parks with Florida Highway Patrol

APPROVAL OF MINUTES

Agenda Item #1 – Minutes from the May 29, 2013 TMOC Meeting

MR. ANDERSON MOVED AND MR. MARINKO SECONDED TO RECOMMEND APPROVING THE MINUTES FROM THE APRIL 10, 2013 TMOC MEETING.

Agenda Item #2 – Approval of TAP, Multi-Modal Enhancement and SRTS Priorities

Mr. Gogoi presented the BPCC recommended TAP and Multi-modal priorities and reported that is anticipated that FDOT will program 3 years' worth of projected TA funds which approximately amounts to \$680,000 for each year. The requested amounts of funds totaled over \$5 million. He also reported that there is a sufficient amount of multi-modal box funds to implement all the candidate projects for that category of funding.

MS. HAYWOOD MOVED AND MR. ANDERSON SECONDED TO APPROVE THE TAP, MULTI-MODAL ENHANCEMENT AND SRTS PRIORITIES AS RECOMMENDED BY THE BPCC.

Agenda Item #3 – Approval of STP and State Fund Priorities

Mr. Gogoi presented the STP and state fund priorities and explained the various projects on the list. He also discussed the two versions of the proposed priorities. The CAC version called for a removal of the Caloosahatchee River Bridge Incident

Management System Phase II project while the TAC version maintained it assigning it however with the lowest priority among all the competing projects. He reported that the BPCC recommended approval of the CAC version.

MOTION BY MR. GASPERINI TO RECOMMEND MPO APPROVAL OF THE STP AND STATE FUND PRIORITIES CONSISTENT WITH THE CAC VERSION. SECONDED BY MS. HOPWOOD MOTION CARRIED UNANIMOUSLY.

Agenda Item #4 – Review and Approval of the Bicycle Pedestrian Safety Action Plan

Mr. Gogoi mentioned that the draft Bicycle Pedestrian Safety Action Plan was not yet ready to be presented to the MPO Board for approval. He stated that staff will take into consideration any input received at the TMOC, and the other advisory committees before rewording and modifying the recommended actions.

There was a discussion on bike ped education and enforcement as called out in the Action Plan. While bicyclists and pedestrians welcomed the educational part they did not like the enforcement part. A suggestion was that the Chamber of Commerce could participate in the education effort by providing classes at the hotels where visitors to Lee County are staying. There was also a concern that bike ped enforcement may not go down too well with the general public when crime prevention is always a high priority.

Discussion ensued on funding through this Plan to pay for overtime for doing law enforcement. Lt. Fewell stated that overtime is good but it does not work when there is not sufficient man power. In 2004 there were 32 officers with the LCSO and now there are only 22. His own unit lost 4 officers to another Program and he is worried that he will not be able to spend all of the \$49,000 in the State DUI grant available to them this year. They are behind in DUI stats. The existing officers are already carrying a heavy load and that the Sheriff's office would have difficulty using any overtime dollars for this reason. There was general agreement that other law enforcement agencies in the County is going through the same problem.

Agenda Item #5 – MPO Authorization to Execute FDOT Local Memorandum of Understanding for Traffic Incident Management

Mr. Raimondo presented this item. He said that the MPO Director will sign for the MPO with the MPO Board approval. The Management Memorandum of Understanding (MOU) does not require any funding or staff from MPO. The item in front of them only applies to the execution of the agreement by the Lee County MPO, and that individual law enforcement and public safety agencies were addressing them separately and individually for execution by their own agencies.

MOTION BY MR. ANDERSON RECOMMENDING THAT THE MPO AUTHORIZE THE EXECUTION OF THE TRAFFIC INCIDENT MANAGEMENT MEMORANDUM OF UNDERSTANDING. SECONDED BY MR. GASPERINI. MOTION CARRIED UNANIMOUSLY.

Agenda Item #6 – LeeWay Presentation

Ms. Hopwood gave a presentation on Lee County's Toll Facility Programs, a status of ongoing improvements to the Cape Coral Parkway Bridge, Net and Access Toll Revenues collected in the 3 toll facilities, and the use of excess toll revenues for capital improvements. She reported that last year the electronic toll participation among users of the 3 toll bridges was 58% system-wide. She talked about a reverse look up program when transponders are not working which could be because the account is out of funds or the vehicle did not match, and that customers don't get a violation but instead the toll is charged to the account. She also talked about the Plate by Plate Program for rental cars where a third party contractor manages all the large rental car providers so that they are not actually violating the County's toll roads. She reported that LeeWay maintains interoperability among the different toll agencies in the State, and consistent with the federal mandate for national interoperability, the Orlando Orange County Authority, the Florida Turnpike Enterprise and North Carolina are working on that endeavor. LeeWay is also installing a daughter board in the readers so that they have the ability to read the CAP transponder for EZ Pass which is used in 14 states in the North.

Agenda Item #7 – Road Safety Presentation

Mr. Gogoi reported that the road safety presentation will be provided at the August TMOC meeting.

OLD BUSINESS

Agenda Item #8 – Public and Member Comments on Items not on the Agenda

None.

Agenda Item #9 – Local Government Reports

None

Agenda Item #10 – FDOT Report

None.

Agenda Item #11 – Announcements

None.

Agenda Item #12 – Topics for next meeting

Mr. Gogoi mentioned that the next meeting will have an agenda item on the results of the 2013 congestion survey and the performance measure analysis of the Lee County Transportation Network.

Agenda Item #13 – Information & Distribution Items

None.

ADJOURNMENT

The meeting was adjourned at 3:30 pm.

2013 CONGESTED LOCATIONS SURVEY RESULTS

RECOMMENDATION ACTION: Review and discuss the table of survey results in **Attachment A**.

The MPO conducted its annual Congestion Survey in March by publishing a survey in the News-Press and sending out notices. Responses to the survey were also gathered through an online interactive form posted on the MPO website, through forms completed by First Responders, from distributing to LeeTran bus drivers and from distributing to the Lee County School District.

The survey responses in **Attachment A** were edited and summarized by MPO staff to facilitate easy review and discussion by the committee members at the May 30th TMOC meeting. The raw data from the original entries is posted on the MPO website at www.leemopo.com, in case committee members want to look at the more detailed comprehensive data that also includes the locations that the public have identified for vehicle maneuverability problems, types of vehicles driven and the sources they rely on for traffic data. The same congested locations identified two or more times in the raw data is shown only once in **Attachment A**, for the most part, but also shows the number of times that it has been reported.

A lot of the reported congested locations are a repeat from previous years, and for some like Estero Boulevard, Daniels Parkway and Colonial Boulevard the problem will persist because they are either constrained facilities or there are no current improvements identified in the MPO's Long Range Transportation Plan. Some of the repeat locations include, for example, Gladiolus Boulevard, especially in the eastbound direction at US 41, and westbound Alico Road at US 41 where the problems were expected to diminish if not completely go away with the construction of the Metro Extension/Michael G. Rippe Parkway.

CONGESTED LOCATIONS SURVEY

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
1	A&W Bulb Rd @ McGregor Blvd (24 Reported)	FDOT LCDOT	2008	AM and PM Peak - Daily	Need traffic light to reduce accidents and traffic congestion.	Install traffic light.	Project will commence at the end of the year to provide directional lefts that will enhance safety at the intersection. Only right in and right out will be allowed from A & W Bulb Rd
2	Alico Rd @ I 75	FDOT LCDOT		AM and PM Peak -Daily	On ramps not marked well	Provide signage	
3	Alico Rd @ US 41 (3 reported)	FDOT	2009	AM Peak	Inadequate turn lane storage leads to traffic backups in WB direction	Convert the lane that goes straight into a shared through and right lane	
4	Bass Rd @ Summerlin Rd	LCDOT	2013	Weekend mornings	Sometimes the green arrow for the NB left turn is so short that only 1 or 2 cars can go thru before it turns red. You have to wait a long time before it turns green again. People think it is broken and tend to go thru illegally.	Decrease the wait period for NB lefts (from Barrington, Lexington Country Club and Lexington Middle School) on Bass to WB Summerlin.	
5	Bayshore Rd @ Old Bridge Rd	FDOT	2013	PM Peak - Daily	SIGNAL TIMING AT OLD BRIDGE ROAD AND AT HART ROAD CAUSES TRAFFIC BACKUPS on Bayshore Road on both directions	INCREASE GREEN TIME FOR EB AND WB TRAFFIC ON BAYSHORE ROAD IN AFTERNOON AT OLD BRIDGE ROAD AND HART ROAD.	
6	Bayshore Rd @ I 75 Ramps	FDOT	2013	AM Peak - Daily	There are 2 traffic lights at this location - each light moves traffic from Bayshore to the I 75 entrance ramps and I 75 off ramps to Bayshore Rd. They are not synchronized. Driving WB on Bayshore, if the first light I arrive at changes to Green, the second light going to the on Ramp changes to RED. Very frustrating because of the wait.	Synchronize the SPULs.	
7	Brantley Rd	LCDOT	2013	All day - Daily	There is only one speed zone sign when going east between 41 and Summerlin and it is not where people are turning onto Brantley. It is clear down by Forestwood Apts halfway to Summerlin.	More speed zone signs (both directions) directly after turning onto Brantley from 41, Crystal, and neighborhood drives.	
8	Briarcliff Rd @ Michael Rippe Pkwy	FDOT LCDOT	2012	AM and PM Peak - Daily	6 lanes to cross and fast moving traffic	Install a new traffic light	A new traffic light will be installed and expected to be operational in fall 2013
9	Buckingham Rd @ Gunnery Rd	LCDOT	2013	AM and PM Peak -Daily	Unsafe conditions, extremely heavy traffic volume. There is no bailout if there is an accident, no shoulders	Realign intersection to provide a 90 degree stop from Gunney Rd, and provide NB and SB turn lanes from Buckingham Rd.	
10	Burnt Store Rd: North of Pine Island Rd	LCDOT	2011	Morning Rush Hour	Inadequate capacity due to being a two lane road and accidents	Widen roadway	Plans to widen Burnt Store Road to Charlotte County lines are identified in the MPO's Cost Feasible Plan. However, funds have been committed for widening only for the segment from SR 78 to Diplomat Pkwy in FY 2015.
11	Burnt Store Rd @ Tropicana Pkwy (2 reported)	LCDOT	2012	PM Peak - Daily	Traffic crashes	Need new traffic signal	
12	Buttonwood Dr @ San Carlos Blvd	FDOT	2013	All day - Daily	Light not long enough in heavy traffic to accommodate all EB traffic on Buttonwood turning left to NB San Carlos	Yield left turn on green light would help very much. We have had to wait through 4 traffic light changes to turn left if not right at light when it turns for southbound traffic.	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
13	Cape Coral Bridge (3 reported)	LCDOT	2011	PM Peak - Daily	(1)Because of the out of sequence traffic lights on CC Parkway, the road becomes very congested at 5:00 rush hour in WB direction. 2) Lack of adequate, timely public transportation between Cape Coral and Fort Myers	(1) Time the lights on CC Parkway to allow for rush hour traffic (2) Provide non-stop bus service between a designated CC location and a transfer center in FM and make bus connections available with 15 minutes headways or less at the transfer centers (3) Restripe roadways to create bike lanes.	
14	Cape Coral Pkwy (5 reported)	CC	2011	AM and PM Peak -Daily	Inadequate signal timing	LCDOT completed communication network in this and other corridors last year connecting the traffic signals to its Traffic Operations Center. The County will continue to review the signal timings for traffic flow and address any issues.	
15	Cape Coral Pkwy @ Chiquita Blvd	CC	2012		WB left on Cape Coral to SB Chiquita Blvd. You can wait thru two lights for turn	Both EB and WB left turn signals to Chiquita should be simultaneous instead of separate turns	
16	Del Prado Blvd @ Cape Coral Pkwy (4 reported)	LCDOT	2011	AM and PM Peak - Daily	(1) Inadequate signal timing (2) Motorists turning left to SB Del Prado can see the light turn green but can't get to turn because median is in the way and have to wait through another light	(1) Retime the traffic signals for SB lefts to EB in the mornings and WB rights to NB in the afternoons (2) Extend and provide access to WB left turn lane by shaving off 5 ft of median (3) Improve mass transit in the area (4) Implement complete streets to accommodate bicyclists and pedestrians	
17	Chiquita Blvd @ Cape Coral Pkwy	CC	2008	3:00 PM - Daily	Signal timing	Extend green time for SB lefts to Cape Coral Pkwy	
18	Coconut Rd @ US 41 (2 reported)	FDOT LCDOT	2013	AM Peak Hr - Daily	Timing of light back ups WB lefts to SB 41	Improve signal timing	
19	McGregor Blvd @ College Pkwy (4 reported)	FDOT LCDOT	2012	PM Peak - Daily	(1) Inadequate signal timing and inadequate turn lane storage for NB lefts (2) SB through traffic blocked by NB lefts on McGregor to WB College	(1) Extend NB left turn lanes (2) Provide more green time for NB lefts (3) Better timing of lights btwn AW Bulb and College to clear intersection for SB vehicles on McGregor	
20	College Pkwy @ US 41 (5 reported)	FDOT LCDOT	2011	AM and PM Peak -Daily	(1) Insufficient green time/lane storage for EB lefts on College Pkwy to NB 41 (2) SB lefts on 41 to EB Daniels (3) NB lefts to WB College Pkwy	(1) Extend green time (2) Reroute traffic and rework signals	
21	College Pkwy	LCDOT	2011	AM and PM Peak -Daily	Signal timing		
22	Colonial Blvd (5 reported)	FDOT LCDOT	2012	AM and PM Peak - Daily	Inadequate turn lanes and signal timing		
23	Colonial Blvd: Veronica S. Pkwy to Fowler Ave	FDOT LCDOT	2012	PM Peak - Daily	Inadequate signal timing at the intersections of Veronica Shoemaker, Metro, Evans, Fowler in the WB direction. Traffic seems to free up after Fowler .	Re-evaluate signal timings at these intersections around 6pm	
24	Colonial Blvd @ Deleon St	FDOT LCDOT	2013	PM Peak - Daily	Timing for red light on Colonial is excessively long. Signal should be synchronized with Summerlin.	Time the light in favor of Colonial Blvd	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
25	Colonial Blvd: Winkler Ave to I 75 (6 reported)	FDOT LCDOT	2011	PM Peak - Daily	EB traffic on Colonial Blvd trying to approach Interstate 75 entry ramps. especially I-75 south. EB right turn lane backs up beyond Six Mile/Ortiz intersection to Walmart exits and even Golden Corral restaurant. The mixing of exit/entry traffic from the retail centers makes it difficult to merge to I-75 approach lanes creates an unsafe and dangerous circumstance.	(1) Change signal timing at Colonial @ Six Mile Cypress Pkwy (2) Shorten the service road from the Shell/Verizon/Lowes retail establishments so abrupt turns would not be necessary to get on I-75 approach lanes. (3) Allow NB I 75 traffic stay in the center lane, until after the I 75 SB exit.	
26	Colonial Blvd: US 41 to Metro Pkwy	FDOT LCDOT	2011	PM Peak - Daily	On Colonial, not really sure except drivers jockeying for position; some to be ready to turn on to Metro, but mostly for the "high speed" break away east from Metro.	1. Maybe signage re: upcoming Metro turn further back towards US 41 over pass. Many drivers appear to not know where the turn actually is. Not sure what to do about the speeders trying to get to the front of the line to be ready to jump off the light at Metro. 2. Working closely with St. Francis to develop and incentivize sets of alternative travel plans.	
27	Colonial Blvd @ Ortiz/Six Mile Cypress (9 reported)	FDOT LCDOT	2008		(1) Inadequate NB right turn lane storage to EB Colonial (2) Inadequate green time for SB lefts to EB Colonial (3) Inadequate green time for EB lefts to SB Six Mile Cypress (4) Inadequate green time for EB and WB through movements (5) WB motorists on Colonial Blvd make U-turns negating opportunities for NB rights to EB Colonial	(1) Prohibit WB U turns (2) Add a second NB right turn lane (3) Retime traffic signal (4) Build overpass	
28	Colonial Blvd @ Sommerset Dr/Summerlin Rd (12 reported)	FDOT LCDOT	2008	AM and PM Peak -Daily	(1) Inadequate green time for EB lefts on Colonial to NB Sommerset (2) Light on NB Summerlin to turn west on Colonial too long (3) EB movements have long green lights (4) Green time on WB lefts on Colonial to SB Summerlin inadequate	(1) Retime signal (2) Build overpass	
29	Corkscrew Rd @ Corkscrew Village (5 reported)	LCDOT	2012	AM and PM Peak - Daily	Traffic entering from the east trying to cross over into plaza, and traffic exiting from the plaza trying to cross over to go west, become stuck in that middle area face to face and block each other's view of any oncoming traffic which is traveling very fast.	1. No U-Turns at Corkscrew Woodlands 2. Better light coordination	
30	Corkscrew Rd @ I 75	LCDOT	2012	Most of the day - Daily	1. Inadequate EB left turn lane storage 2. Short length of turning light	Take a lane on the right side from the EB through lanes to add a second EB left turn lane onto I 75 North.	
31	Coronado Pkwy @ Cape Coral Pkwy	LCDOT CC	2013	AM and PM Peak- Daily	Signal timing, inadequate turn lane storage	Extend green time for NB lefts to Cape Coral Pkwy	
32	Cypress Lake Dr (2 reported)	LCDOT	2011	PM Peak - Seasonally	Signal timing is horrible. Traffic does not move. Get through one intersection only to be stopped at the next.	Time the lights.	
33	Cypress View Dr @ Three Oaks Elementary	LCDOT	2013	School Dismissal Time	2-lane road with no shoulder for parents to pull over, so they just park in the road	Police to come check out the situation when school lets out and hopefully remedy it with the school	Forwarded to LC School District
34	Daniels @ Metro Pkwy	FDOT LCDOT	2012	10 AM - 6 PM - Seasonally	Could be a combination - Ball Game traffic and signal timing	No U turns on Daniels Pkwy	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
35	Daniels Pkwy @ Six Mile Cypress Pkwy (3 reported)	LCDOT	2013	Ball games - Seasonally	(1) The "new" No Turn on Red" sign is confusing our non-residents. They either all turn or honk if one is following the No Turn sign. (2) Inadequate SB left turn storage to EB Daniels	(1) The "No Turn on Red" sign needs to be FLASHING so people realize that when you don't want us to turn on red you mean it. (2) Extend SB left turn lane and extend green time	
36	Daniels Pkwy @ Treeline Ave (3 reported)		2008	All Day - Daily	THE LEFT TURN LIGHT FOR CARS TO GO TOWARD RSW ONLY LETS ABOUT 5 CARS THROUGH. THEN YOU SIT FOR A LONG LIGHT.	MORE TIME TO LEFT TURN SIGNAL	
37	Daniels Pkwy - Entire corridor (10 reported)		2008	AM and PM Peak - Daily	(1) Inadequate turn lanes (2) Signal timing/traffic volumes (3) Seasonal baseball games at Jet Blue Stadium		
38	Daniels Pkwy @ Fiddlesticks Blvd (3 reported)		2008	AM and PM Peak - Daily	Signal Timing, Spring Training Baseball Schedule	(1) Extend green time to WB lefts on Daniels onto SB Fiddlesticks Blvd (2) Expand NB left turn lanes on Fiddlesticks and increase green time	
39	Daniels Pkwy @ I-75 South Entrance Ramp		2008	AM Peak - Daily	Inadequate turn lane storage	Add a second WB left turn lane to SB I 75	
40	Daniels Pkwy @ SR 82				Probably signal timing cause traffic backups NB during evening rush hour		
41	De Navarra Pkwy @ Del Prado Ext			PM Peak Hour -Daily	Absence of traffic light leads to traffic back ups	New traffic light	
42	Del Prado Blvd: Veterans Pkwy to SR 78 (12 reported)			AM and PM Peak- Daily	(1) Traffic crashes (2)Inadequate signal timing	Fix signal timing	
43	Del Prado Blvd @ Viscaya Blvd			PM Peak - Daily	The right hand SB through lane is continually backed-up all the way to the main entrance of Cape Coral Hospital while other lanes are empty. This blocks motorists leaving the south entrance of the hospital to Del Prado. Perhaps a "do not block entrance/driveway" sign would help.	Add a SB right turn lane to WB Viscaya where the closed gas station is located.	
44	Edison Ave: US 41 to Heitman St				Inadequate storage in WB left turn lane on Edison to SB 41	Close the south entrance to racetrack gas station	
45	Esteros Blvd (8 reported)	LC	2001	AM and PM Peak - Seasonally	(1) Lack of traffic control and people (2) Trolley not being able to pull over	(1) Increase capacity, more "pedestrian overpass" (2) New bridge to the south end of the Island from Summerlin via Winkler Rd	
46	Esteros Pkwy @ Three Oaks Pkwy (2 reported)			All day -Daily	No EB right turn lane cause traffic backups	Add a EB left turn right turn lane to SB Three Oaks	
47	Fiddlesticks Blvd @ Publix Entry/Exit	LCDOT	2011	Unpredictable - Seasonally	East/west crossing should not be allowed at Cody Lee Dr. Too many close calls. Motorists from Publix to CVS should be directed to use the southernmost Publix exit to Fiddlesticks		
48	Fowler St @ MLK Jr. Blvd	FDOT	2013	AM Peak - Daily	Inadequate signal timing for SB lefts. The green for NB and SB throughs are too long even when there is no traffic	Increase green time for SB lefts on Fowler to EB MLK Jr. Blvd	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
49	Gator Circle @ De Navarra Pkwy	CC	2013	1:43 PM - Daily		Stagger school dismissal	
50	Gladiolus Dr @ Bass Road			All day -Daily	There is no protected SB lefts on Bass Rd to EB Gladiolus, and cars often turn left in front of vehicles going straight across Gladiolus to the library or Parker Plaza	Add protected SB lefts to alleviate this dangerous situation.	
51	Gladiolus Dr @ Lowes	LCDOT	2011	PM Peak - Daily	WB left turning drivers to Lowes try to cut across four lanes of heavy traffic. The turn lane to Lowes is a total accident waiting to happen. People should be forced to use the entrance off 41.		
52	Gladiolus/Six Mile Cypress @ US 41 (23 responses)	LCDOT FDOT	2007	AM and PM Peak - Daily	(1) Inadequate signal phases (2) In peak season, beach traffic results in congestion on EB Gladiolus in PM, and NB 41 and WB Gladiolus in AM (3) Inadequate storage in NB left turn lanes on 41 to WB Gladiolus (4) Inadequate storage in EB left turn lane on Gladiolus to NB 41 (5) WB traffic backups on Six Mile Cypress Pkwy (6) from Six Mile Cypress to Gladiolus (crossing US 41) in WB direction, 2 lanes compete to flow into 3 lanes causing near accidents when motorists cross U S 41 try to go to center lane	(1) Re-open southbound turn on to US41 from old Gladiolus (2) Extend green time for EB lefts (3) Build overpass	A project to extend the WB left turn lanes on Six Mile Cypress Pkwy to SB 41, and adding a third WB through lane is programmed in FY 2017.
53	Gulf Coast Hospital @ Metro Pkwy	FDOT	2013		Metro Pkwy widening and extension have resulted in more traffic. Hard to exit north from hospital across all the lanes.	Add a traffic light on Metro (hospital block) south of Daniels so hospital visitors and employees can exit safely.	
54	Del Prado Blvd @ Hancock Bridge Pkwy (4 reported)	LCDOT	2013	8:30 AM, 4:00 PM - Daily	(1) Caloosa High School increases congestion when dismissed in the afternoon (2) The right hand turn lane is right turn only. People end up cutting off those in the center lane to get out of this lane and the problem is compounded during school dismissal times (3) Inadequate green time for NB lefts	(1) Retime lights (2) Make 5-10 minutes earlier for Middle School release time	
55	Health Park Circle/Park Royal Drive @ Bass Rd	LCDOT	2013	AM and PM Peak - Daily	No traffic light	Install a new traffic light	
56	Homestead Rd @ Alabama Rd (2 reported)	FDOT	2011	AM and PM Peak -Daily 2:30 PM - 4:00 PM - School Days	The light in the is not green long enough in NW direction. If you are past the Walgreens driveway you will not get through the light. Once green it only lets a max of 5 cars through.	Extend green time.	Intersection improvements are part of the Homestead widening from Alabama to Sunrise. Construction is proposed to be funded in FY 2015/16.
57	I 75 (3 reported)		2012	PM Peak - Daily	Road construction		Problem will go away with end of construction
58	Iona Rd	LCDOT	2013		Cars and trucks do not pull up to the white line. Need a sign.	A sign would make drivers aware they need to trip the light	
59	Iona Rd @ McGregor Blvd	LCDOT FDOT	2013	At most times of the day	Cars leaving the Hess gas station from Iona Rd drive across both lanes of Iona traffic to enter McGregor. Not only is this dangerous for those turning right on Iona - since the cars leaving the gas station are not watching the right turn lane on McGregor - but it also holds up those trying to move thru the intersection.	Right turn only sign at the exit of the gas station.	CTST reviewed this location this year but no remedial measures have been funded.

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
60	Lee Blvd (2 reported)	LCDOT	2012	PM Peak - Daily	Signal Timing	More Lanes	
61	Lee Blvd @ Gunnery Rd (4 reported)	LCDOT	2012	AM Peak Hr - Daily	Signal timing. The roads were resurfaced recently, and signal timing was modified, causing congestion turning left from Lee Blvd onto Gunnery Rd between 730am and 845am.	1) Either increase the green time for WB left turns to SB Gunnery by 2 to 3 seconds to allow more vehicles to take left, or 2) Extend the WB left turn storage. There are between 7 to 9 vehicles outside the lane blocking the next lane from moving and causing a traffic jam on Lee Blvd.	
62	Lee Blvd @ Leeland Heights Blvd	LCDOT	2012	Morning Rush Hour			
63	Lee Blvd @ Sunshine Blvd		2013	All day - Daily	Signal Timing	Get lights in sync	
64	Leonard Blvd @ Havilland Ave		2013	AM and PM Peak - Daily	Inadequate turn lane storage	Improve road conditions, and reduce the amount of student pick ups at this location	
65	Leonard Blvd @ 23rd St SW	LCDOT	2013	AM Peak - Daily	Too many school buses picking up at the same time at the same bus stop.	Forwarded to LC School District	
66	Llewellyn Rd @ US 41	LCDOT FDOT	2012	AM Peak - Daily	Congestion at this intersection caused by drivers turning on Llewellyn Dr to head to Fort Myers High School or Lee Memorial	Extend green time for NB lefts to WB Llewellyn Dr	
67	Littleton Rd @ US 41 (3 reported)	FDOT	2007	All day -Daily	Not enough green time for EB and WB movements	Extend green time	
68	Lowes @ Three Oaks Pkwy (2 reported)	LCDOT	2013	All Day - Daily	Normal traffic plus customers exiting Lowes must turn left at light to go south on Three Oaks Pkwy	There should a WB left turn lane from Lowes to SB Three Oaks. People are crossing on the grassy median now	
69	Main St @ San Carlos Blvd	FDOT	2013		Traffic crashes and inadequate turn lane storage. You cannot get across East and West. Need a light to lighten traffic load with left turn signal.	Install light on corner of Main Street and San Carlos Blvd and change timing at Button Wood Dr and San Carlos Blvd	
70	Martin Luther King Jr Blvd	FDOT FM	2013	AM and PM Peak - Daily	There are only 2 lanes going in each direction, this is the only main road from I-75 to downtown Fort Myers, therefore there are too many cars for this road and there are no reasonable alternate routes without going completely out of one's way. Another cause would be traffic signals that only allow enough time for 3-5 cars to go before turning red. When there is a line of 10-15 cars (MLK & Fowler) but only 3-5 cars able to go at a time, this causes backup as well as people risk running red lights out of frustration of spending so long waiting to get a green light.	There should be turn lanes, when someone is making a left or right turn and they slow down or come to a stop, it causes backup for all of the cars behind them. Most of the roads (Daniels Pkwy, Colonial, Alico) that are I-75 exit roads going east/west to US 41 have 3 lanes on each side as well as enough of a turn lane to pull out of the main road and get out of the way. The traffic lights should be coordinated with nearby traffic lights so that they are in-sync with each other. When a light is green but the light 300 feet ahead is red (and vice versa), it serves no purpose.	
71	Metro Pkwy @ Six Mile Cypress Pkwy	LCDOT FDOT	2013	PM Peak - Daily	Insufficient green time/lane storage for EB lefts to Metro	Retime traffic signal at 5pm	
72	Mid Point Bridge (2 reported)	LCDOT	2012	AM Peak - Daily	Traffic accidents	Once past the Del Prado Blvd exit, you are stuck on the bridge. There should be a sign with estimated delay just like on I-75, they have signs that warn you of an accident ahead or how long it will take to get to the desired exit.	


	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
73	MLK Jr. Blvd: US 41 to Hendry St	FDOT FM	2013	PM Peak - Daily	St Francis Xavier School traffic compounding already congested Justice Center pedestrian and vehicular traffic. Parents simply need to travel to school via alternative to the downtown MLK route. The school needs to take responsibility in working with community to develop alternative travel means.	Working closely with St. Francis to develop and incentivize sets of alternative travel plans.	
74	MLK Jr. Blvd @ Colonial Blvd	FDOT FM	2013	AM Peak - Seasonally			
75	NE 14th St @ Del Prado Blvd	LCDOT	2013	AM and PM Peak - Daily	High traffic on Del Prado sits for 5 to 10 mins in order to make a left from NE 14th St	Install a traffic light	
76	NE 24th Ave @ Pine Island Rd	FDOT	2012	AM and PM Peak - Daily	Back ups resulting from SB left turn traffic on NE 24th Ave to Pine Island Rd	New traffic light	
77	Nicholas Pkwy @ Pine Island Rd	LCDOT CC	2013	Mid Day - Daily	Signal timing	Extend green time for NB left turn motorists to WB Pine Island	
78	Old Bridge Road @ Bayshore Rd	FDOT	2013		Turn signal for Old Bridge Rd is too short. Can take several light changes to turn left on NB Old Bridge Rd into WB Bayshore	would help to adjust the light a little longer in am and pm	
79	Ortiz Ave	LCDOT	2013	Daily	Inadequate travel lanes	Provide more Lanes	The MPO's Cost Feasible Plan identifies the widening from Colonial to SR 80 but construction is not currently funded for any segments
80	Palm Bch Blvd @ I 75 (18 reported)	FDOT	2013	(7:15 AM, AM Peak) - Daily	Construction		Problem should go away with end of construction
81	Pine Island Rd (6 reported)	FDOT LCDOT	2013	AM Peak - Daily		Expand roadway	
82	Pine Island Rd @ NE 24th Ave (2 reported)	FDOT LCDOT	2011	AM and PM Peak -Daily	We need a signal. 4 way street and everyone thinks they can make it across	Install new traffic light	
83	Pine Island Rd @ Burnt Store Rd			4:00 PM - Seasonally			
84	Pine Island Rd @ Del Prado Blvd	FDOT LCDOT	2011			6-lane Pine Island Rd	
85	Pine Island Rd @ Matlacha (3 reported)	LCDOT	2013	(9AM - 6 PM) - Daily Weekends - Daily	Poor parking, no clearly designated area for pedestrian traffic, no clear place for pedestrians to cross the road.	Build clearly delineated, designated parking. Clear pedestrian paths. Clearly marked crossing points. Perhaps angled parking would reduce congestion from people backing up to get back onto the operating roadway.	
86	Pine Island Rd @ Nicholas Pkwy	FDOT CC	2012	PM Peak - Daily	People turning into the gas station just west of intersection	There should be another lane for people going into gas station so traffic could flow through	
87	Pine Island Rd - US 41 to Woodward Ave	FDOT LCDOT	2013	PM Peak - Daily	Short signal timing between light at Walmart to US 41 and crossing Pine Island Rd	Increase green time for WB traffic on Pine Island Rd and 41 at Wal-Mart going into Cape Coral	
88	Pine Ridge Rd @ Summerlin Rd	LCDOT	2012	All day until about 6 or 7 PM	No left turn arrow. Much traffic comes north from the beach.	Need a left turn arrow with a yield on green	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
89	Pondella Rd @ Business 41		2013	AM Peak - Daily	There is only one lane to turn right to head south over the bridge, and people wait till they are close to the intersection and cut over. The other 2 lanes turning left and straight are hardly used.	Take one of the other lanes and use it for right turns.	
90	Pondella Rd @ Pine Island Rd (3 reported)	FDOT LCDOT	2011	AM Peak, 3:30 PM - Daily	Traffic backups on NB Pondella caused by left turning vehicles to WB Pine Island Rd		
91	Pondella Rd @ US 41 (5 reported)	FDOT LCDOT	2009	PM Peak - Daily	Traffic backup on WB Pondella resulting from too short of a left turn lane to US 41 South	Increase WB left turn lane; Increase green time	
92	Ramp Area @ Caloosa Middle	CC	2013	School Dismissal Time	Parents dropping and picking up students	Have traffic person out on road at entrance of ramp	Forward to LC School District
93	San Carlos Blvd @ Linda Loma Dr	LCDOT	2013	AM and PM Peak -Daily	A temporary median that was installed for whatever reason is the main cause for traffic back ups.	Remove the median	Check this out
94	Sanibel Rd @ US 41	FDOT LCDOT	2011	AM and PM Peak -Daily	No left turn signals in either west or eastbound lanes on Sanibel Rd. Many near misses as turning vehicles back up and run the light or cut off straight traffic on Sanibel. More traffic expected with opening of Walgreens.	Add turn signals to make left turns either direction onto 41	
95	Santa Barbara Blvd @ Cape Coral Pkwy.	CC	2013	AM and PM Peak -Daily	Santa Barbara Blvd signal stays "RED" for approx. 2min 40 sec	Retime signal to allow more vehicles SB on Santa Barbara to EB Cape Coral Parkway	
96	Santa Barbara Blvd @ SE 29th St Terrace	CC	2012	AM and PM Peak- Daily	Turn Lane signal	Make the signal protective/permissive instead of just protective	
97	Six Mile Cypress/Ortiz @ Colonial Blvd (9 reported)	FDOT LCDOT	2011		(1) Inadequate right turn lane, signal length (2) Left turn signal for NB Six Mile to WB Colonial Blvd is not long enough. (3) Inadequate green time for SB left to Colonial	(1) Add a second NB right hand turn lane to EB Colonial (2) Increase green time for SB left turns on Ortiz to EB Colonial (3) Build flyover at intersection	
98	Six Mile Cypress Pkwy: Daniels Pkwy to US 41 (9 reported)	LCDOT	2008	(1) PM Peak - Daily (2) Ball games - Seasonally	(1) Ball games (2) Inadequate turn lane storage at Metro Pkwy	(1) Ball Park Bus Service (2) Build overpass at US 41 intersection	
99	Slater Rd @ Bayshore Rd	FDOT LCDOT		AM Peak - Daily	Signal Timing	More green time for SB lefts on Slater to Bayshore	
100	South Street @ US 41	FDOT FM	2013		Inadequate signal timing	Provide "Leading Green" for WB lefts on South Street to SB 41	
101	SR 31: SR 80 to Charlotte Cty Line	FDOT	2013		Posted speed limits on SR-31 is 40 MPH from SR-80 to SR 78, and 60-MPH north of SR-78 to the Charlotte county line. In the latter speed zone are gas stations, convenience stores, churches, schools, private driveways and side streets all with access to SR-31. Cars and gravel trucks exceed speed limit and pass each other at conflict locations.	Reduce posted speed limits to 50-MPH on SR-31 north from SR-78 to the Charlotte county line and add double yellow line no passing zones at roadway intersections.	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
102	SR 80 @ River Hall Pkwy	FDOT	2013	School Year	No signal. All buses must turn right and go through residential area	Add new traffic signal	
103	SR 82: Colonial Blvd to Hendry County Line (5 reported)	FDOT	2007	AM and PM Peak -Daily	Only one lane in each direction, not enough locations with turn lanes, no traffic signals after Daniels eastbound.	Widen road, add more turn lanes, add a stop light at Homestead or Sunshine.	US DOT feasible plan includes project to widen SR 82 to 6 lanes upto Homestead Rd. However, funds are committed for widening from Shawnee to Alabama in FDOT's Work Program in FY 2018. It is anticipated that funds would be committed to the segment west of Shawnee no later than FY 2018 as well. This segment includes a Continuous Flow intersection at
104	SR 82 @ Daniels/Gunnery (3 reported)	FDOT	2007	PM Peak - Daily	(1) Inadequate signal timing (2) Traffic crashes	Longer green times in NB and SB directions	
105	SR 82 @ Lee Blvd (2 reported)	FDOT	2013	AM and PM Peak - Seasonally	Traffic crashes and signal timing	Retime traffic signal	
106	SR 82 @ Gateway Blvd	FDOT	2013		Signal timing	Extend WB left turn lane on 82 to SB Gateway Blvd	
107	Stockton Rd @ US 41	FDOT LCDOT	2011	All day -Daily	Light is very short coming out of Old K Mart Plaza and takes forever to turn green again. The only way to go N out of plaza.	Extend green time	
108	Summerlin Rd @ Boy Scout Dr	LCDOT	2013	PM Peak - Daily	Signal timing		
109	Summerlin Rd @ Cypress Lake Drive (6 reported)	LCDOT	2011	Mid Day - Seasonally	Signal timing	(1) Extend green time for NB lefts on Summerlin to WB Cypress Lake (3) Increase green time for NB Summerlin (4) Build overpass (2) Extend green time for WB lefts on Cypress Lake to SB Summerlin.	
110	Summerlin Rd @ Gladiolus Dr (3 reported)	LCDOT	2008	Noon thru 7 PM - Daily	People think they have to pause and look for traffic before entering the continuous right turn lane to EB Gladiolus.	Add simple sign "Keep Moving Stay in Your Lane".	
111	SW 20th Ave: Veterans Pkwy to SW 32nd St	CC	2013	School Drop Off/Dismissal Time	Student drop off and pick up by parents	More police control	Forwarded to LC School District
112	Thompson St @ Fowler St	FM	2013	AM Peak - Daily	Thompson signal not timed with MLK signal, often holding back an entire MLK green light cycle of SB Fowler traffic.	Synchronize Thompson and MLK traffic signals for SB Fowler traffic.	
113	Trafalgar Pkwy @ Skyline Blvd	CC	2012	AM Peak - Daily	The light isn't long enough despite heavy traffic eastbound and westbound on Trafalgar. The light changes and about four cars get through.	Make sure the light for eastbound and westbound traffic on Trafalgar lasts for a minimum of 7 seconds longer.	
114	US 41 @ Crystal Drive	FDOT LCDOT	2011	AM Peak - Daily	Signal timing	Change the signal timing	
115	US 41 (3 reported)	FDOT LCDOT	2012	AM and PM Peak- Daily	Construction	Problem will go away with end of construction	
116	US 41 @ Bonita Beach Rd	FDOT LCDOT	2011	10:15 AM - 10:45 AM - Sundays	Church Traffic going to First Presbyterian	Extend green time for SB lefts from 41 to Bonita Beach Rd on Sundays	A PD&E Study for an overpass is under way
117	US 41 @ Bus 41 (2 reported)	FDOT LCDOT	2008	All day -Daily	The wait for a SB left turn arrow is too lengthy.	Allow permissive left in addition to a protected left	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
118	Bayshore Rd @ US 41 (3 reported)	FDOT LCDOT	2013	PM Peak - Daily	Inadequate signal timing, inadequate left turn lane storage leads to traffic backups in WB direction	Improve WB turn lanes to SB 41	
119	US 41 @ Caloosahatchee Bridge (3 reported)	FDOT LCDOT	2013	PM Peak Hour	Heavy traffic		
120	US 41 @ Colonial Blvd	FDOT LCDOT	2013	AM and PM Peak - Daily	Inadequate turn lane storage for NB lefts on US 41 to WB Colonial Blvd	Extend left turn lanes	
121	US 41 @ Corkscrew Rd (3 reported)	FDOT LCDOT	2011	PM Peak - Daily	(1) Road construction (2) Light too short for EB and WB traffic on Corkscrew compounded by traffic turning right from US 41	Retime signal	
122	US 41 @ Cypress Lake/Daniels (9 reported)	FDOT LCDOT	2013	PM Peak - Daily	(1) Signal Timing (2) Inadequate storage on EB right turn lane on Cypress Lake to SB US 41 (3) Inadequate storage on NB left turn lane on 41 to Cypress Lake (4) Insufficient green time/lane storage for SB lefts on 42 to EB Daniels	(1) Build overpasses (2) Retime traffic signal (2) Need overhead signs approaching US 41	
123	Hancock Bridge Pkwy @ US 41 (2 reported)	FDOT LCDOT	2011	AM and PM Peak - Daily	(1) Inadequate signal timing	(1) Longer green time for NB lefts to WB Hancock Bridge (2) Extend Hancock to Business 41.	
124	US 41 @ Lee Memorial Hospital	FDOT LCDOT	2013	AM and PM Peak - Daily	I am afraid I might not see these people and hit them	I don't know, if you patrol the street, I think they would cross just any place whether you were there or not. They must be brave people.	
125	US 41 @ McGregor Blvd (2 reported)	FDOT LCDOT	2013	AM and PM Peak - Daily	(1) The " No Turn on Red " sign. (2) Cars stop for pedestrians in crosswalk for justice center, and this backs up cars coming onto MLK	(1) Take down the "No Turn on Red " sign!!! I enter Ft. Myers downtown from NFM everyday and turn onto McGregor. Traffic backs up unnecessarily. Smooth flowing traffic onto McGregor will alleviate back up on the bridge. (2) A crosswalk bridge to by-pass traffic	
126	US 41 @ River View Executive Complex/Fresh Market Shopping Center	FDOT LCDOT	2013	All Day -Daily	No traffic signal at this location with cars trying to access 41 from both the shopping center and the River View Executive Complex on opposite sides of the street to travel either north or south. 41 is six lanes at this location and situation is compounded by NB and SB motorists making u turns.	New traffic light. That, or prohibit U turns and only allow right in and right out at the shopping center. To go south on 41, shopping center motorists will have to head north and take a U turn at Terry Street .	
127	US 41 @ Stella St	FDOT LCDOT	2013	AM and PM Peak - Daily	Cars traveling SB exceed speed limit. Also high school kids are in the middle of the road (41) trying to cross into LMH parking lot as a cut through to the high school.	Lower the speed limit and enforce it!!! Traffic signal at Stella so the high school kids could cross with the light.	
128	US 41 @ Pine Island Rd (2 reported)	FDOT LCDOT	2011	PM Peak - Daily	More NB lanes		
129	Veterans Pkwy @ Santa Barbara Blvd	LCDOT	200	AM and PM Peak -Daily	traffic crashes and inadequate turn lane storage	only solution: build overpass	
130	Veteran's Pkwy Exit Ramp @ Del Prado Blvd	LCDOT	2008	AM and PM Peak -Daily	Traffic light only lets about 5 or 6 cars in the WB exit ramp through per light change	Extend green time	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
131	Village Shops Way @ US 41	FDOT	2013	AM and PM Peak -Daily	Signal timing for WB left turns from Coconut Point Mall to SB US 41	Extend green for WB left turns	
132	Williams Rd @ US 41	FDOT LCDOT	2013	School Start/Dismissal	Lack of a WB right turn lane	Install a WB right turn lane	
133	Winkler Rd @ Myerlee Country Club Blvd	LCDOT	2013	Morning Rush Hour	Only one lane each way	Add a through lane and a L and R turn lane at Myerlee	
134	Winkler Rd @ Cypress Lake Dr	LCDOT	2011	All Day - Daily	Inadequate signal timing leads to traffic backups caused by NB lefts on Winkler to WB Cypress Lake Dr	Adjust green time for NB lefts so that more than three vehicles can clear the light.	
135	Winkler Rd @ Gladiolus Dr (2 reported)	LCDOT	2011	AM and PM Peak - Daily	(1) Signal timing (2) Outermost NB lane is straight or turn. You wait forever it seems, to be able to make your right turn.	(1) Reduce green time (2) Change the outermost NB lane to right turn lane only	
136	Winkler Rd @ Summerlin Rd (4 reported)	LCDOT	2011	AM and PM Peak - Daily	Signal timing, turn lane storage	(1) Extend WB Summerlin left turn lane to SB Winkler (2) Extend SB Winkler right turn lane to WB Summerlin (3) Retime traffic signal	

 Identifies location with safety issues

STATE OF THE LEE COUNTY TRANSPORTATION NETWORK PRESENTATION

RECOMMENDED ACTION: This is not an action item. A draft power point to be presented at the August 14th TMOC meeting **is attached**.

The MPO's consultant *Renaissance Planning Group* has been working on various performance measures used to analyze the Lee County Transportation Network consistent with MAP-21 requirements. The Analysis provides an insight into system-wide trends and conditions of the transportation network over the last three years on the basis of five emphasis areas from MAP-21. These emphasis areas are *Mobility, Accessibility, Socio-Economic, Safety, and Sustainability*.

Additionally the analysis evaluates and technically ranks the roadway segments/corridors identified in the Lee County Congestion Management Network, while also evaluating them with the completion of committed projects in FDOT's Work Program and projects identified in the MPO's Cost Feasible Plan. The Consultant will make a presentation at the August 14th meeting. A draft of the power point **is attached**.

A documentation of the results of the analysis will be incorporated as a Technical Memorandum in the draft 2012 Congestion Monitoring Report. The draft Report will be brought before all the MPO committees for approval and publication at an upcoming meeting.

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION

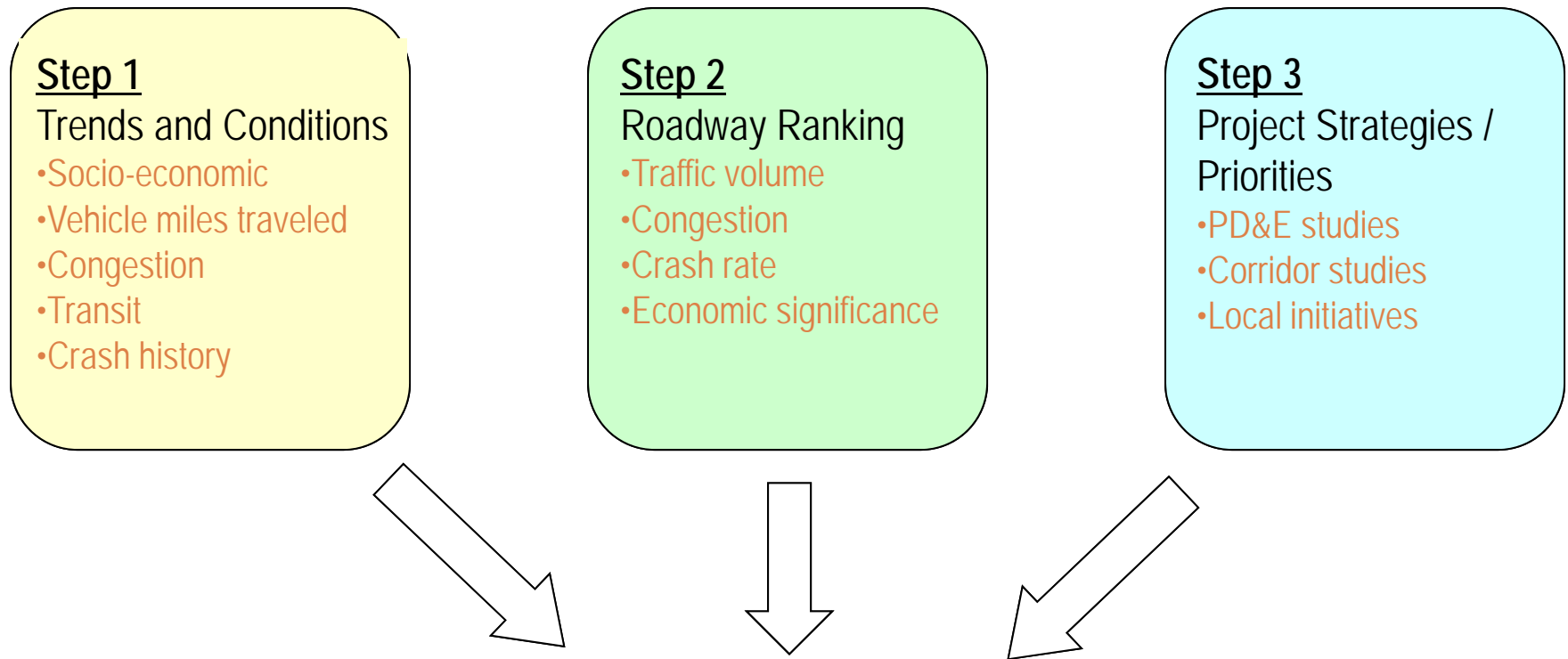
CONGESTION MANAGEMENT PROCESS



Renaissance Planning Group



Congestion Management Process



Are the MPO's priorities still on target?

SIS, Regional & Non-Regional Roads

SIS - Florida Strategic Intermodal System

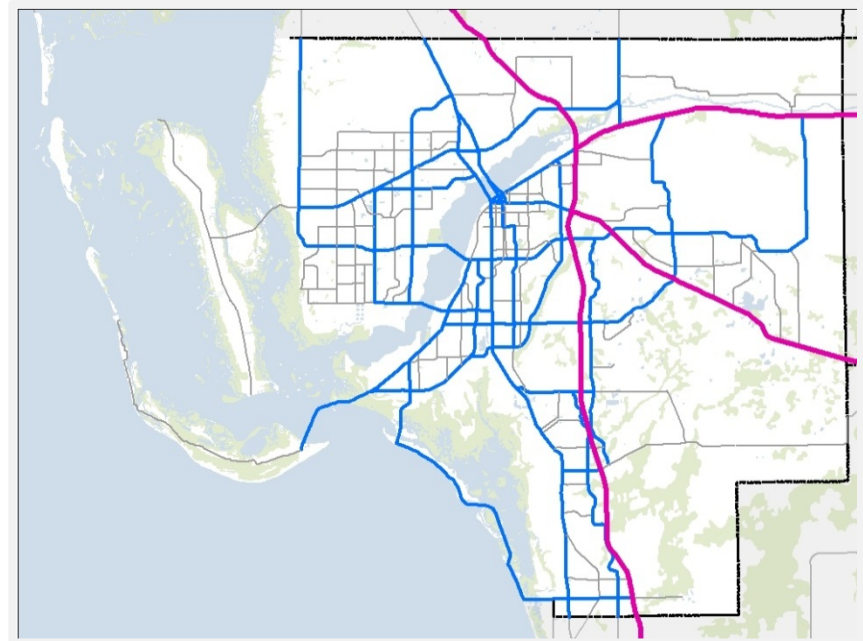
- Statewide, interconnected network
- Mobility is highest priority

Regional Roads

- Regionally significant arterials
- SIS Connectors

Non-Regional Roads

- Other arterials and collectors






PERFORMANCE MEASURES

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

MPO Goals vs. MAP-21

Lee County MPO - 2035 Long Range Transportation Plan Goals

		Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays
1	A multimodal transportation system that is balanced and integrated with all transportation modes to ensure safe and efficient movement of people and goods	●	Implementing Agency Role (FDOT)	○	●	◐	○	Implementing Agency Role (FDOT)
2	A transportation system that is safe and secure for existing and future residents, visitors and businesses	●		○	○	○	○	
3	A transportation system that enhances emergence responsiveness and evacuation	◐		◐	●	○	○	
4	A transportation system that is sensitive to the effects to the sociocultural elements of the community, the community character and environmental resources	○		○	○	○	●	
5	A sustainable transportation system that enhances economic growth and anticipates development trends	○		◐	○	●	○	
6	A transportation system that is maintained, optimized and expanded using the best available technologies and innovations	◐		●	◐	◐	○	
7	A transportation system that is financially feasible	○		○	○	○	○	
8	A transportation system that is coordinated through local, regional and state agencies and based on effective integration of transportation, land use, conservation and smart growth planning	○		○	○	○	○	

- Addressed 
- Partially Addressed 
- Not Addressed 

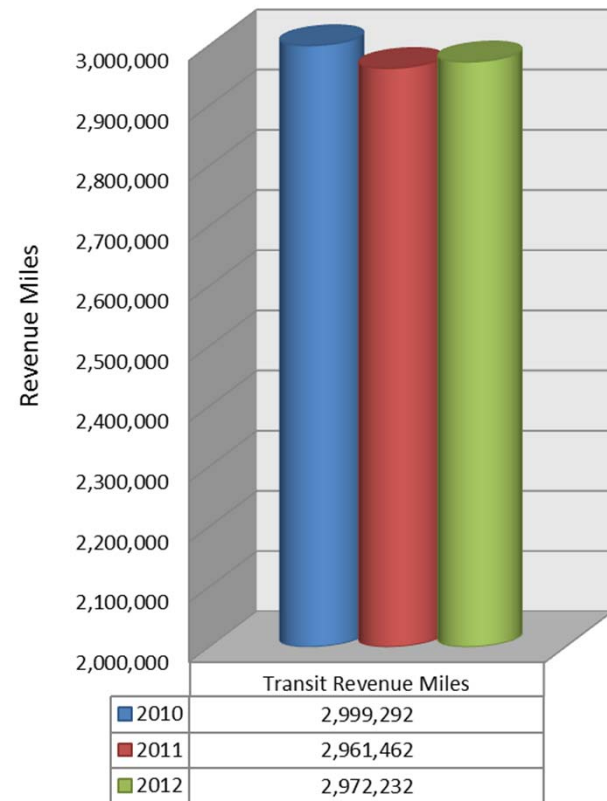
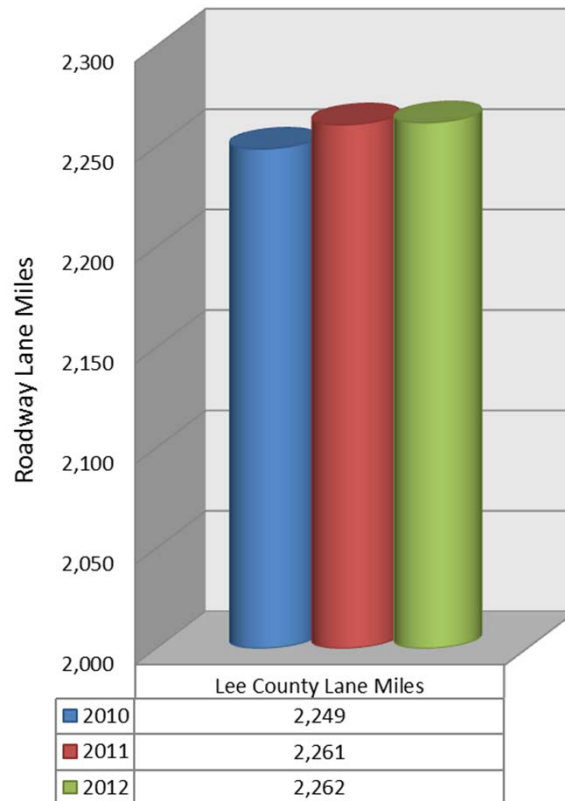


Mobility Performance Measures

- Roadway/Transit/Bike-Ped Miles
- VMT on SIS, Regional & Non-Regional Roadways
- Daily VMT per Capita
- Volume per lane (SIS / Regional / Non-regional)
- Truck Miles of Travel on Regional Roads
- Congested Lane Miles (SIS/Regional/Non-Regional)
- Percent of Congested Truck Route Miles
- Transit Passengers & Passengers per Rev Hours
- LOS (V/C) Across the System

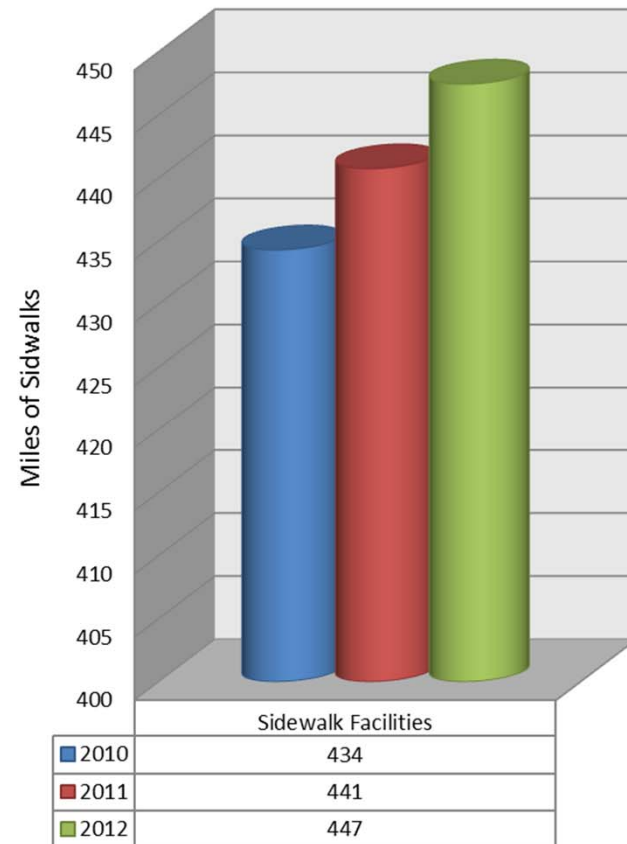
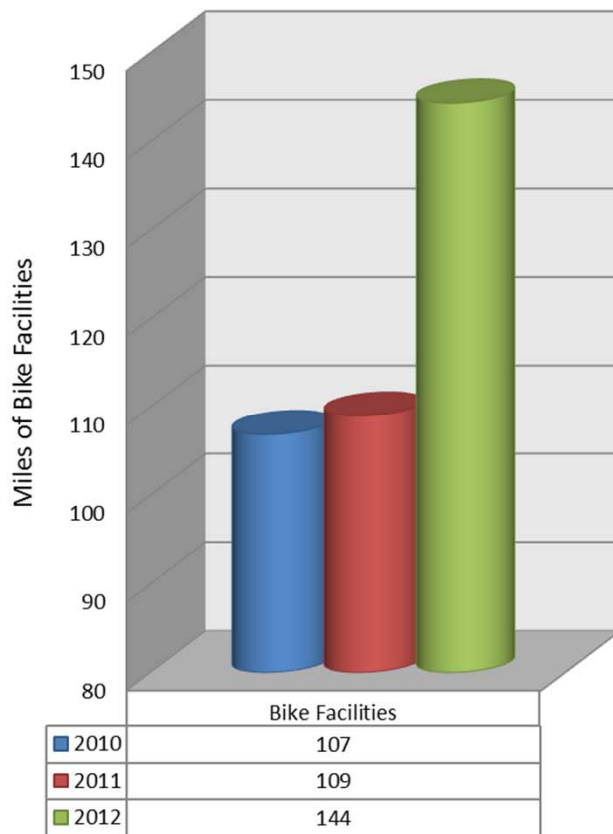
Roadway & Transit Revenue Miles

- Lane miles increase attributed to I-75, Colonial Boulevard, Daniels Parkway and Del Prado Boulevard improvements
- Transit revenue miles have remained constant over the years with some minor service adjustments



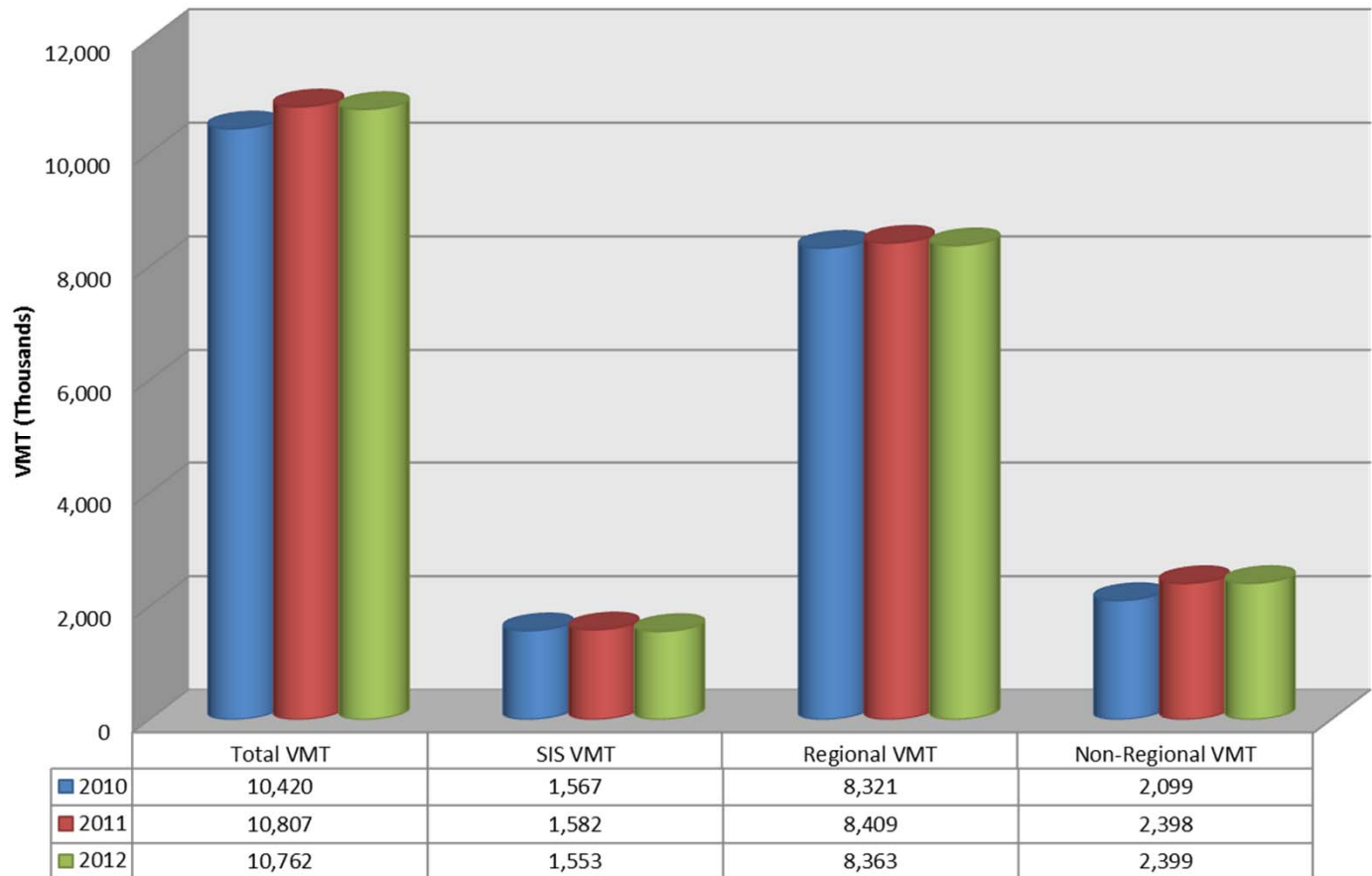
Bicycle-Pedestrian Miles

- 37 miles of new bike facilities between 2010 and 2012 in Lee County
- 13 miles of new sidewalks between 2010 and 2012 in Lee County



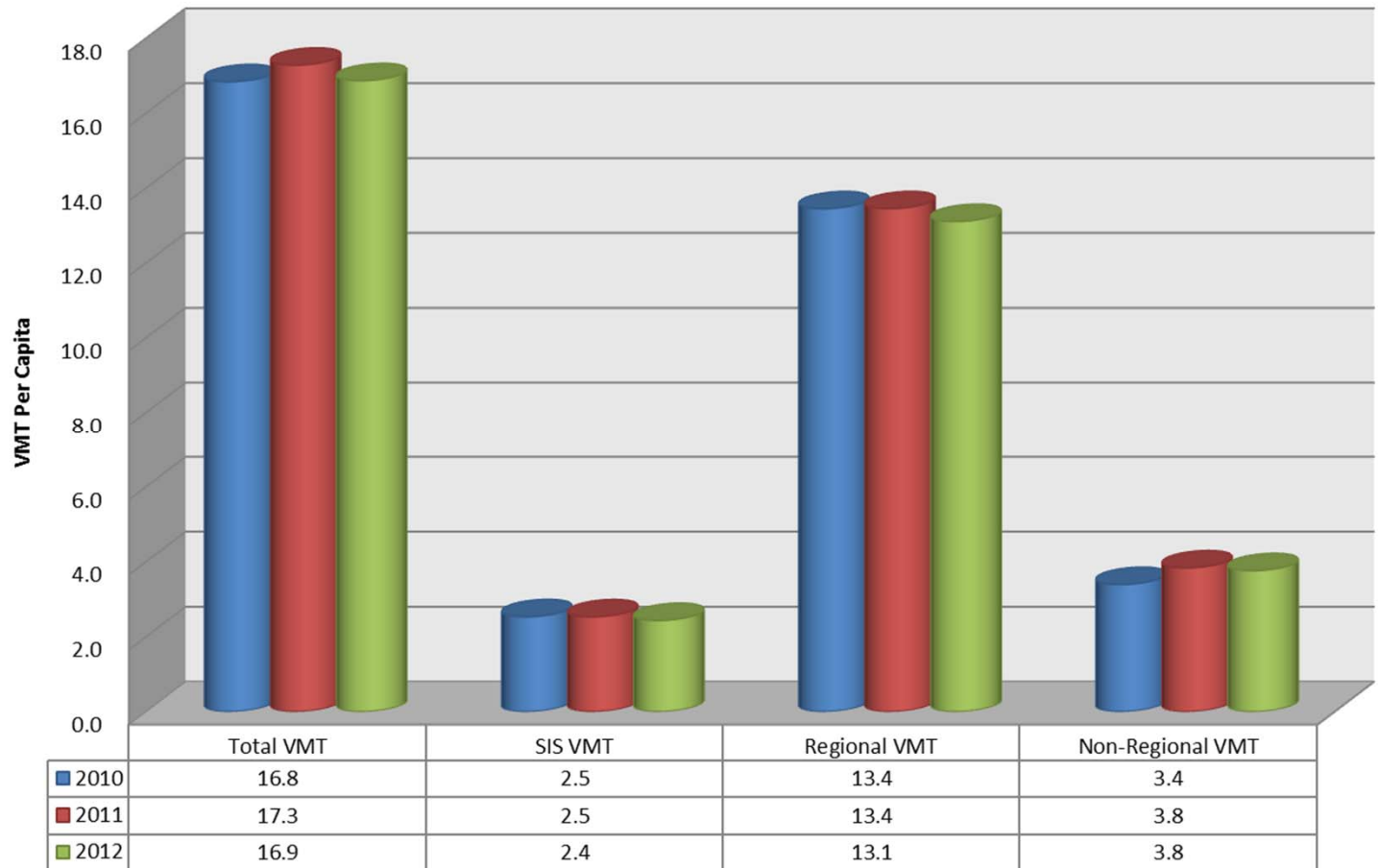
VMT on SIS, Regional & Non-Regional Roadways

- VMT has remained relatively flat between 2010 and 2012 while population has increased in the same period.
- As seen later, Transit ridership has increased, auto ownership per household has decreased and fuel sales per vehicle have been flat. These factors may be contributing to this trend.



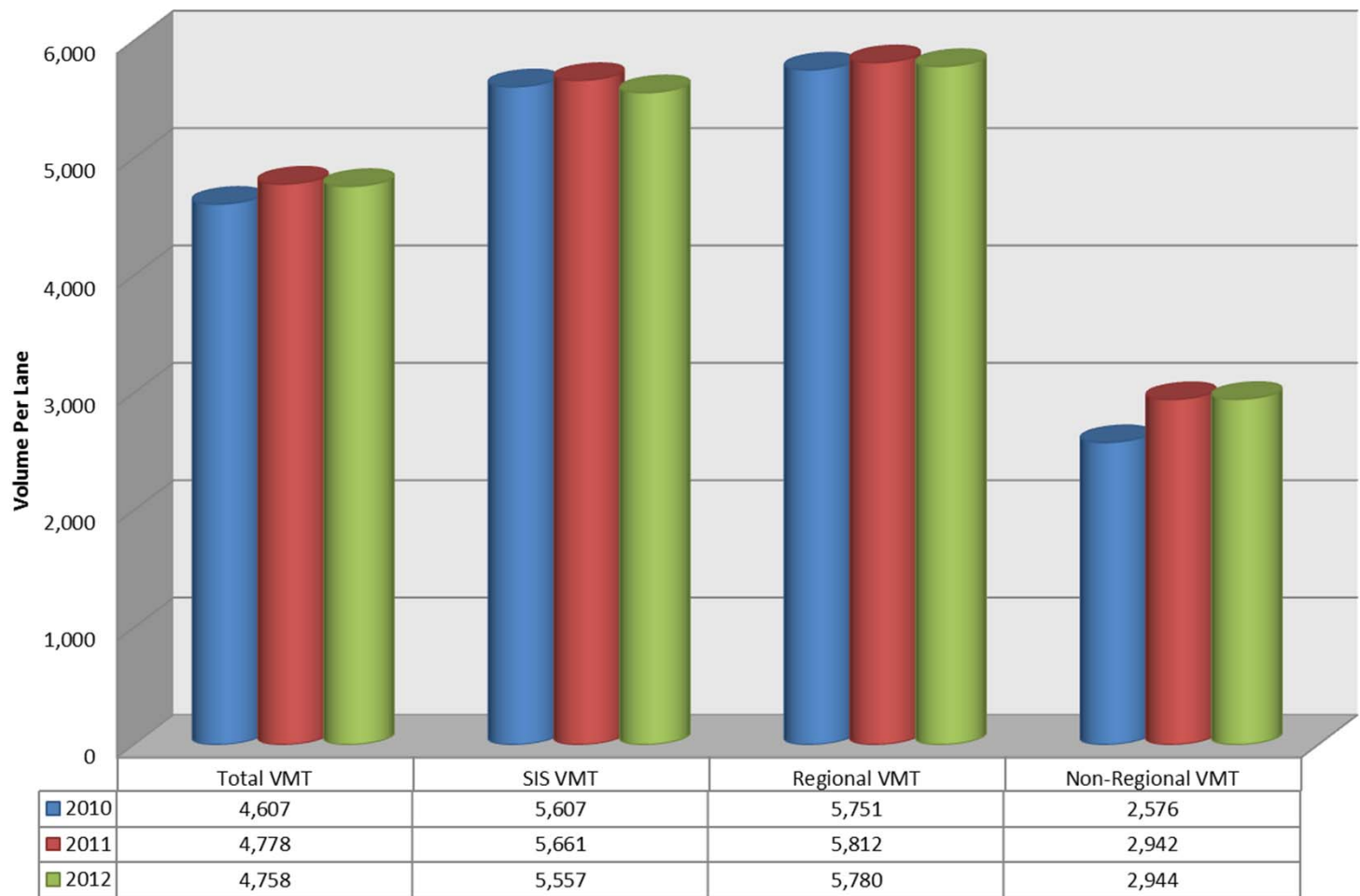
Daily VMT per Capita

- VMT per capita has remained relatively flat between 2010 and 2012 resulting from increased population and the VMT not increasing



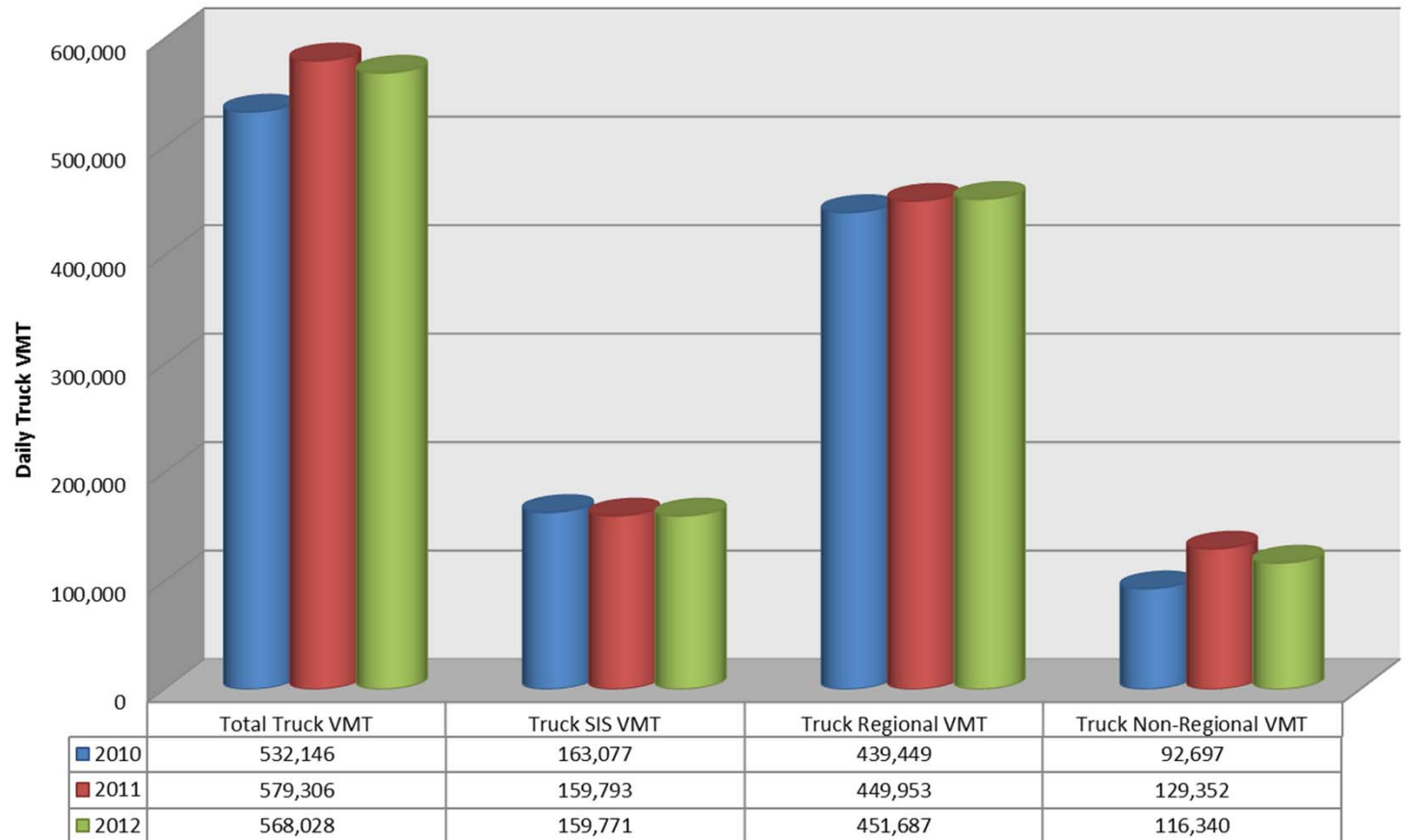
Traffic Volume per Lane

- Typical capacity per lane is 10,000 – the resulting capacity per lane across the system is well below that threshold



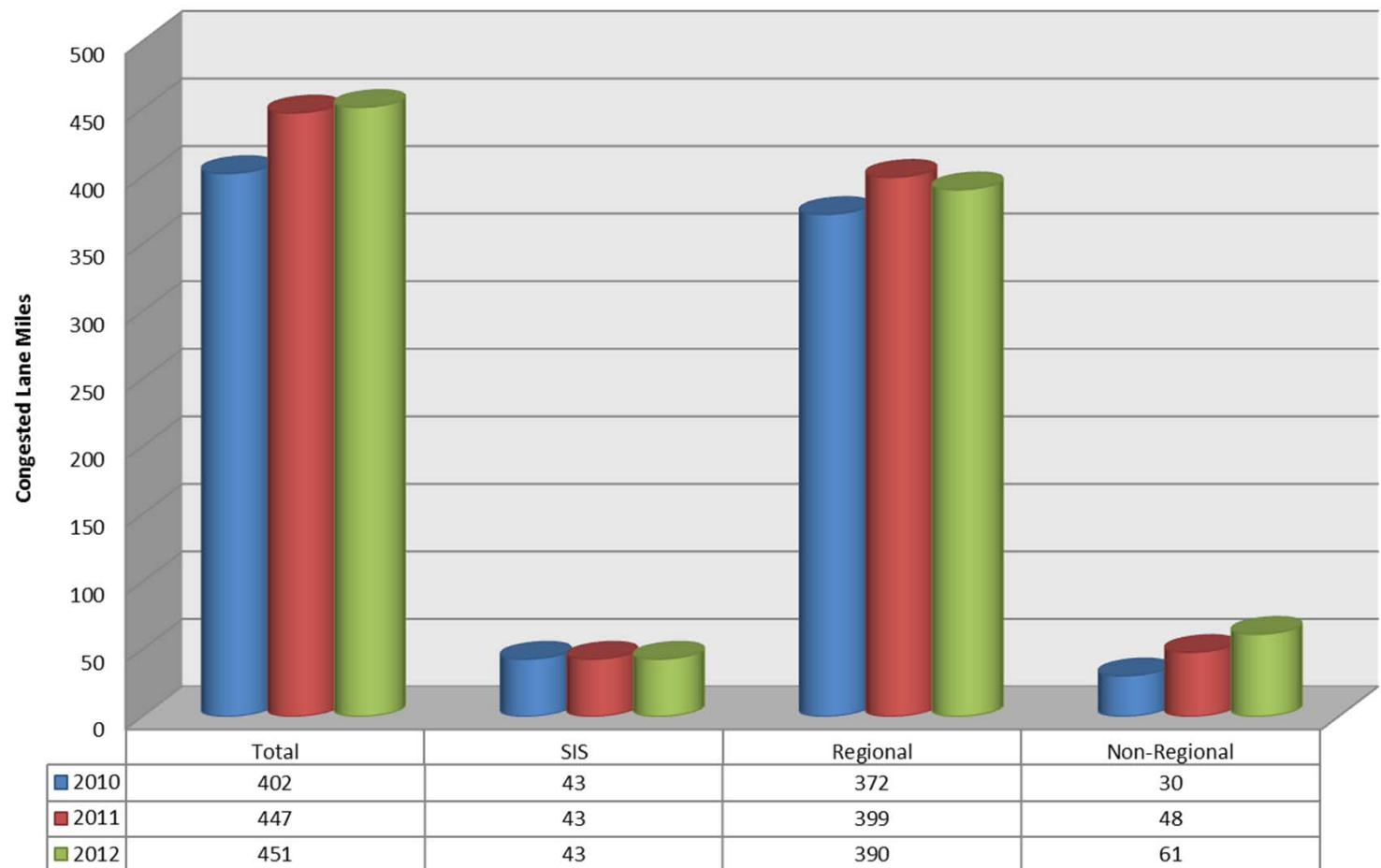
Truck Miles of Travel on Regional Roads

- The reduction in Truck VMT between 2011 and 2012 was largely on the non regional roadways shifting some to the regional roads.



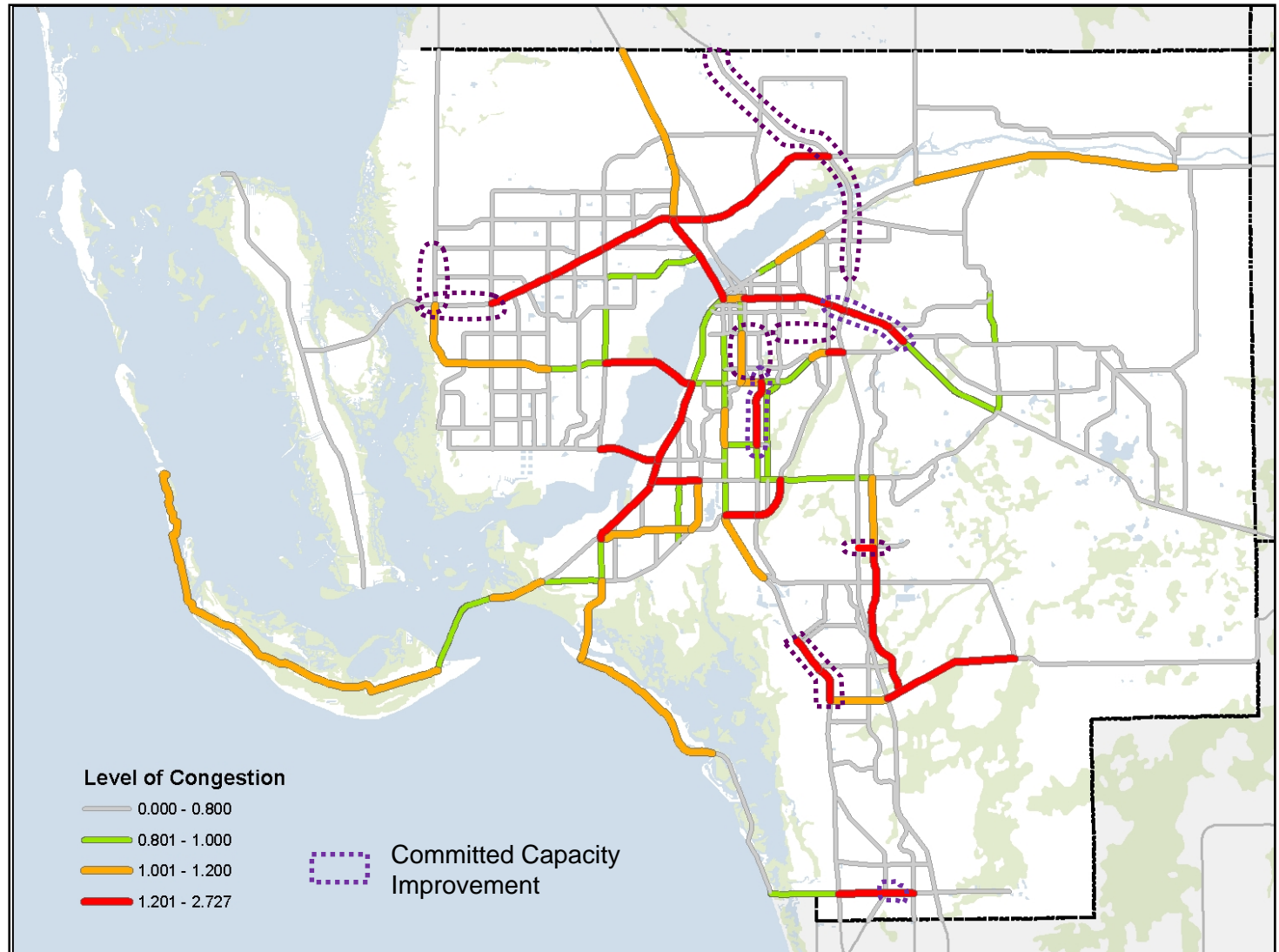
Total Number of Congested Lane Miles

- There was an increase in congested lane miles between 2010 and 2012, largely on the non-regional roadways.



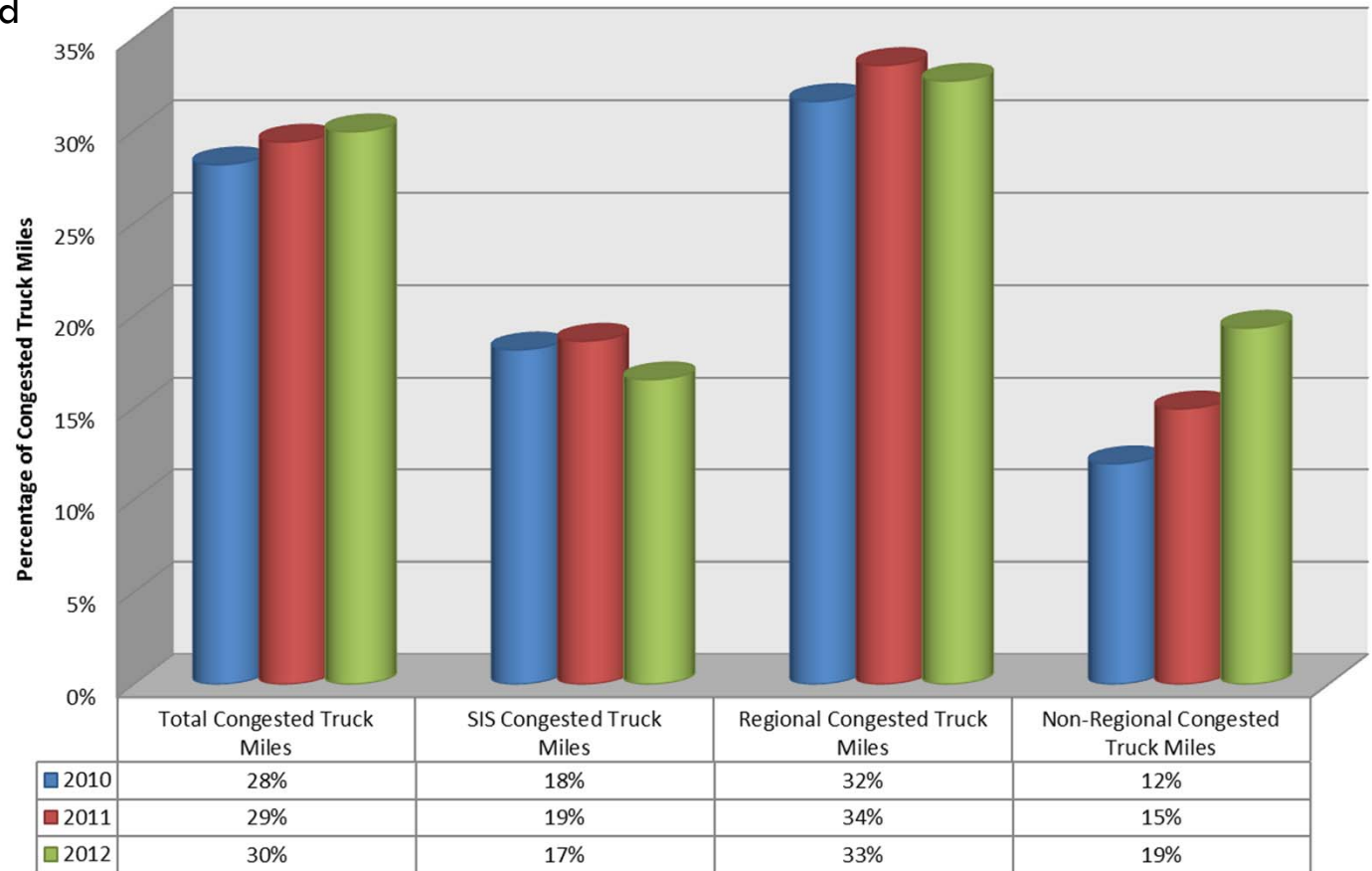
Congested Roadways

□ 2012 Level of Congestion



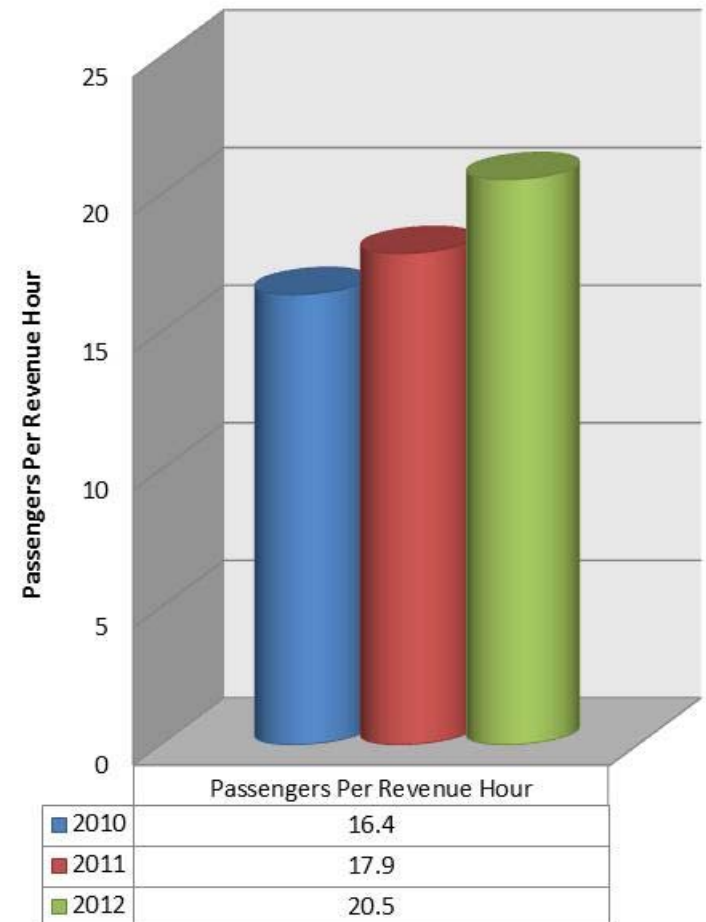
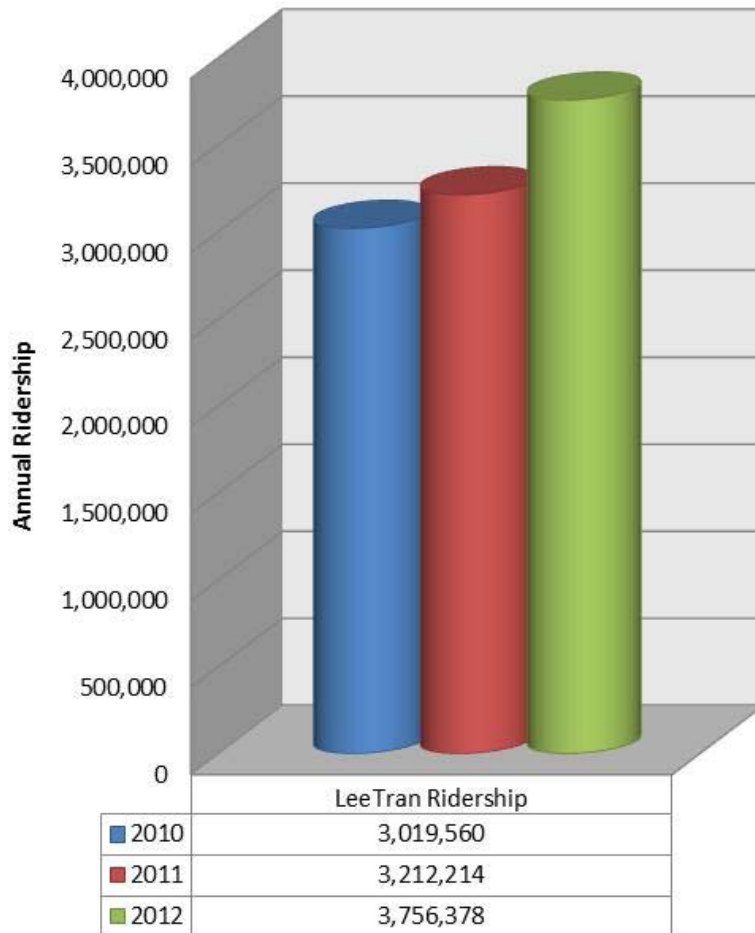
Percent of Congested Truck Route Miles

- The 7% increase from 2010 to 2012 in non-regional congested truck miles is mainly due to increased traffic on:
 - McGregor Blvd
 - Metro Pkwy
 - Sanibel-Captiva Rd
 - Summerlin Rd



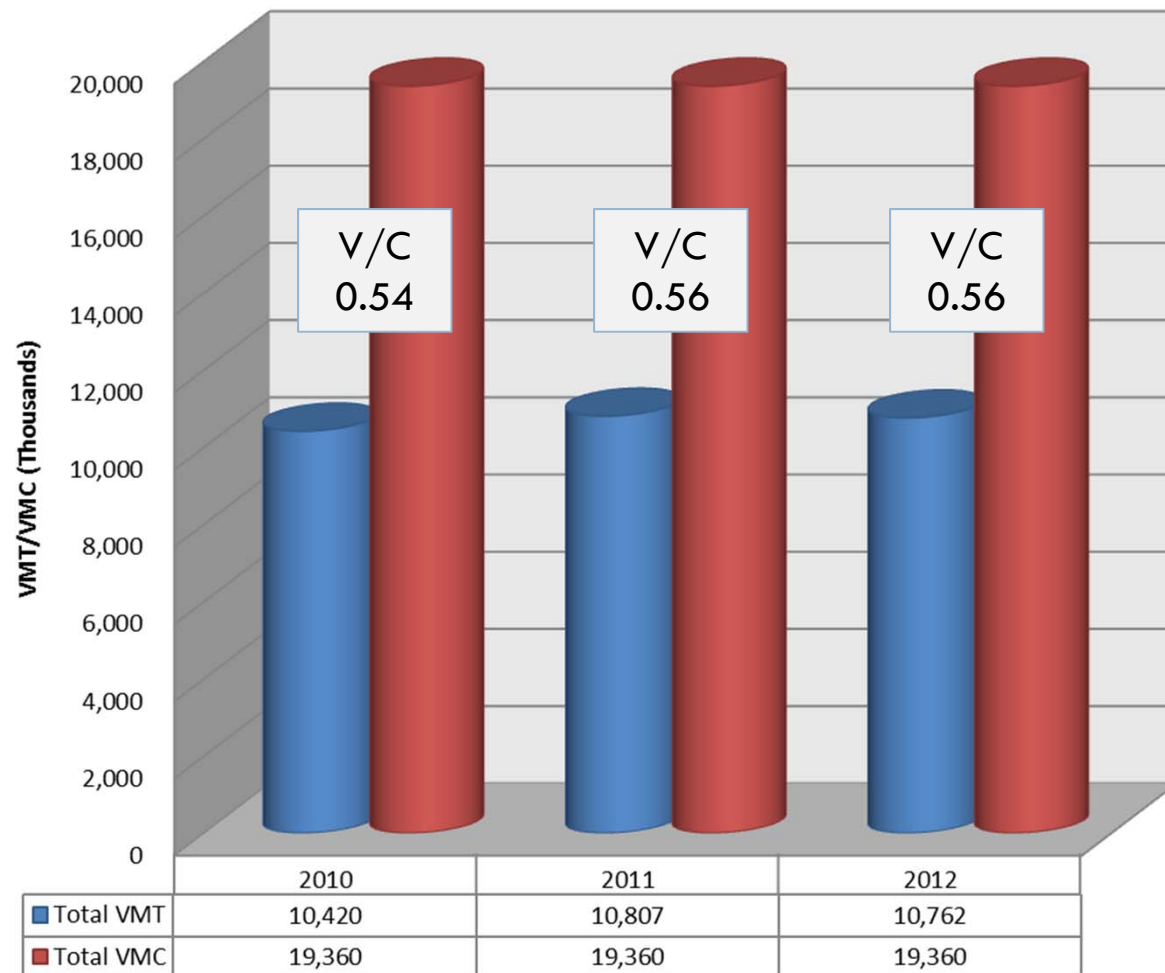
Transit Ridership & Passengers per Revenue Hours

- Transit ridership and revenue hours have steadily increased over the past 3 years



LOS (V/C) Across the System

- Though there are some congested areas, system wide the network is utilizing just over 50% of the system wide capacity



Accessibility Performance Measures

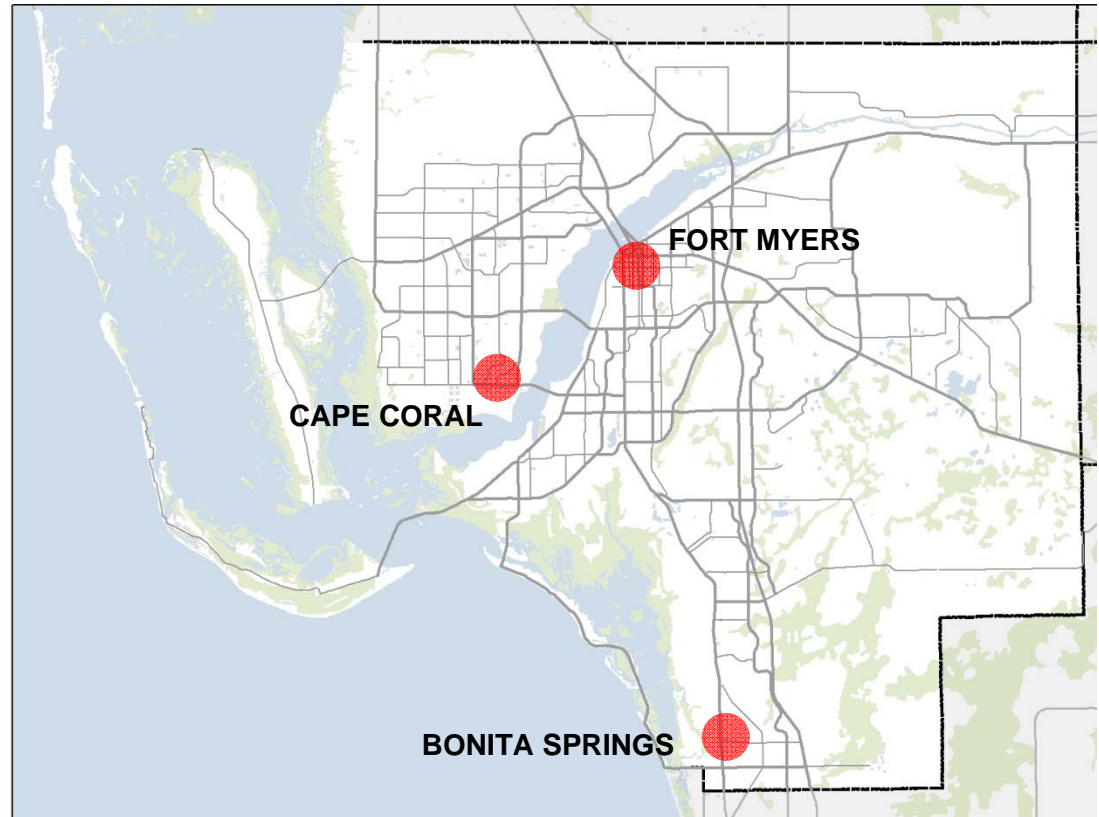
- Population Within 20 Minutes of Activity Centers
- Population Within 1/4 mile of Transit Line
- Transit Revenue Hours Within 20 Minutes of Activity Center
- Bike Facilities Within 20 Minutes of Activity Centers
- Sidewalks Within 20 Minutes of Activity Centers
- Percent of Population Within One Mile of Evacuation Route
- Delay in Vehicle Hours of Re-occurring Delay

Activity/Employment Centers

- Activity Centers

- Highest concentrations of population/employment

- Cape Coral
 - Fort Myers
 - Bonita Springs



Fort Myers Activity/Employment Center

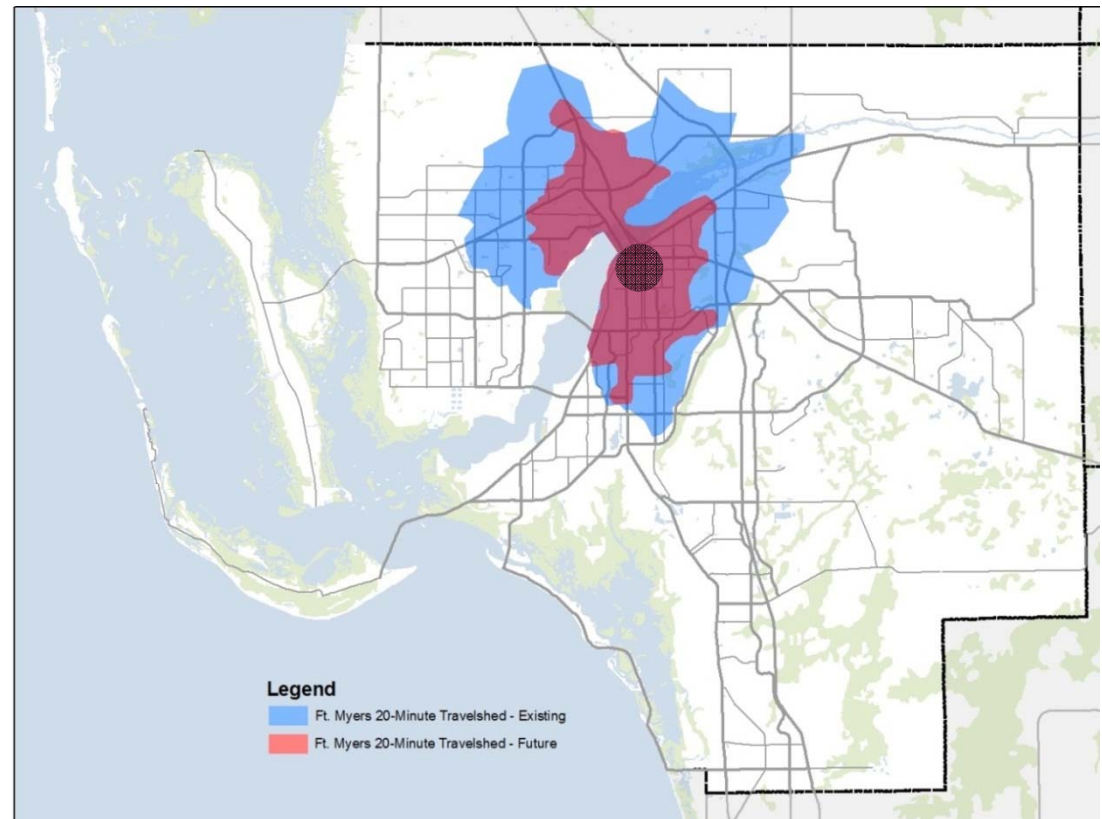
□ Population within 20-Minute Travelshed

■ 2007: 171,954

■ 29% of Lee Population

■ 2035: 168,860

■ 17% of Lee Population



Cape Coral Activity/Employment Center

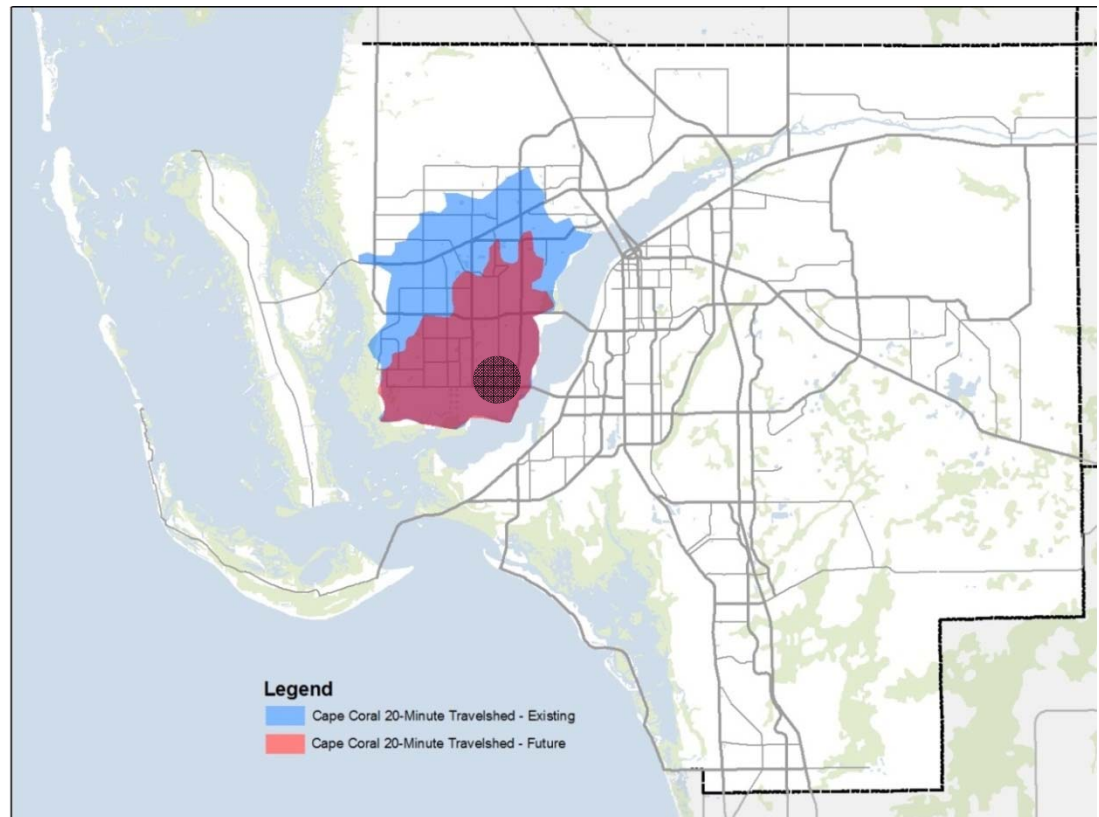
□ Population within 20-Minute Travelshed

■ 2007: 145,912

■ 25% of Lee Population

■ 2035: 140,408

■ 14% of Lee Population



Bonita Springs Activity/Employment Center

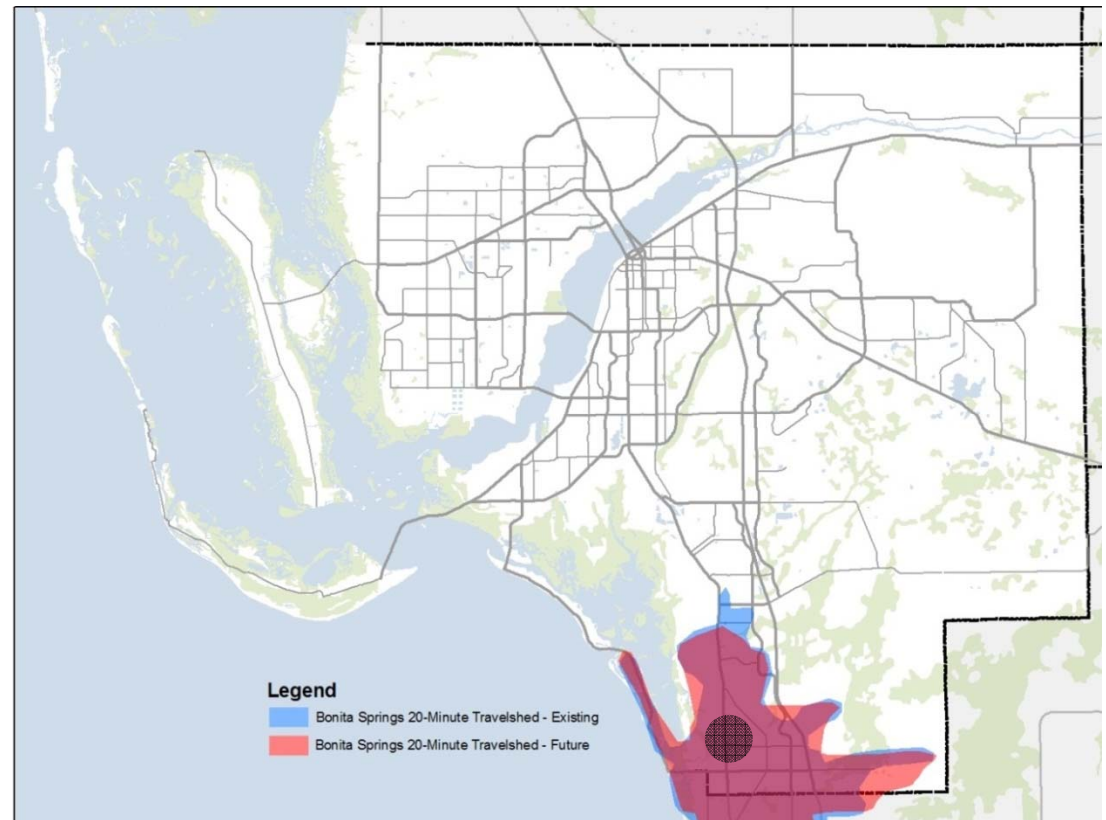
□ Population within 20-Minute Travelshed

□ 2007: 53,495

■ 9% of Lee Population

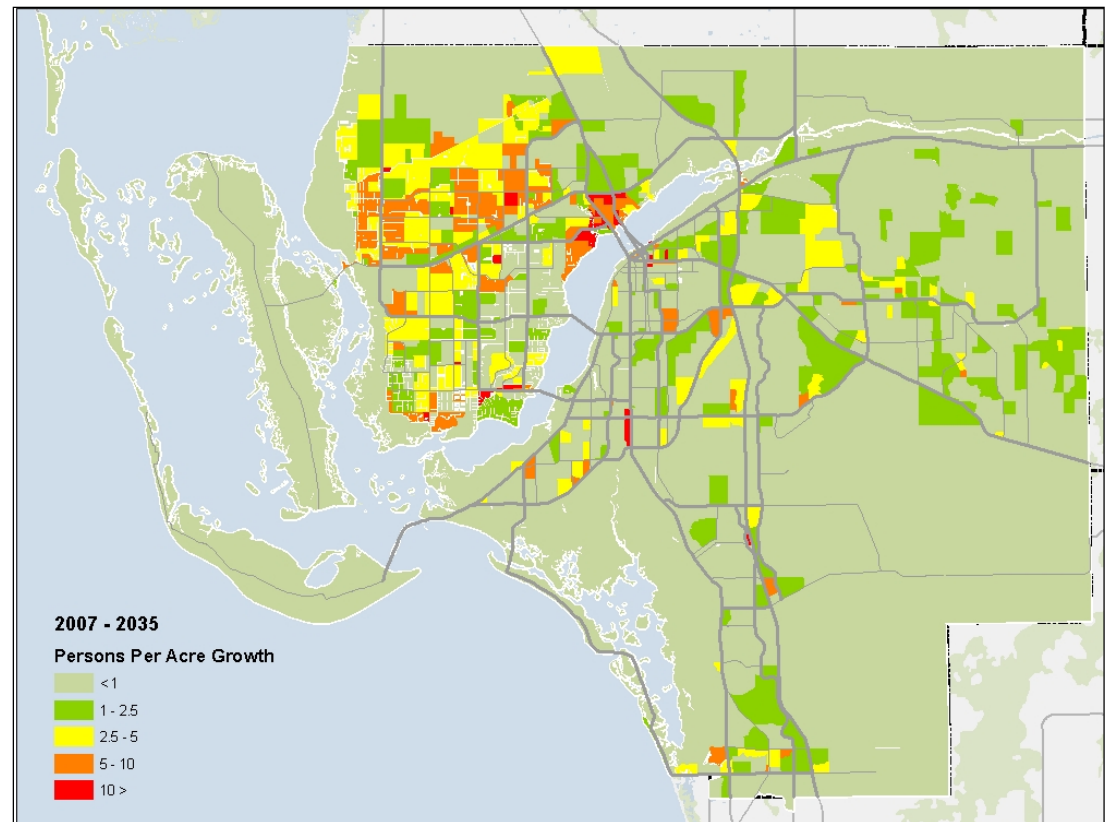
□ 2035: 78,461

■ 8% of Lee Population



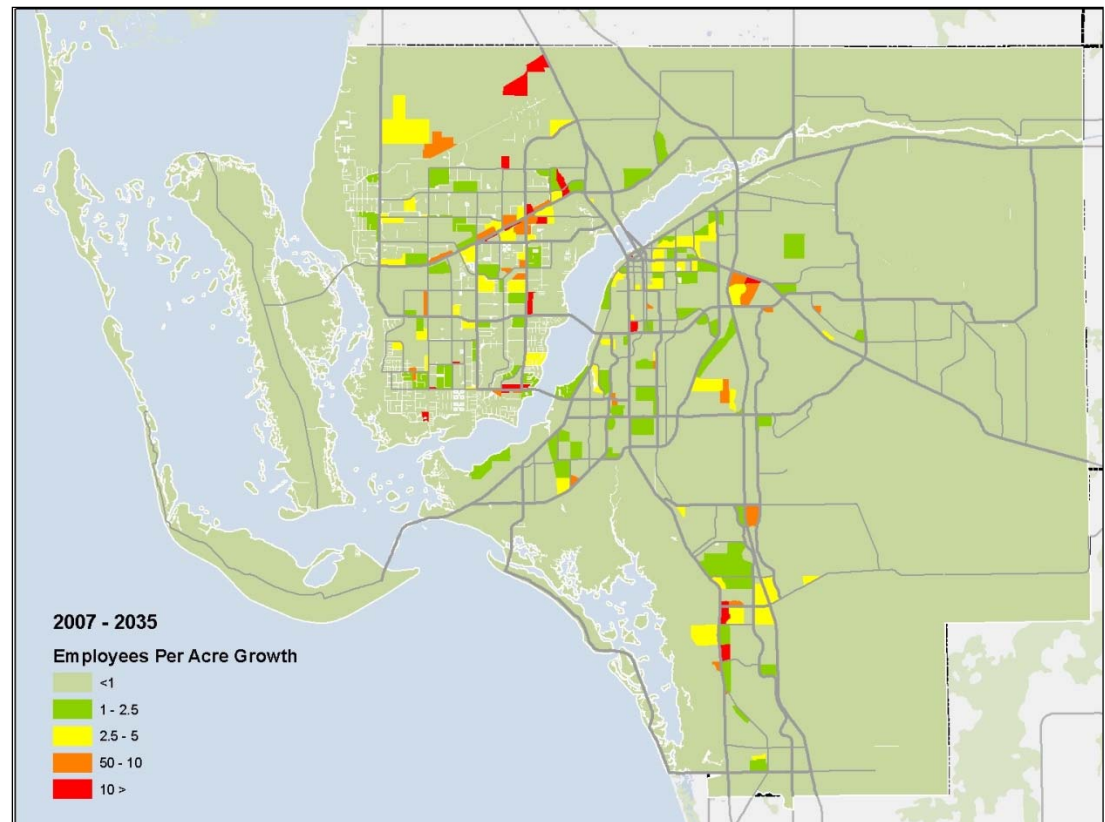
Population Growth

- Population growth: 2007 to 2035
 - 2007: 595,713
 - 2035: 1,018,856
- Average Growth Rate
 - 2.5% per year



Employment Growth

- Employment growth: 2007 to 2035
 - ▣ 2007: 277,993
 - ▣ 2035: 445,451
- Average Growth Rate
 - ▣ 2% per year



Population Within 20-Minutes of Activity Centers

- 20-Minute travelshed size is smaller in the future due to increased congestion

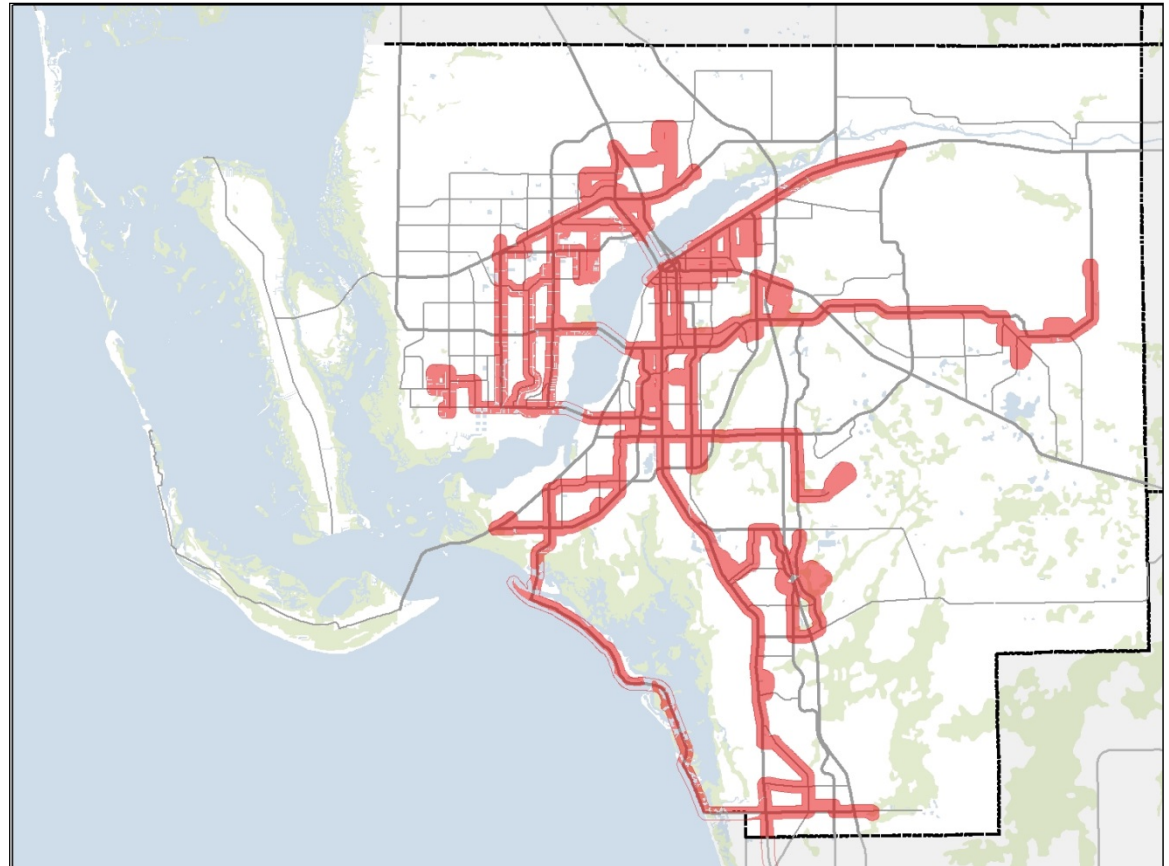
Activity Centers	2007 Population Within 20-Minute Travelshed	% of County Population	2035 Population Within 20-Minute Travelshed	% of County Population
Fort Myers	171,954	29%	168,860	17%
Cape Coral	145,912	25%	140,408	14%
Bonita Springs *	116,059 *	9%	141,547 *	8%

* 2007: 53,495 in Lee, 62,564 in Collier

* 2035: 78,461 in Lee, 63,086 in Collier

Access to Transit

- Population within 1/4 mile of transit line
 - ▣ 2007: 210,700
 - 35% of Lee Population
 - ▣ 2035: 310,700
 - 30% of Lee Population



Revenue Hours Within 20 Minutes of Activity Centers

- Includes transit lines served within Activity Centers
- Transit service reduced in future due to increased congestion

Activity Centers	Existing Revenue Hours Within 20-Minute Travelshed	LeeTran Systemwide FY 2012 Revenue Hours Within Travelshed	Future Revenue Hours Within 20-Minute Travelshed	LeeTran Systemwide FY 2012 Revenue Hours Within Travelshed
Fort Myers	146,740	85%	129,770	76%
Cape Coral	33,998	20%	30,605	18%
Bonita Springs	54,864	32%	54,864	32%

Bike Facilities Within 20 Minutes of Activity Centers

- Bike Facilities include: Bike Lanes, Wide Curb Lanes and Paved Shoulders
- 144 Miles of Bike Facilities in Lee County (2012)

Activity Centers	Bike Lanes (Miles)	Wide Curb Lanes (Miles)	Paved Shoulder (Miles)	Total Bike Facilities (Miles)	Bike Facilities Within 20-Minute Travelshed
Fort Myers	28	9	45	82	57%
Cape Coral	38	8	21	67	47%
Bonita Springs	13	0	16	29	27%

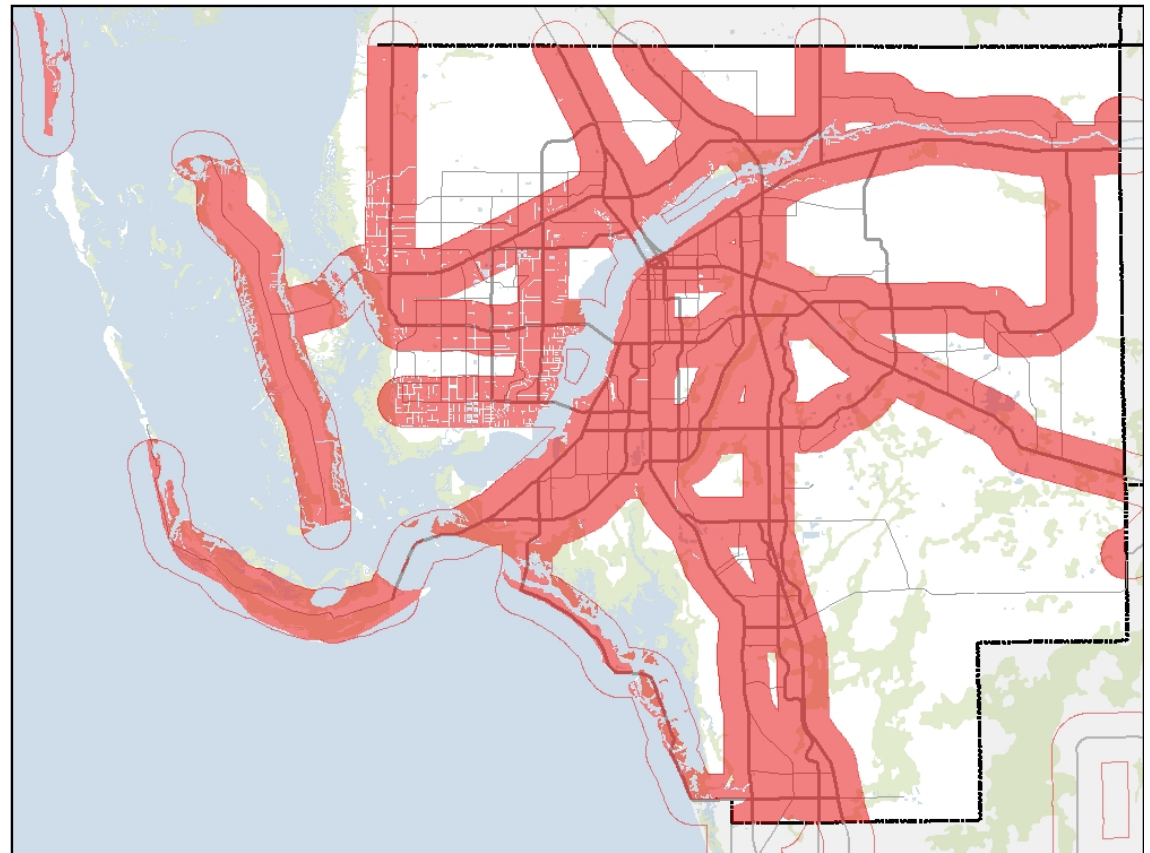
Sidewalks Within 20 Minutes of Activity Centers

- 447 Miles of Sidewalks in Lee County (2012)

Activity Centers	Sidewalks Within 20-Minute Travelshed (Miles)	Countywide Sidewalk Facilities Within 20-Minute Travelshed
Fort Myers	154	34%
Cape Coral	113	25%
Bonita Springs	61	14%

Access to Evacuation Routes

- Population within one mile of evacuation route
 - 2007: 482,400
 - 52% of Lee Population
 - 2035: 763,200
 - 50% of Lee Population



Delay in Vehicle Hours of Re-occurring Delay

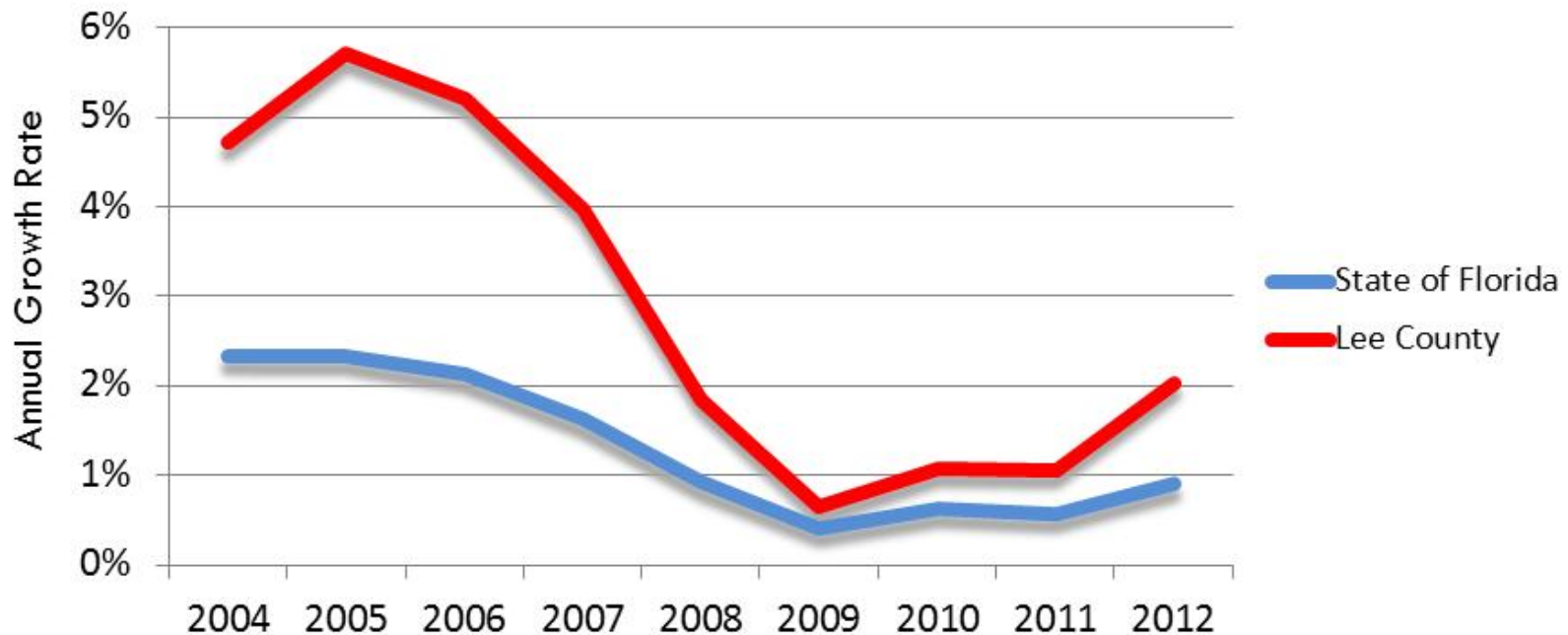
- To be determined.

Socio-economic Performance Measures

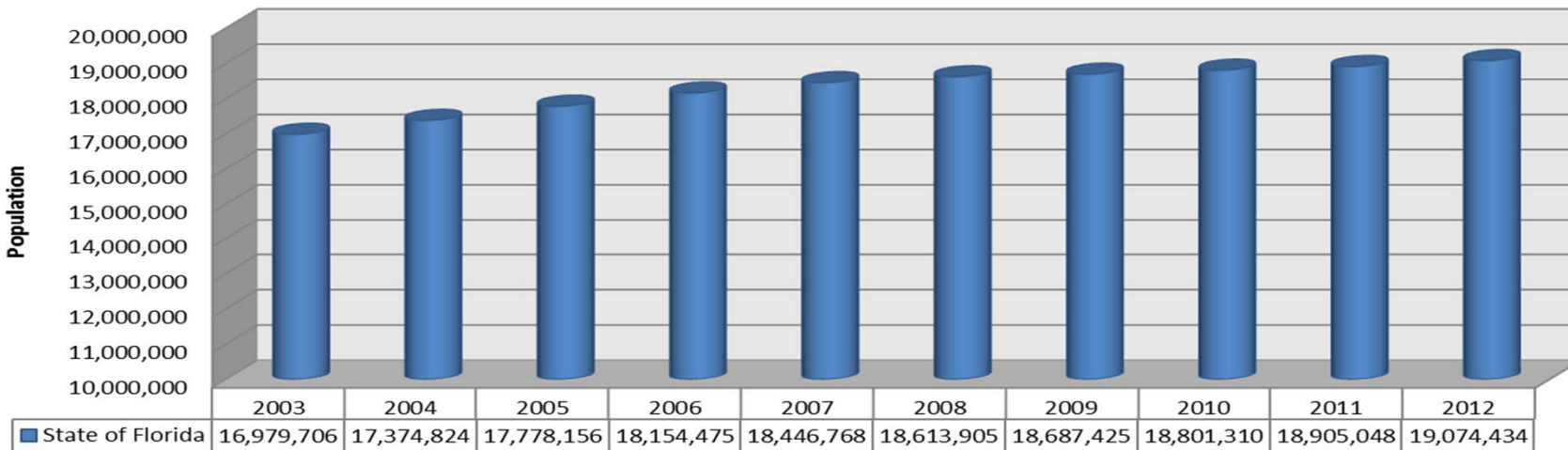
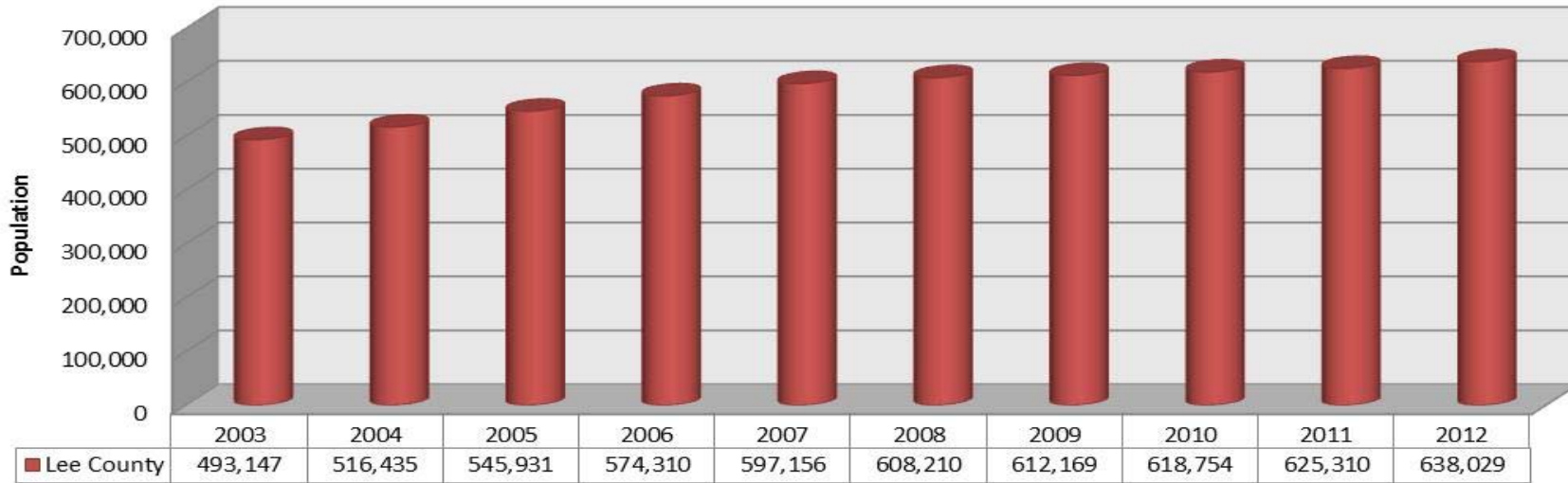
- Population
- Building Permits
- Vehicle Registrations
- Fuel Sales
- Gas Price per gallon

Population Growth

- Lee County Population has increased from 516,435 in 2004 to 638,029 in 2012 – An increase of 24%
- Florida Population has increased from 17.4 Million in 2004 to 19.1 Million in 2012 – An increase of 10%

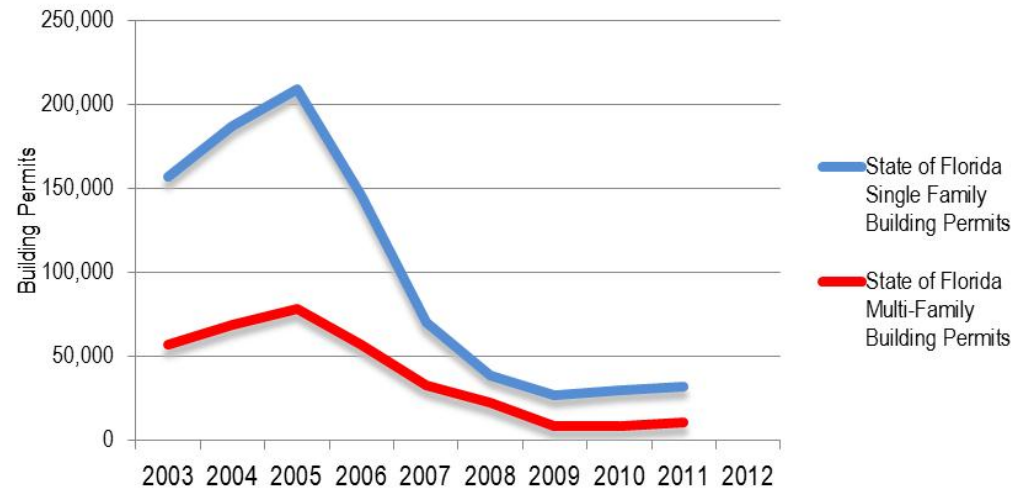
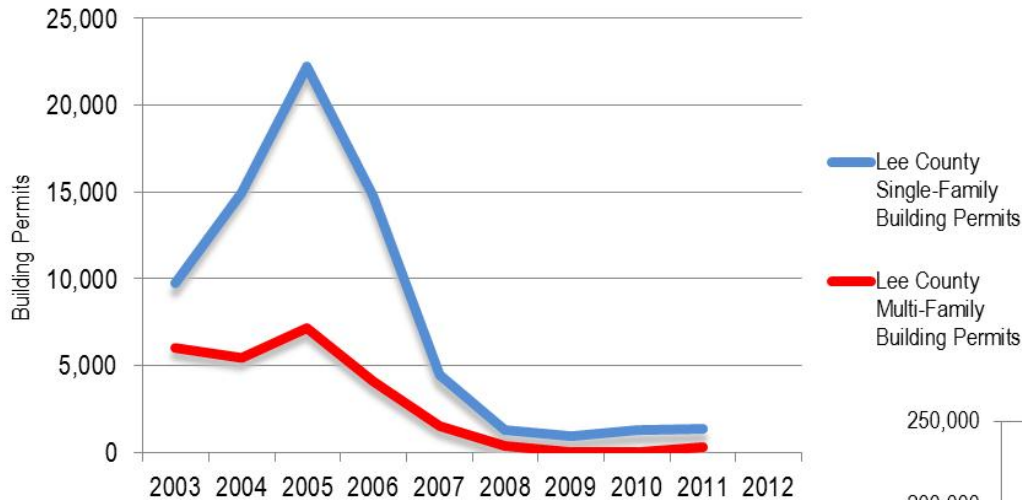


Population Growth



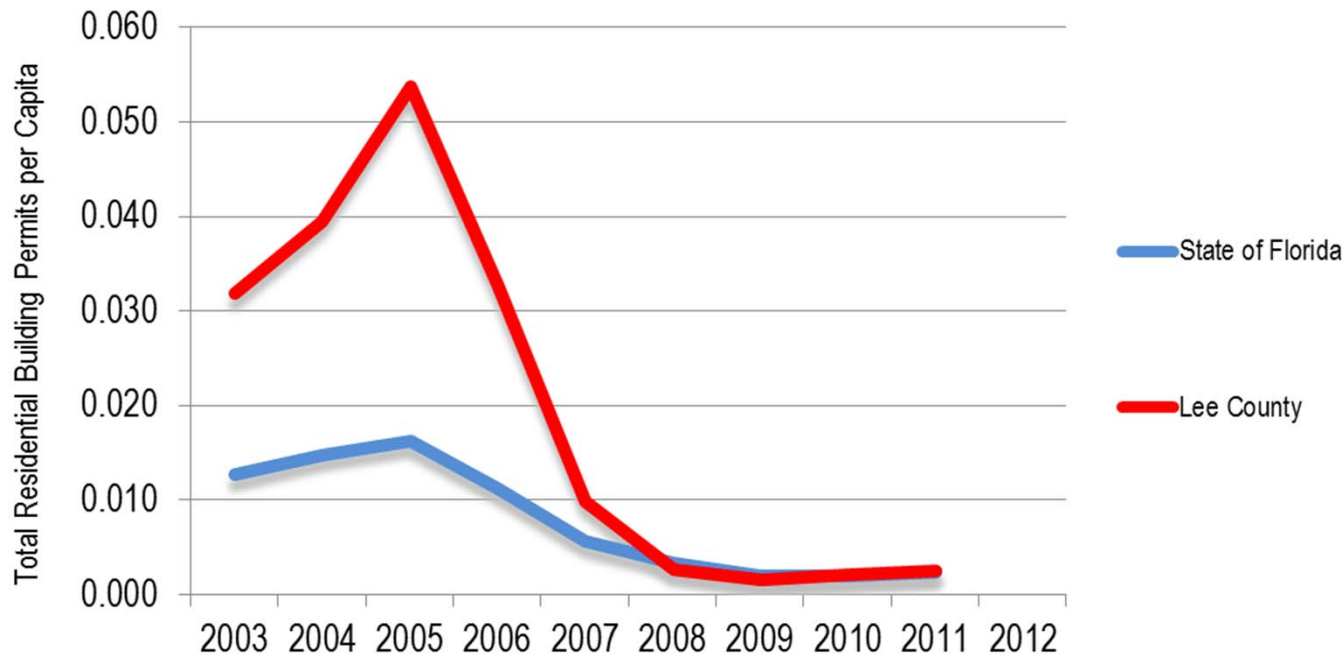
Residential Building Permits

- Lee County single-family building permits range from a high of 22,211 in 2005 to a low of 906 in 2009. Have been increasing yearly since 2009 to 1,262 in 2011.
- Florida single-family building permits range from a high of 209,162 in 2005 to a low of 26,636 in 2009. Have been increasing yearly since 2009 to 31,874 in 2011.



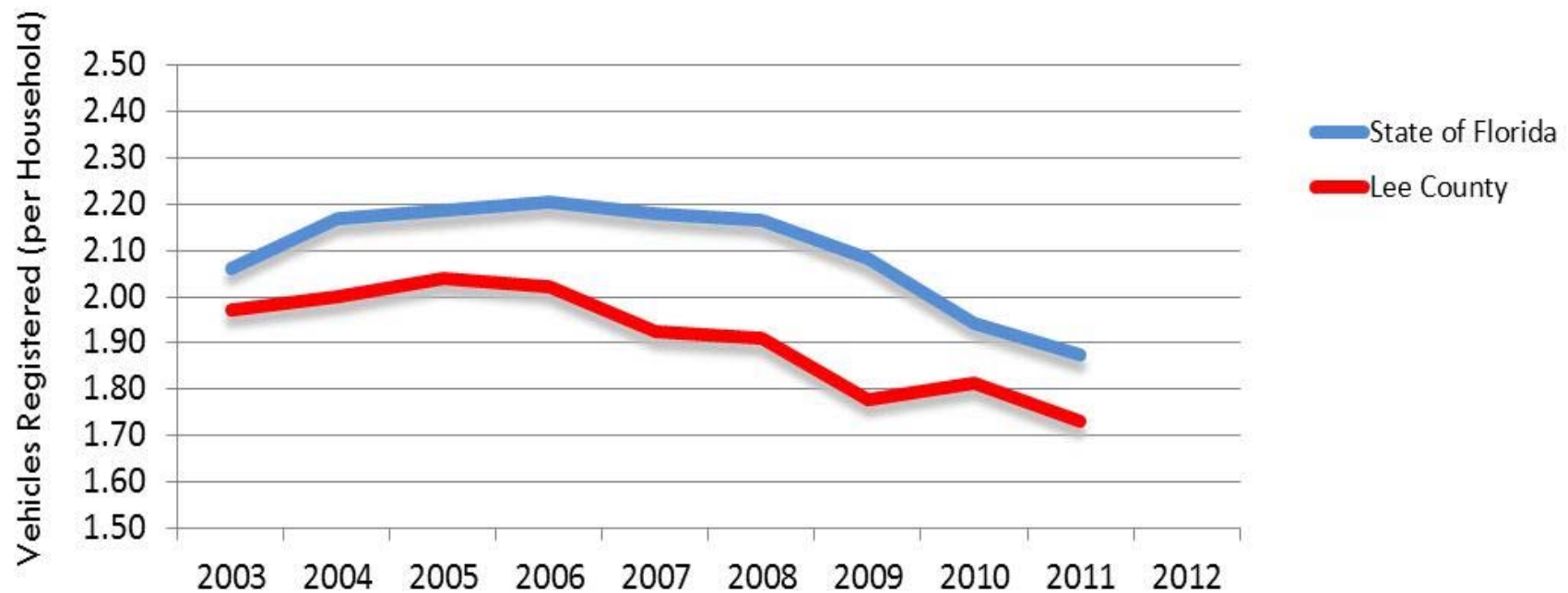
Total Residential Building Permits per Capita

- Lee County residential building permits per capita range from a high of .054 in 2005 to a low of .002 in 2009. Has been rising slightly over past 3 years.
- Florida residential building permits range from a high of .016 in 2005 to a low of .002 in 2009. Has been rising slightly over past 3 years.



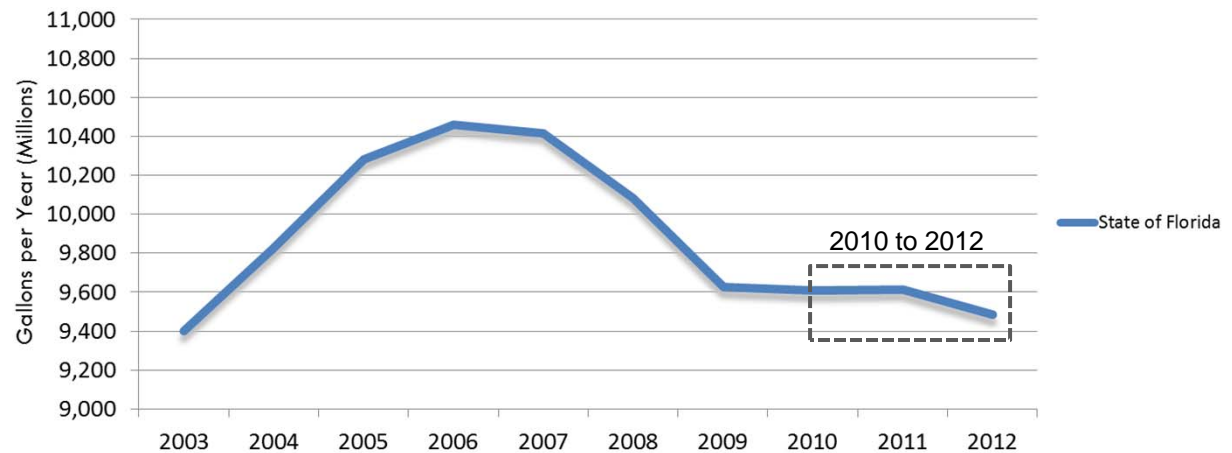
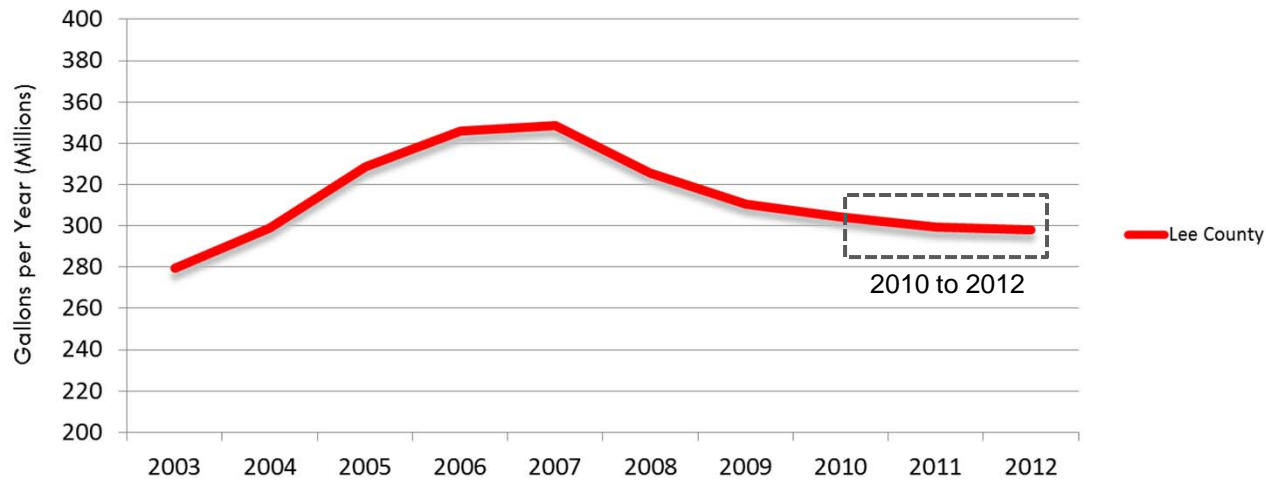
Vehicle Registrations per Household

- Vehicle registrations in both Lee County and the State of Florida have been trending downward since 2005-2006.



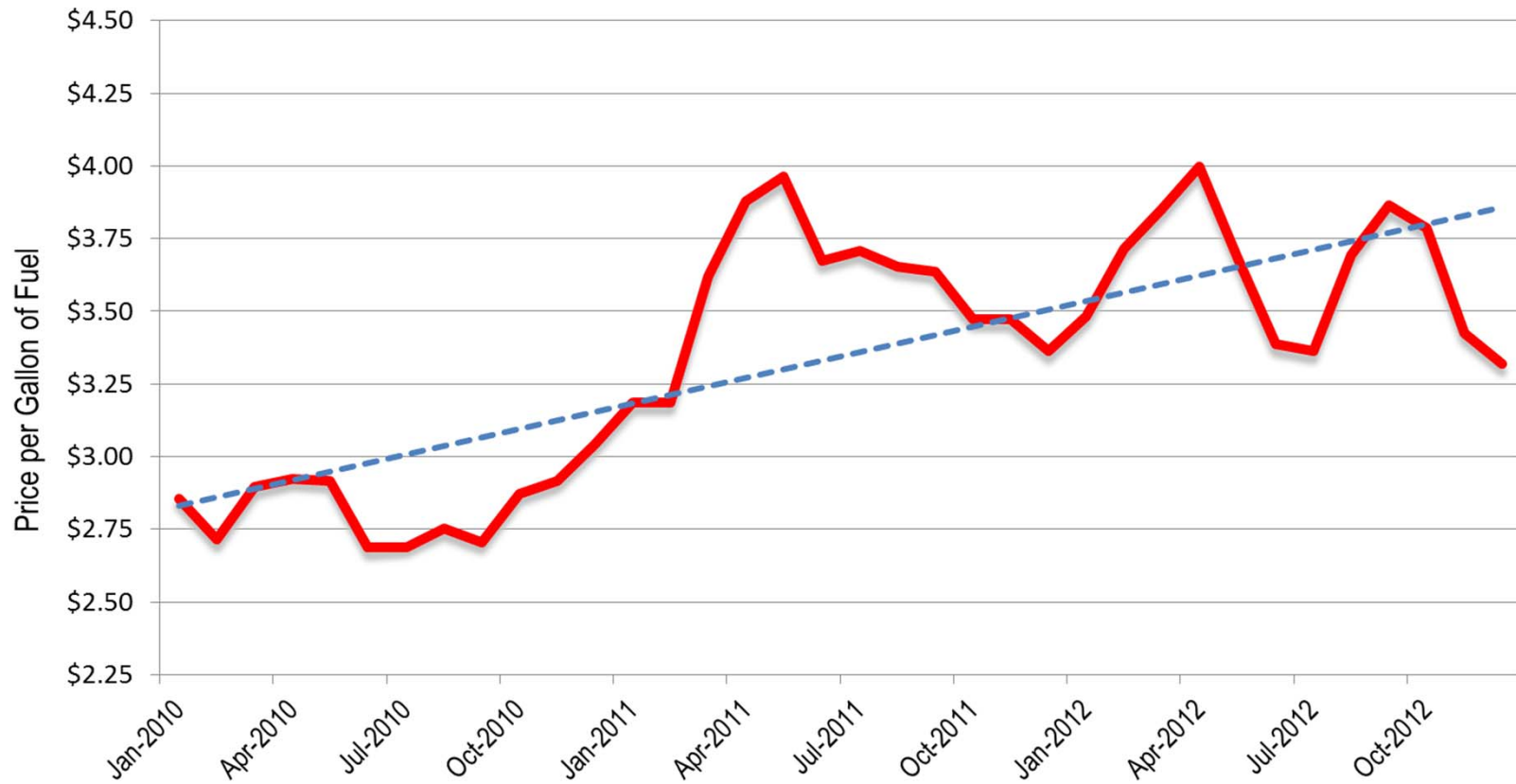
Fuel Sales

- Annual fuel sales in both Lee County and the State of Florida have been trending downward since 2007.



Gas Price per Gallon

□ Gas Price per Gallon: Florida 3-year Trend

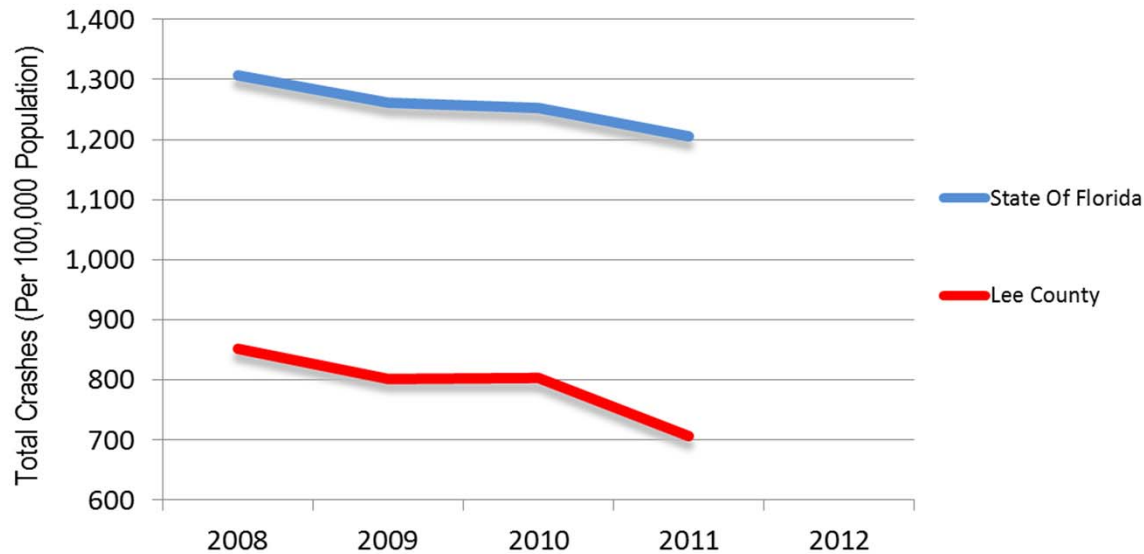


Safety Performance Measures

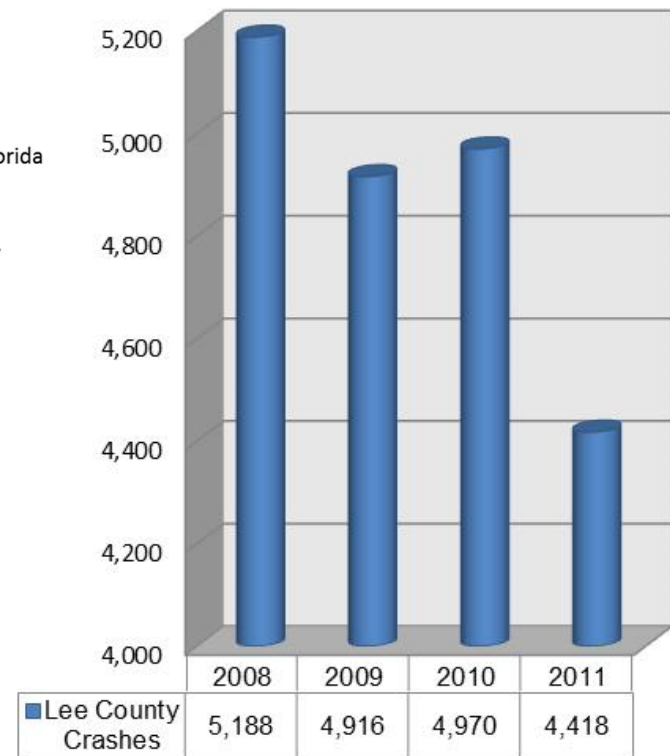
- Total Vehicle Crashes
- Total Bike/Pedestrian Crashes
- Total Truck Crashes
- Hurricane Evacuation (VMT/VMC)
- High Crash Intersections/Corridors

Total Vehicle Crashes

- Vehicle crashes per 100,000 population in both Lee County and the State of Florida have been trending downward since 2008.

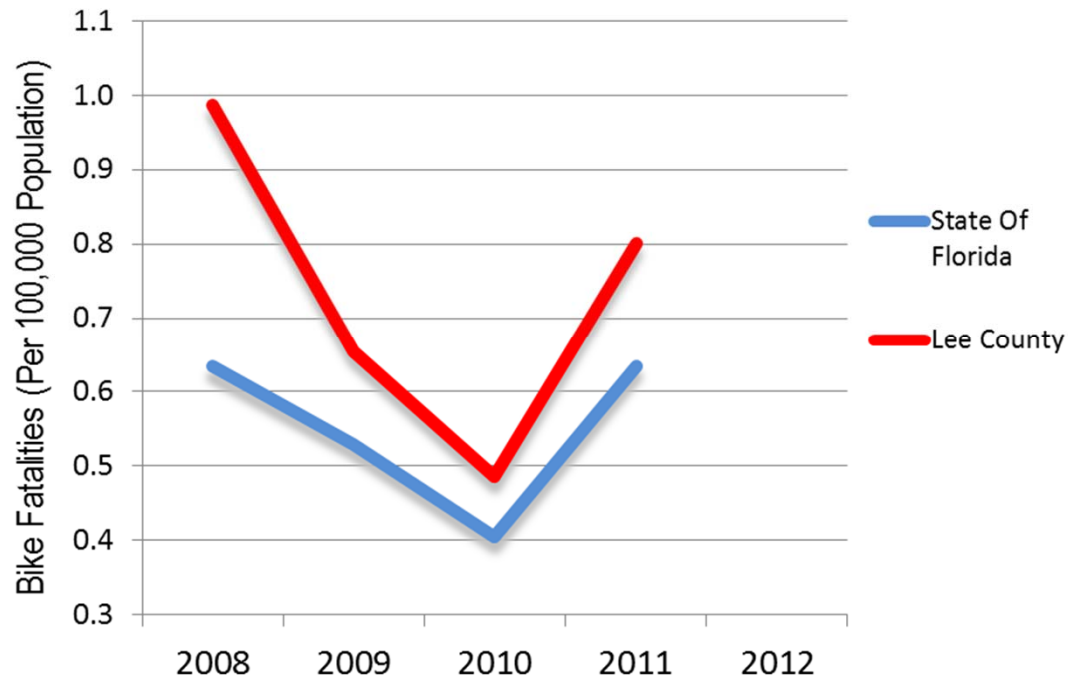


Lee County Total Crashes

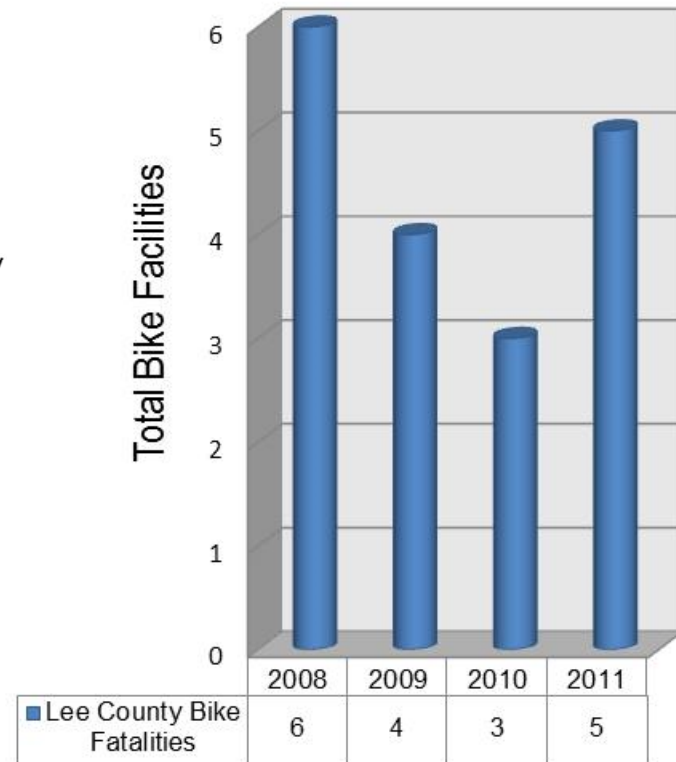


Bike Fatalities

- Following a decline in both Lee County and the State of Florida between 2008 and 2010, bike fatalities per 100,000 population have trended upward in 2011.

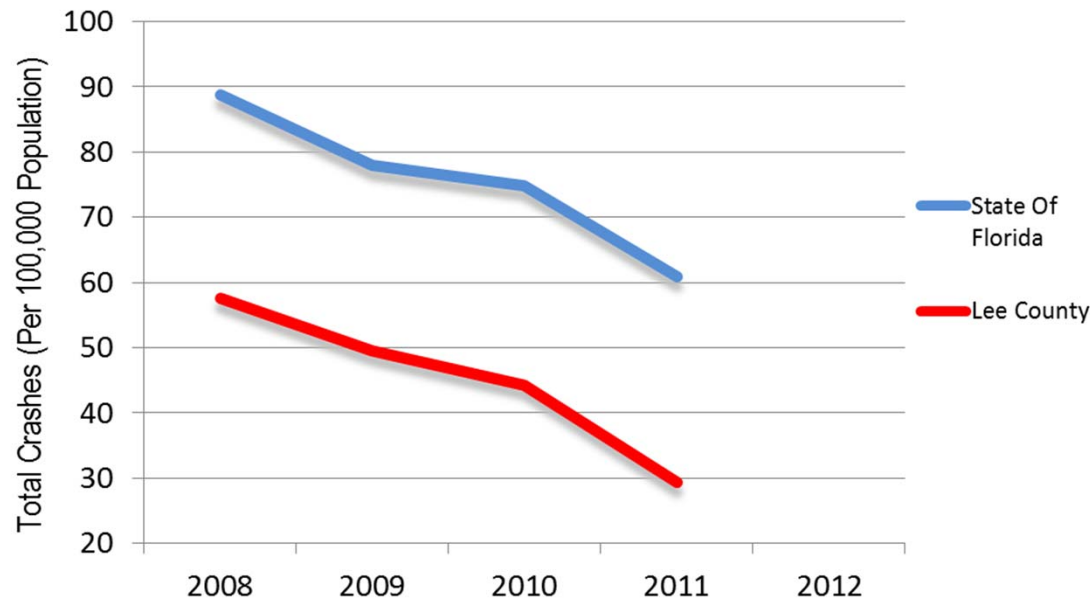


Lee County Bike Fatalities

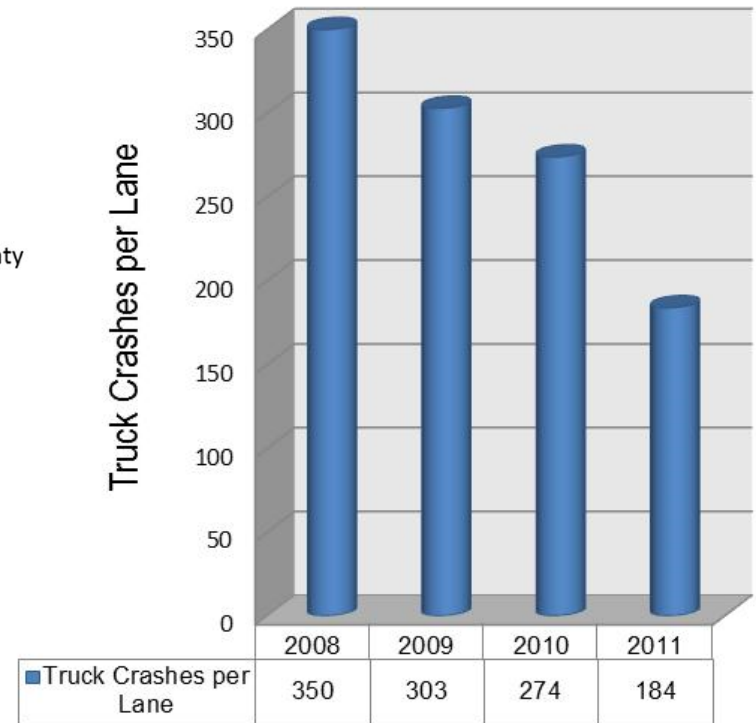


Truck Crashes

- Truck crashes in both Lee County and the State of Florida have been trending downward dramatically since 2008. Have fallen nearly 50%, from 57.5 to 29.4 per 100,000 in Lee County.

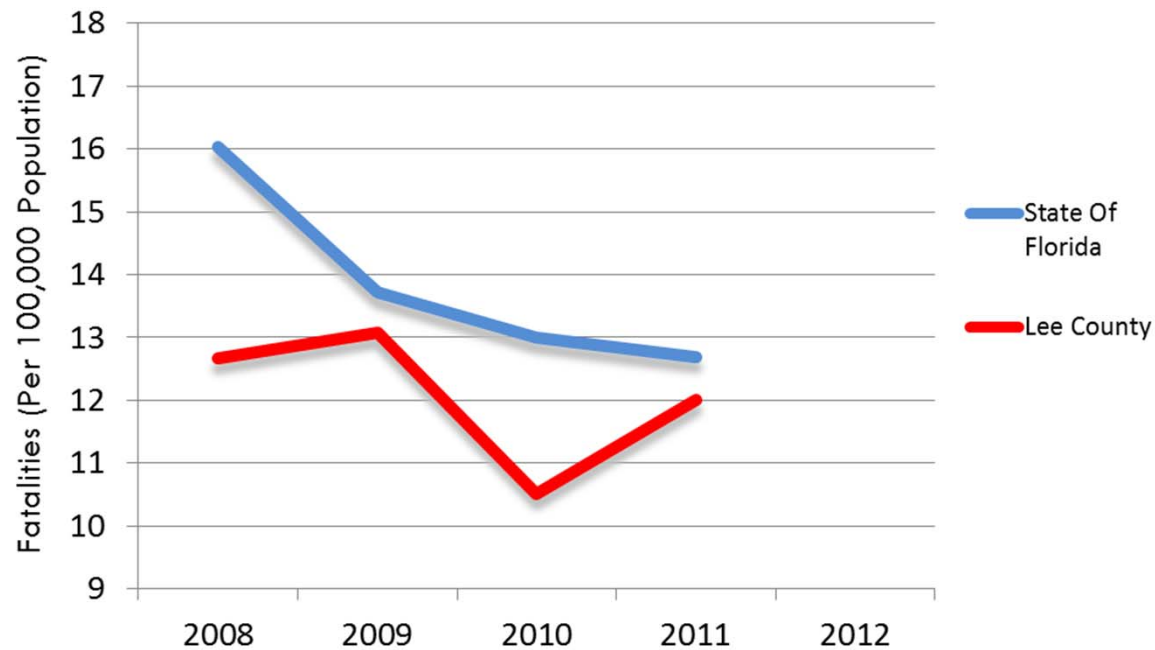


Lee County Truck Crashes per Lane

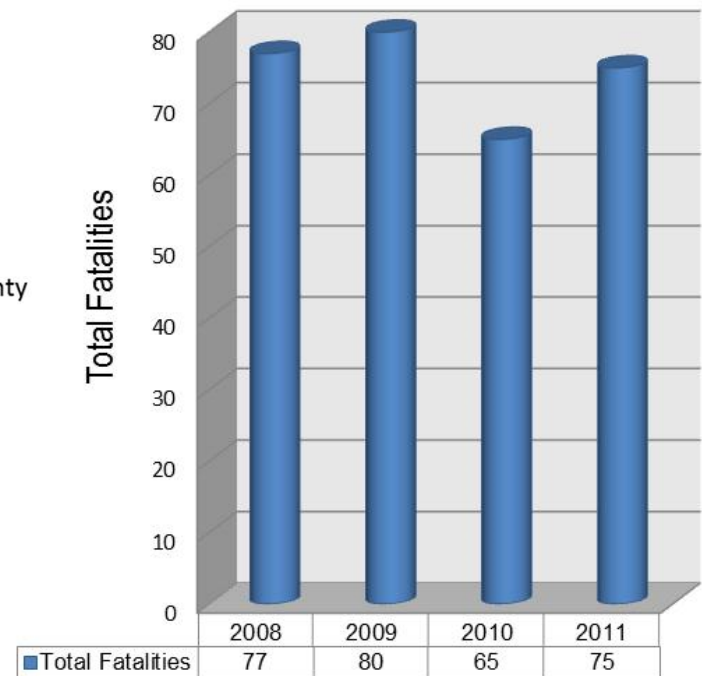


Traffic Fatalities

- Traffic fatalities per 100,000 population in Lee County have remained fairly constant from 2008 to 2011.
- Traffic Fatalities per 100,000 population in Florida have been trending downward from 2008 to 2011.



Lee County Total Fatalities

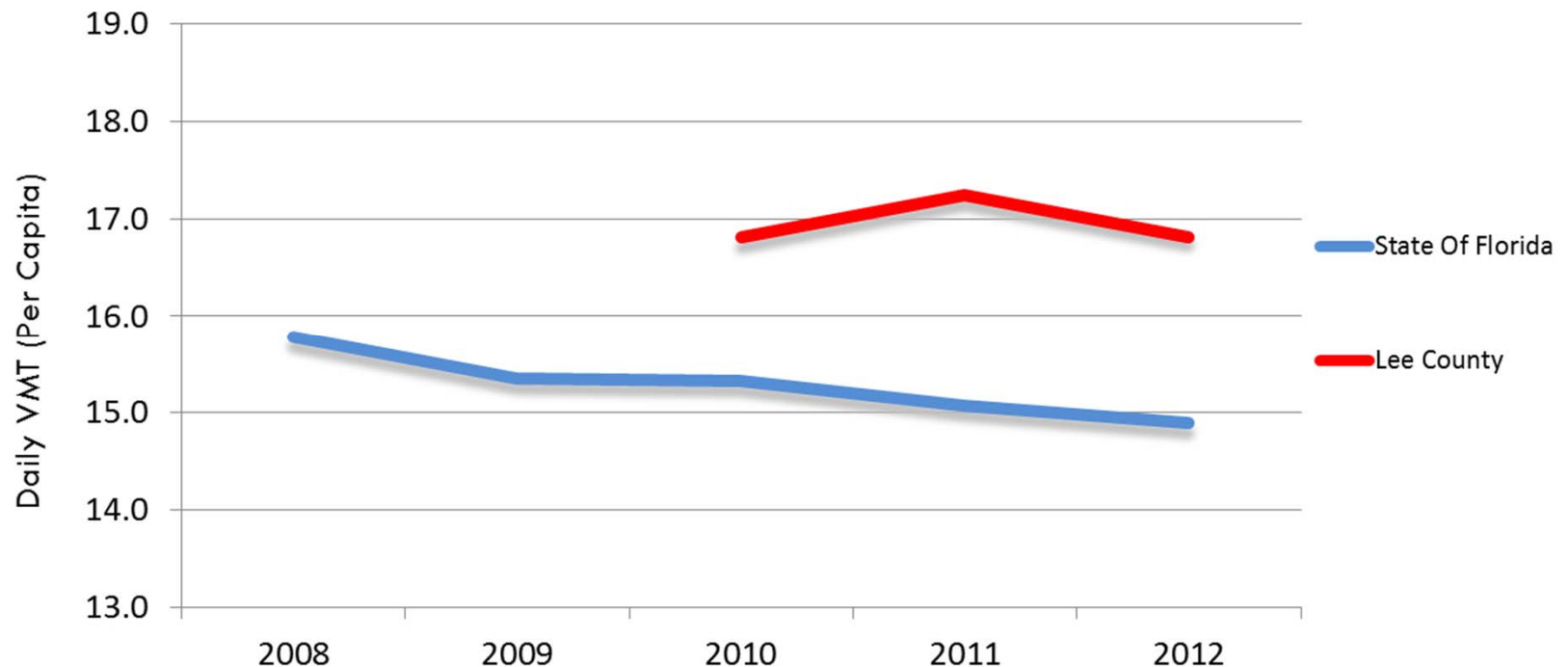


Sustainability/Environmental Performance Measures

- Daily VMT per Capita
- Total Mobile Source Emissions
- Air Quality
- Non-Interstate Lane Miles & VMT Outside Urban Service Area

Daily VMT Per Capita

- Daily VMT per capita in the State of Florida has been trending downward slightly since 2008.
- The daily VMT per capita for Lee County has remained relatively flat from 2010 to 2012.

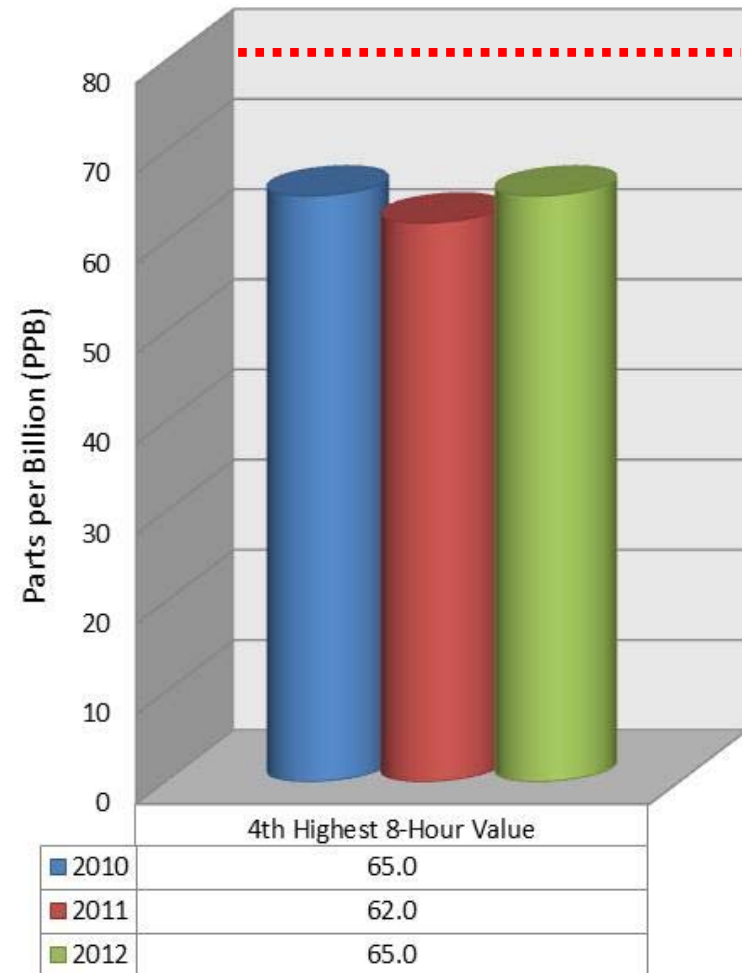


Total Mobile Source Emissions



Air Quality - Ozone Pollution

- The national ambient air quality standard for ground-level ozone is 75 parts per billion (PPB). The 4th highest 8-hour value at a particular monitor in the most recent year is averaged with the fourth-highest 8-hour values from the previous two years. This produces a 3-year average.
- Rotary Park (Cape Coral) AQS 3-year average: 64.0 PPB
- Factors that can influence readings include:
 - Temperature fluctuation
 - Wind
 - Traffic Congestion



SIS Corridor Rankings

ID	2012 Rank	2011 Rank	Change ROAD	SEGMENT (Sections)	TIP Strategy	TIP Strategy Rank	TIP Rank Change	CFP Strategy	LRTP Strategy Rank	LRTP Rank Change	
2330	1	1	0	SR 82	DANIELS PKWY->COUNTY LINE	Widen to 6 Lanes	1	0		1	0
1290	2	2	0	I-75	DANIELS PKWY->CORKSCREW RD		2	0		2	0
1280	3	3	0	I-75	COLONIAL BLVD->DANIELS PKWY		3	0		3	0
2320	4	4	0	SR 82	COLONIAL BLVD->DANIELS PKWY		4	0	Widen to 6 Lanes	5	1
2300	5	5	0	SR 82	I-75->BUCKINGHAM RD		5	0		4	-1
2310	6	6	0	SR 82	BUCKINGHAM RD->COLONIAL BLVD		6	0		6	0
1320	7	7	0	I-75	BONITA BEACH RD->COUNTY LINE		7	0		7	0
1310	8	8	0	I-75	TERRY ST->BONITA BEACH RD		8	0		8	0
1300	9	9	0	I-75	CORKSCREW RD->TERRY ST		9	0		9	0
1270	10	10	0	I-75	SR 82->COLONIAL BLVD		10	0		10	0
1260	11	11	0	I-75	PALM BEACH BLVD->SR 82	Widen to 6 Lanes	13	2		13	2
1880	12	12	0	PALM BEACH BLVD	SR 31->BROADWAY ST		11	-1		11	-1
1870	13	13	0	PALM BEACH BLVD	I-75->SR 31		12	-1		12	-1
1250	14	14	0	I-75	BAYSHORE RD->PALM BEACH BLVD	Widen to 8 Lanes	14	0		14	0
1240	15	15	0	I-75	COUNTY LINE->BAYSHORE RD	Widen to 6 Lanes	15	0		15	0
1890	16	16	0	PALM BEACH BLVD	BROADWAY ST->COUNTY LINE		16	0		16	0

TIP Strategy = Transportation Improvement Program (5 year planning period) projects
 CFP Strategy = 2035 Cost Feasible Plan (20 year planning period) projects

Regional Roads Corridor Rankings

ID	2012 Rank	2011 Rank	Change	ROAD	SEGMENT (Sections)	TIP Strategy	TIP Strategy Rank	TIP Rank Change	L RTP Strategy	L RTP Strategy Rank	L RTP Rank Change
300	1	1	0	CALOOSAHATCHEE BRIDGE	NORTH END OF BRIDGE->DR MARTIN LUTHER KING JR BLVD		1	0	Widen to 6 Lanes	5	4
180	2	2	0	BONITA BEACH RD SE	TAMIAMI TRL->IMPERIAL PKWY	Widen to 6 Lanes	12	10		11	9
1510	3	3	0	MCGREGOR BLVD	COLONIAL BLVD->COLLEGE PKWY		2	-1		1	-2
1070	4	5	1	FOWLER ST	DR MARTIN LUTHER KING JR BLVD->HANSON ST		3	-1	Widen to 6 Lanes	9	5
1640	5	11	6	N CLEVELAND AVE	PINE ISLAND RD->NORTH END OF BRIDGE		4	-1	Widen to 6 Lanes	24	19
1530	6	6	0	METRO PKWY	HANSON ST->PINE OAK CIR		5	-1		2	-4
690	7	8	1	DANIELS PKWY	CHAMBERLIN PKWY [EAST]->SR 82		6	-1		3	-4
2530	8	9	1	TREELINE AVE S	DANIELS PKWY->TERMINAL ACCESS RD		7	-1		4	-4
1850	9	10	1	PALM BEACH BLVD	VERONICA S SHOEMAKER BLVD->ORTIZ AVE		8	-1		6	-3
210	10	7	-3	BONITA BEACH RD SW	HICKORY BLVD->TAMIAMI TRL		9	-1		7	-3
1170	11	4	-7	HANCOCK BRIDGE PKWY	DEL PRADO BLVD->CLEVELAND AVE		10	-1		8	-3
800	12	12	0	DR MARTIN LUTHER KING JR BLVD	MONROE ST->EVANS AVE		11	-1		10	-2
1840	13	13	0	PALM BEACH BLVD	SEABOARD ST->VERONICA S SHOEMAKER BLVD		13	0		12	-1
830	14	14	0	DR MARTIN LUTHER KING JR BLVD	ORTIZ AV->I-75	Widen to 8 Lanes	#N/A	#N/A		#N/A	#N/A
1200	15	15	0	HANSON ST	FOWLER ST->METRO PKWY		14	-1		13	-2
1150	16	16	0	GUNNERY RD S	23RD ST->SR 82		15	-1		14	-2
100	17	17	0	BAYSHORE RD	TAMIAMI TRL->I-75		16	-1		15	-2
820	18	18	0	DR MARTIN LUTHER KING JR BLVD	VERONICA S SHOEMAKER BLVD->ORTIZ AVE		17	-1	Widen to 6 Lanes	#N/A	#N/A
1670	19	19	0	N TAMIAMI TRL	COUNTY LINE->CLEVELAND AVE		18	-1		16	-3
660	20	20	0	DANIELS PKWY	BEN C PRATT SIX MILE CYPRESS->I-75		19	-1		17	-3
310	21	21	0	CAPE CORAL BRIDGE RD	DEL PRADO BLVD->MCGREGOR BLVD		20	-1		18	-3
170	22	22	0	BEN HILL GRIFFIN PKWY	TERMINAL ACCESS RD->CORKSCREW RD		21	-1		19	-3
1620	23	23	0	MONROE ST	FIRST ST->SECOND ST		22	-1		20	-3
2520	24	24	0	TREELINE AVE	COLONIAL BLVD->DANIELS PKWY		23	-1		21	-3
1700	25	26	1	N TAMIAMI TRL	PINE ISLAND RD->NORTH END OF BRIDGE		24	-1		22	-3

TIP Strategy = Transportation Improvement Program (5 year planning period) projects
 CFP Strategy = 2035 Cost Feasible Plan (20 year planning period) projects

Non-Regional Roads Corridor Rankings

ID	2012 Rank	2011 Rank	Change ROAD	SEGMENT (Sections)	TIP Strategy	TIP Strategy Rank	TIP Rank Change	L RTP Strategy	L RTP Strategy Rank	L RTP Rank Change
1210	1	1	0	HANSON ST	METRO PKWY->VERONICA S SHOEMAKER BLVD					
1000	2	2	0	EVANS AVE	HANSON ST->COLONIAL BLVD					
900	3	3	0	EDISON AVE	VERONICA S SHOEMAKER BLVD->END					
1790	4	4	0	OLD 41 RD	BONITA BEACH RD->COUNTY LINE					
340	5	5	0	CHAMBERLIN PKWY	DANIELS PKWY->DANIELS PKWY					
1190	6	6	0	HANSON ST	CLEVELAND AV->FOWLER ST					
1180	7	7	0	HANSON ST	CORTEZ BLVD->CLEVELAND AVE					
1080	8	8	0	FOWLER ST	HANSON ST->COLONIAL BLVD					
1040	9	9	0	FORD ST	EDISON AVE->HANSON ST					
880	10	10	0	EDISON AVE	FOWLER ST->PALM AVE					
60	11	11	0	ALICO RD	BEN HILL GRIFFIN PKWY->CORKSCREW RD					
2620	12	12	0	VICTORIA AVE	CLEVELAND AV->FOWLER ST					
1610	13	13	0	MOHAWK PKWY	CHIQUITA BLVD->PELICAN BLVD					
240	14	14	0	BROADWAY	EDISON AVE->HANSON ST					
1780	15	15	0	OLD 41 RD	TAMIAMI TRL->BONITA BEACH RD					
2570	16	16	0	VERONICA S SHOEMAKER BLVD	PALM BEACH BLVD->DR MARTIN LUTHER KING JR BLVD					
530	17	17	0	CORKSCREW RD	I-75->ALICO RD					
1520	18	18	0	MCGREGOR BLVD	PALM AVE->COLONIAL BLVD					
840	19	19	0	E TERRY ST	TAMIAMI TRL->I-75					
1820	20	20	0	PALM AVE	FIRST ST->DR MARTIN LUTHER KING JR BLVD					
20	21	21	0	A & W BULB RD	MCGREGOR BLVD->GLADIOLUS DR					
550	22	22	0	CORONADO PKWY	CAPE CORAL PKWY->DEL PRADO BLVD					
2420	23	23	0	SUNSHINE BLVD S	LEE BLVD->SR 82					
1600	24	24	0	MICHIGAN AVE	EVANS AVE->DR MARTIN LUTHER KING JR BLVD					
790	25	25	0	DR MARTIN LUTHER KING JR BLVD	MCGREGOR BLVD->MONROE ST					

TIP Strategy = Transportation Improvement Program (5 year planning period) projects
 CFP Strategy = 2035 Cost Feasible Plan (20 year planning period) projects

Summary

- Though there are some congested areas, system wide the network is utilizing just over 50% of the systemwide capacity.
- VMT per capita has declined and vehicle registrations per household has declined between 2008 and 2012.
- Travel times to/from activity centers are expected to dramatically increase by 2035 without better accessibility.
- LeeTran ridership and revenue hours have steadily increased over the past 3 years.

ROAD SAFETY AUDIT PRESENTATION

RECOMMENDED ACTION This is not an action item. A presentation will be given for informational and discussion purposes.

FDOT's consultant Coronado will be providing a presentation on the Road Safety Audits undertaken by the state.

DISCUSSION ON FEDERAL TRUCK LEGISLATION

RECOMMENDED ACTION: Provide input on the proposed truck legislation that would increase the weight and length of trucks using the Interstate system.

Earlier this summer, the MPO staff had a discussion with the Florida State Director for the Coalition Against Bigger Trucks (CABT). CABT is a non-profit that advocates at the federal and state level against bigger semi-trucks on our roads in Florida and across the nation. The group works with various agencies to communicate with state and federal elected officials about the safety and infrastructure damage that arises from larger vehicles being allowed on the roadway system. The visit was related to H.R. 612 that is a proposed bill that would amend Title 23 USC with respect to vehicle weight limitations applicable to the Interstate system. A summary on the bill is listed below:

H.R. 612 Bill Summary:

Safe and Efficient Transportation Act of 2013 - Allows a state to authorize a vehicle with a maximum gross weight (including enforcement tolerances) exceeding certain federal weight limitations to operate on Interstate Highway System (IHS) routes in the state if: (1) the vehicle is equipped with at least six axles, (2) the weight of any single axle does not exceed 20,000 pounds, (3) the weight of any tandem axle does not exceed 34,000 pounds, (4) the weight of any group of 3 or more axles does not exceed 51,000 pounds, and (5) the gross weight of the vehicle does not exceed 97,000 pounds.

Directs the Secretary of Transportation to establish a safe and efficient vehicle bridge infrastructure improvement program. Requires the Secretary to apportion amounts from the Safe and Efficient Vehicle Trust Fund to states for eligible bridge replacement or rehabilitation projects.

Amends the Internal Revenue Code to: (1) impose a tax on any vehicles that exceed federal weight limitations (gross vehicle weight in excess of 80,000 pounds) operating on the IHS, and (2) establish the Safe and Efficient Vehicle Trust Fund.

The current status of the bill is that it has been sent to Committee. **Attached** for our consideration, is sample letter from CABT on this issue.

July 2013

Congressional Delegation
1123 Longworth House Office Building
United States House of Representatives
Washington, D.C. 20515

Dear Congressional Delegation:

I am concerned about legislation such as H.R. 612, which seeks to increase truck weights from the current 80,000-pound limits on our interstates to 97,000 pounds. As you know, we take a big picture view on how transportation issues will affect those we represent in Lee County, including the communities of Bonita Springs, Cape Coral, Fort Myers, Fort Myers Beach and Sanibel. Our infrastructure needs are great, just like across the country. The idea of adding weight to trucks that stress our infrastructure, especially bridges, seems ill advised.

Increasing the size and weight of trucks does billions in damage to our infrastructure and I believe there is a compelling fiscal argument that can be made for you to not support increased truck size and weight:

- An 80,000-pound truck only pay for 80% of the damage they do.
- The proposed 97,000-pound truck would only pay for 50% of damage they do (FHWA Addendum to Federal Highway Cost Allocation Study of 2000).
- The country already needs to spend \$188 billion to repair the bridges of the National Highway System.
- If truck size and weight were to increase it is estimated that they would do an addition \$65 billion in damage to NHS bridges (USDOT Comprehensive Truck Size and Weight Study, 2000).

With bi-partisan support, Congress passed MAP-21, which included a call for the USDOT to look at the safety and infrastructure effects of increased truck size and weight. I believe the USDOT should complete its work before any action is taken to increase the size and weight of trucks. Again, please oppose H.R. 612.

Respectfully,

APPROVAL OF THE 2014 MEETING SCHEDULE

RECOMMENDED ACTION: Review and recommend the MPO Board approve the meeting schedule for FY 2014 (**attached**).

The MPO Staff has compiled the meeting dates in FY 2014 based on the bylaws of the different Boards and Committees. Staff is seeking approval at this time so that reservations can be made for the meeting rooms.

STRIKETHROUGH = CANCELLED MEETING

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

(ALL MPO MEETINGS WILL BE HELD AT THE CITY OF CAPE CORAL COUNCIL CHAMBERS, 1015 CULTURAL PARKWAY BLVD., CAPE CORAL, UNLESS OTHERWISE NOTED.)

January 17, 2014	February 21, 2014	*March 21, 2014	April 18, 2014
May 16, 2014	June 20, 2014	July 18, 2014	August 22, 2014
September 19, 2014	**October 17, 2014	November 21, 2014	December 19, 2014

*THIS IS A JOINT MEETING WITH COLLIER COUNTY MPO – CITY OF BONITA SPRINGS CITY HALL, COUNCIL CHAMBERS, 9101 BONITA BEACH BLVD., BONITA SPRINGS, FL.

**THIS IS A JOINT MEETING WITH COLLIER COUNTY MPO – COLLIER COUNTY SCHOOL ADMINISTRATION BUILDING, SCHOOL BOARD ROOM, 5775 OSCEOLA TRAIL, NAPLES, FL.

Citizen Advisory Committee (CAC) – 3:00 p.m.

(ALL CAC MEETINGS WILL BE HELD AT THE CITY OF CAPE CORAL ANNEX BUILDING CONFERENCE ROOM 200, 815 NICHOLAS PARKWAY E., CAPE CORAL, UNLESS OTHERWISE NOTED)

January 9, 2014	February 6, 2014	*March 11, 2014 (2:00 pm)	April 3, 2014
May 1, 2014	June 5, 2014	July 10, 2014	August 7, 2014
September 4, 2014	*October 7, 2014 (2:00 pm)	November 6, 2014	December 4, 2014

*THIS IS A JOINT MEETING WITH COLLIER COUNTY CAC – ESTERO COMMUNITY PARK & RECREATION CENTER, ROOM 103A, 9200 CORKSCREW PALMS BLVD., ESTERO, FL

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

(ALL TAC MEETINGS WILL BE HELD AT THE CITY OF CAPE CORAL ANNEX BUILDING CONFERENCE ROOM 200, 815 NICHOLAS PARKWAY E., CAPE CORAL, UNLESS OTHERWISE NOTED)

January 9, 2014	February 6, 2014	*March 11, 2014 (10:00am)	April 3, 2014
May 1, 2014	June 5, 2014	July 10, 2014	August 7, 2014
September 4, 2014	*October 7, 2014 (10:00 am)	November 6, 2014	December 4, 2014

*THIS IS A JOINT MEETING WITH COLLIER COUNTY TAC – ESTERO COMMUNITY PARK & RECREATION CENTER, ROOM 103A, 9200 CORKSCREW PALMS BLVD., ESTERO, FL

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

(ALL BPCC MEETINGS WILL BE HELD AT THE CITY OF CAPE CORAL ANNEX BUILDING CONFERENCE ROOM 200, 815 NICHOLAS PARKWAY E., CAPE CORAL, UNLESS OTHERWISE NOTED)

January 28, 2014	*February 25, 2014 (10:00 a.m.)	March 25, 2014	April 22, 2014
May 27, 2014	June 24, 2014	July 29, 2014	August 26, 2014
*September 30, 2014 (10:00am)	October 28, 2014	November 25, 2014	December 30, 2014

*THIS IS A JOINT MEETING WITH COLLIER COUNTY BPCC–ESTERO COMMUNITY PARK & RECREATION CENTER, ROOM 103A, 9200 CORKSCREW PALMS BLVD., ESTERO, FL.

Traffic Management and Operations Committee (TMOC) – 1:30 p.m.

(ALL TMOC MEETINGS WILL BE HELD AT THE CITY OF CAPE CORAL ANNEX BUILDING CONFERENCE ROOM 200, 815 NICHOLAS PARKWAY E., CAPE CORAL, UNLESS OTHERWISE NOTED)

February 12, 2014	April 9, 2014	June 11, 2014	August 13, 2014
October 8, 2014	December 10, 2014		

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

(ALL LCB MEETINGS WILL BE HELD AT THE CITY OF CAPE CORAL ANNEX BUILDING CONFERENCE ROOM 200, 815 NICHOLAS PARKWAY E., CAPE CORAL, FL.)

March 7, 2014	May 2, 2014	June 6, 2014	September 5, 2014
December 5, 2014			