

**TRAFFIC MANAGEMENT OPERATIONS  
COMMITTEE**

1:00 p.m., Wednesday, October 7, 2015  
Fort Myers Regional Library, Room A  
1651 Lee Street, Fort Myers, FL 33901  
239-244-2220



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**Call to Order**

**Roll Call**

**Public Comments on Items on the Agenda**

**Approval of Minutes**

1. \*Minutes from the June 10, 2015 TMOC Meeting

**New Business**

2. Presentation of Continuous Flow Intersection at Daniels and SR 82 (Kevin Ingle)
3. Approval of Congestion Management Process Element (RPG Inc.)
4. Report on CTST Intersection Reviews (Steve Jansen)

**Old Business**

5. Update on the Commuter Services Activity in Lee and Collier Counties
6. Local Government Reports on Traffic Operations Related Projects
7. Status of the MPO Traffic Operation Related Projects

**Other Business**

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

**Adjournment**

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\*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](mailto: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 June 10, 2015

## CALL TO ORDER AND ROLL CALL

The meeting of the Traffic Management and Operations Committee was held on June 10, 2015 at the LeeTran office on 3401 Metro Parkway, Fort Myers.

### MEMBERS PRESENT

Ben Abes	Lee County EMS
Dan Moser	BPCC
Dallas Smart	Fort Myers PD
Dominic Konieczki	LCSO
Jay Anderson	Lee County CTST
Lee Mayfield	Lee County Division of Public Safety
Marie Marro	Lee County Toll Division
Nick Danu	City of Fort Myers
Nina Garrett	Lee County School District
Sarah Plumer	LeeTran
Stephen Jansen	Lee County DOT

Those also in attendance included: Ron Gogoi and Brian Raimondo with the Lee County MPO; Lt. Joseph Bowers with Florida Highway Patrol; Richard Fimbel with DBI Services; and Katie Arsenal with Public Safety

### APPROVAL OF MINUTES

#### Agenda Item #1 – MINUTES FROM THE DECEMBER 3, 2014 TMOC MEETING

Mr. Gogoi stated that the minutes be amended to reflect that Mr. Raimondo attended the meeting. Ms. Plummer asked that her maiden name be replaced with her married name.

**MR. MOSER MOVED AND MR. ANDERSON SECONDED TO RECOMMEND APPROVING THE MINUTES FROM THE MARCH 11, 2015 TMOC MEETING AS AMENDED. MOTION CARRIED UNANIMOUSLY.**

#### Agenda Item #2 – REVIEW AND APPROVAL OF STP STATE AND FEDERAL FUNDED PRIORITIES

Mr. Gogoi presented the list of MPO's federal and state funded priorities and explained that the funds are typically used for implementing highway capacity projects. He explained that this table was being brought before the committee for review and approval because of 3 line items in the table which actually comes under the purview of the committee.

**MR. ANDERSON MOVED AND MR. ABES SECONDED THAT THE STATE AND FEDERAL FUND PRIORITIES BE RECOMMENDED FOR MPO APPROVAL. MOTION CARRIED UNANIMOUSLY.**

**Agenda Item #2 – REVIEW AND APPROVAL OF LEE MPO MULTI-MODAL BOX FUND PRIORITIES**

Mr. Gogoi presented the BPCCC recommended priorities for the Lee MPO Multi-modal Transportation Enhancement Box funds. The available Box funds include \$2,549,387 in FY 2018, and \$3,200,000 in the new fifth year (FY 2021) for implementing traffic operations, bike ped, and transit projects proposed on arterial and collector roads. The top 5 projects were as follows:

1. The construction phase for the SW 20<sup>th</sup> Avenue Sidewalks from Veterans Parkway to Trafalgar Parkway (Construction was previously funded but dropped out of the Work Program. Design phase is complete)
2. A Phase II Construction of the SR 80 Shared Use Path (*A \$2 million cost increase to the SR 80 Shared Use Path from Shoreland Blvd to Buckingham Road and a transfer of funds to address construction shortfall in a LC School District sidewalk project has resulted in staging construction. Phase I is from Buckingham to Tropic Avenue. Phase II project limits have not been determined*)
3. Signal Timing and Coordination of Traffic Signal Systems (*Joint #1 Congestion Management Priority for Traffic Operations*)
4. Transit Preferential Treatments on US 41 Corridor (*Joint #1 Congestion Management Priority for Transit*)
5. Summerlin Road Shared Use Path (*# 1 Ranked Bike Ped Project*)

The 5 projects were followed by 15 bike ped projects and 1 traffic operation project.

**MR. ABES MOVED AND MR. MOSER SECONDED THAT THE MULTIMODAL BOX PRIORITIES BE RECOMMENDED FOR MPO APPROVAL. MOTION CARRIED UNANIMOUSLY.**

**Agenda Item #3 – HURRICANE EVALUATION CHALLENGES**

Mr. Mayfield started off his presentation by talking about evacuation in general. The call for evacuation is different in different states. Florida is a home ruled state and the order to evacuate is decided at the county level. When it comes to one way evacuation on the interstate, it is the Governor who makes the decision. Calling for an evacuation is a tough decision to be made and you have to be careful that you do not over evacuate or under evacuate. Large scale evacuation is always a challenge as you have to consider where to evacuate, the risk of storm surge risk, and be always aware that Florida is flat. They coordinate with various agencies throughout the year as part of the emergency planning and they have conference calls at least twice a day with all 10 counties in South Florida in the days leading up to a hurricane. They are also in touch with the National Hurricane Center at Tampa daily and sometimes hourly getting the scientific data based on which they make decisions on evacuation. Another challenge during an evacuation are the transportation disadvantaged which includes the elderly, the poor, and the handicapped.

Lee County is deficient in public shelters and being in the storm surge zone poses further challenges. Every hurricane is different. FDOT and DBI Services plan reverse lane strategies during an evacuation, and FHP conducts reverse lane exercises regularly in coordination with the state. Even with all the training reverse lane evacuation poses lots of transportation challenges. A video by the Weather Channel called “the top 5 most dangerous hurricane cities in the nation” was played during the presentation. Fort Myers, Miami, Houston, New Orleans, and Tampa Bay were among the 5. Fort Myers-Naples area is #3. Public shelters are used normally by 10% of the population in a place during an evacuation, and in reality they are even less like 4 to 5%. But a hurricane like Katrina could see the numbers go up really fast. The capacity of the shelters in Lee is only 35,000. Evacuation clearance times here is the highest in Florida.

**Agenda Item #5 – LEEWAY PRESENTATION**

Ms. Marro stated that 61% of the tolls collected at the Sanibel Causeway were through transponders and that number was 58% at the two Cape Coral bridges. She also informed that Leeway passes are good through the state of Florida and that I-tolling allows Leeway transponders to be read in toll facilities operated with Sunpass. It also allows the toll to be charged to the Leeway account. I-tolling also enables Leeway passes to be interoperable in North Carolina and Georgia.

Leeway tolls are being used to pay for the expansion of Burnt Store Road and for bridge painting/sign structures at the 3 toll bridges. Tolls will be also used to pay for the \$87.5 million Cape Coral Bridge Westbound Replacement that is proposed in 2028.

**Agenda Item #6 –REPORT ON CTST REVIEWS**

Mr. Jansen reported the results of the site reviews at Metro and Crystal, Colonial and Winkler, and Winkler Avenue and US 41. The SB left turn lane to EB Winkler Avenue needs to be extended and that a request was made to FDOT to extend the lane during the programmed resurfacing of US 41. The Colonial Boulevard and Winkler Avenue has congestion problems which will be compounded with traffic generated by new developments in the area. A project to add capacity on NB Winkler Avenue by adding turn has been proposed.

**Agenda Item #7 – UPDATE ON THE 2040 LONG RANGE TRANSPORTATION PLAN**

Mr. Gogoi provided a status on the ongoing 2040 Long Range Transportation Plan Update. He gave a summary of the model results of the various project alternatives, updates on the freight and congestion management components, outreach meetings that were planned and next steps.

**OLD BUSINESS**

**Agenda Item # 8 – LOCAL GOVERNMENT REPORTS ON TRAFFIC OPERATIONS RELATED PROJECTS**

Mr. Jansen reported that LCDOT will be doing a project in the summer at the intersection of Colonial Boulevard and Summerlin that will extend the WB left turn lane on Colonial Boulevard. This may ease some of the traffic backups occurring in the through lanes. Estero Boulevard will go under construction soon.

**Agenda Item # 9 – STATUS OF THE MPO TRAFFIC OPERATION RELATED PROJECTS**

Mr. Gogoi provided a status on the Roundabout RFP. He reported that 11 teams submitted proposals and 5 teams were shortlisted for interviews. They included Sam Schwarz, DPA, American Consulting, KAI, Atkins and Jacobs.

**OTHER BUSINESS**

**Agenda Item #11 – Public and Member Comments on Items not on the Agenda**  
None.

**Agenda Item #12 – FDOT Report**  
None.

**Agenda Item #13 – Announcements**

Ms. Plummer offered a tour of the LeeTran facility. She reported that the ridership numbers for April by 7% as compared to April of last year, and this was attributed to the fare increase.

**Agenda Item #14 – Topics for next meeting**  
None.

**Agenda Item #15 – Information & Distribution Items**  
None.

**ADJOURNMENT**

The meeting was adjourned at 3:00 pm.

## **PRESENTATION OF CONTINUOUS FLOW INTERSECTION AT DANIELS AND SR 82**

**RECOMMENDED ACTION:** This is not an action item. FDOT will explain the concept of a Continuous Flow Intersection and present the design proposed at the intersection of Daniels Parkway and SR 82

A Continuous Flow Intersection (CFI) is being proposed at SR 82 and Daniels Parkway. The project is going to be built in conjunction with the SR 82 widening from Colonial Boulevard to Shawnee Boulevard. The construction phase is funded in FY 2018.

Wiki defines CFI as *“an alternative design for an at-grade road junction where vehicles attempting to turn across the opposing direction of traffic cross before they enter the intersection. No left turn signal in the intersection is then necessary.”* It is also called the crossover displaced left turn.

Final Design of the CFI and the SR 82 6-laning is currently under way. Kevin Ingle, FDOT Design Engineer, will explain the CFI concept and give a presentation of the CFI design proposed at this intersection at the October 7<sup>th</sup> TMOC meeting.

## APPROVAL OF CONGESTION MANAGEMENT PROCESS ELEMENT

**RECOMMENDED ACTION:** The committee will review the **attached** report, provide input, and propose cost feasible congestion mitigation projects that will be undertaken in the 2021 through 2030 time frame. The committee will be also asked to recommend MPO approval of the Report.

At the July 29<sup>th</sup> committee workshop on the 2040 Long Range Transportation Plan (LRTP), the MPO's consultant provided an update on the Congestion Management component of the LRTP. The Report that goes along with the congestion management component is now complete, and the draft report is included in **Attachment 6** for review. One of the products of this Report is a 10 year cost feasible list of congestion management projects in the 2021 – 2030 time frame (**Attachment 5**) that will address congestion on corridors that are anticipated to fail during this time frame. This list is not complete and we will be seeking proposals of additional projects from the committee. The congestion mitigation projects are short term, low cost projects for relieving traffic backups in the interim before major highway capacity improvements are undertaken in the congested corridors. At the October 7<sup>th</sup> meeting, the consultant will provide a presentation of the draft Report, and discuss the list of 10 year cost feasible congestion mitigation projects.

**CMP TEN YEAR COST FEASIBLE PROJECTS**

**ATTACHMENT A**

Item #	Roadway/Project	Project Limits		Improvements	Cost	FY 2021 - FY 2030 Revenues (PDC)
<b>Projected 10 Year MPO Allocated Funds @ \$1 Million/Year</b>						<b>\$ 10,000,000</b>
1	Colonial @ Six Mile Pkwy/Ortiz Ave Intersection Improvements	South of Rolfe's Rd to 0.06 miles west of Six Mile Cypress Pkwy/Ortiz Ave		Rebuilt median and reduce the westbound through lanes to accommodate a third westbound left turn lane on Colonial Blvd to southbound Six Mile Cypress Pkwy; Also, rebuild eastbound left turn lane on Colonial to provide an offset to maintain intersection clearance.	\$ 607,950	\$ 9,392,050
2	Transit Preferential Treatments on US 41 Corridor	Daniels Pkwy to Colonial Blvd		Implement a southbound bus queue jump lane and a northbound bus bypass lane on US 41 at College Pkwy; Add a second left turn bus phase at US 41/Big Pine Way; Implement TSP at 12 intersections	\$ 397,000	\$ 8,995,050
3	I 75 Exit Ramp Improvements	@ Alico Road		Add a second NB right turn lane at the exit ramp to address traffic back ups to near the mainline I 75 during peak hours and during high shopping activity. A second right turn lane will also eliminate the safety hazard of motorists using the adjacent left turn lane to make the right on Alico.	\$ 1,200,000	\$ 7,795,050
4	MLK Blvd Intersection Phasing Improvements	@ Cranford Avenue		Add protected/permissive left turn phase on SR 82	\$ 40,000	\$ 7,755,050
				New mast arms only if structural analysis shows signal heads cannot be supported by existing ones	\$ 400,000	\$ 7,355,050
		@ Palm Ave		Add protected/permissive left turn phase	\$ 40,000	\$ 7,315,050
				New mast arms only if structural analysis shows signal heads cannot be supported by existing ones	\$ 400,000	\$ 6,915,050
5	Daniels Parkway	@ Fiddlesticks		Extend the WB left turn lane on Daniels to SB Fiddlesticks, and the EB left turn lanes on Daniels to NB Palomino Lane by 300' each	\$ 500,000	\$ 6,415,050
6	Winkler Ave	@ Colonial Blvd		Add a second NWbound left turn lane on Winkler Avenue to SWbound Colonial Blvd. Add also an exclusive right turn lane on Winkler Ave to NEbound Colonial Blvd. Proposed improvements will address traffic backups at this intersection approach	\$ 500,000	\$ 5,915,050
7	Pine Island Rd (SR 78)	Entrance to Home Depot/Low to Pondella Rd		Extend the WB right turn lane all the way to Pondella, and add a third WB through lane from Pondella to the Lowes/Home Depot Entrance. Also, modify the entrance to Lowes/Home Depot by removing the continuous right turn lane from the entrance to WB Pine Island Rd.	\$ 650,000	\$ 5,265,050
8	Metro Pkwy	@ Idlewild St		Conduct a study to move the existing traffic signal from Landing View Rd to Idlewild St, install new signal at Idlewild and remove existing signal at Landing	\$ 750,000	\$ 4,515,050
9	Alico Road Directional Signage	I 75 Ramp	Ben Hill Griffin Pkwy	Install overhead directional signage to help with wayfinding	\$ 200,000	\$ 4,315,050
10	Signal Timing & Coordination	Not Applicable		Signal retiming of traffic signal systems on state highways as needed @ \$150,000/year for 10 years	\$ 1,500,000	\$ 2,815,050
11	Traffic Operation Center Operations			\$300,000/year for 10 years for operation of LC Traffic Operations Center	\$ 3,000,000	\$ (184,950)



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## 1.0 Introduction

One of the core functions of the Metropolitan Planning Organization (MPO) is the Congestion Management Process (CMP). The CMP is an integrated process used to identify the causes of congestion and develop projects and strategies to address both current and future congested locations. **Figure 1** below illustrates the projected growth in both population and employment between 2014 and 2040. The values for 2040 are taken from the FDOT District 1 Travel Demand Model. Population in 2014 is an estimate from the Bureau of Economic and Business Research and employment in 2014 is an estimate from the Bureau of Labor Statistics Occupational Employment Statistics program. Between 2014 and 2040 population is forecasted to increase by 64 percent and employment is forecasted to increase by 119 percent. This large growth in population and employment is expected to exacerbate congestion issues in the next decades.

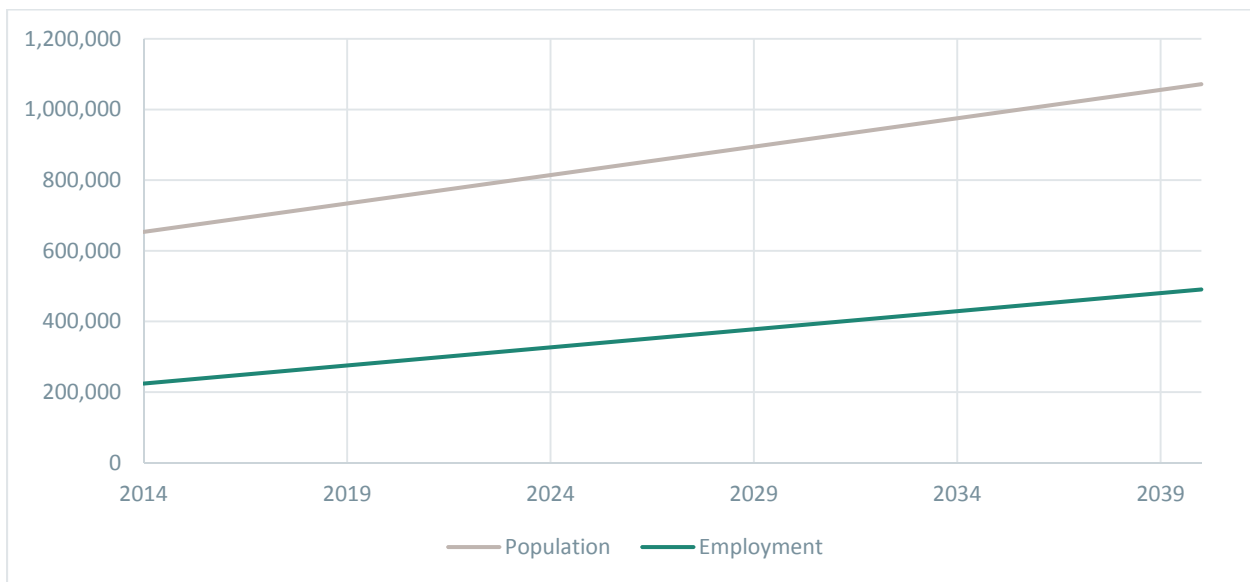


Figure 1: Current and Forecasted Population and Employment

The goals and objectives directly related to congestion management in the 2040 LRTP are intended to improve the efficiency, operation and interconnectivity of the transportation system within Lee County and serve as the basis for development of objectives for the CMP. The benefits realized from an effective congestion management program include improved traffic flow and mobility, safer roadways and intersections, enhanced multimodal options, travel demand reduction, and improved air quality.

The purpose of this Technical Report is to develop the foundation for the CMP Element of the 2040 LRTP through the eight-step process identified in FHWA's Congestion Management Process: A Guidebook. These steps include (1) Develop Regional Objectives, (2) Define Regional CMP Network, (3) Develop Multimodal Performance Measures, (4) Collect Data/Monitor System Performance, (5) Analyze Congestion Problems and Needs, (6) Identify and Assess Strategies, (7) Program and Implement Strategies, and (8) Evaluate Strategy Effectiveness.

## **2.0 Overview**

### **2.1 Federal CMP Background and Regulations**

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) requires all MPOs in federally-designated Transportation Management Areas (TMA) to maintain a CMP. The CMP expands on the requirements dating from the early 1990s for MPOs to address and manage congestion.

The Federal Highway Administration (FHWA) defines a CMP as *“a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.”*

A CMP recommends a set of multimodal strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP also advances the overall goals of the MPO and strengthens the connection between the LRTP and the Transportation Improvement Program (TIP).

The Federal regulation, 23 CFR Part 450.320, identifies the required components for a CMP, as updated in the Final Rule published in February 2007. The regulations for a CMP are summarized as follows:

1. Methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;
2. Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods;
3. Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute to determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions;
4. Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures;
5. Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation; and,
6. Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area’s established performance measures.

As a supplement to the MAP-21 requirements, FHWA has further defined the actions that must be taken as part of the development of the CMP. These actions are meant to be flexible in that the actions may be integrated into the overarching metropolitan planning process. These actions

are not necessarily consecutive steps to be taken, but iterative actions to be revisited. **Figure 2** below provides an outline of these actions.

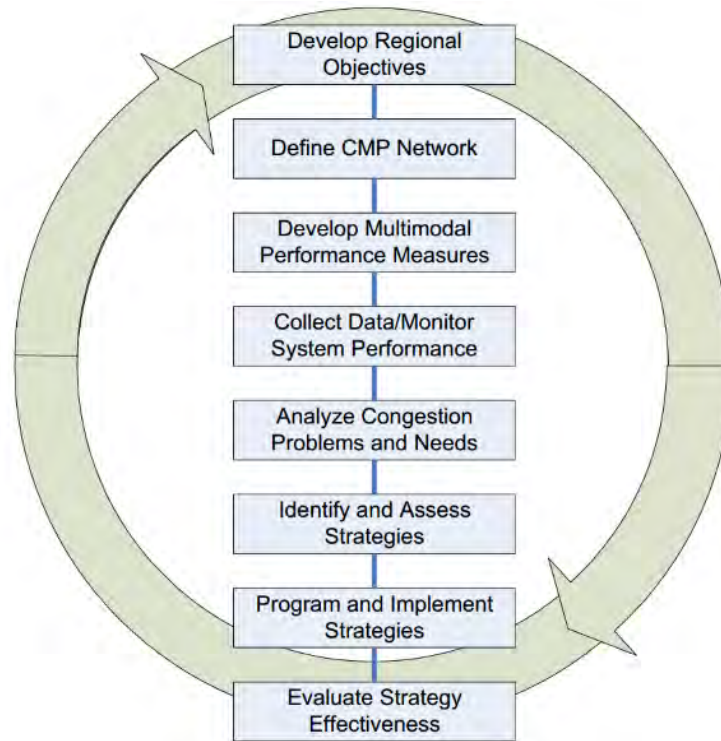


Figure 2: Elements of the Congestion Management Process (Source: FHWA Congestion Management Process: A Guidebook)

## 2.2 State CMP Background and Regulations

The Florida Department of Transportation (FDOT) is required to work with the MPOs within the State of Florida, under Florida State Statute Section 339.177 to develop a traffic congestion management system. In 2013, FDOT published the Florida Transportation Systems Management and Operations (TSM&O) Strategic Plan to describe the plan of deployment for the State’s TSM&O Plan. The CMP is consistent with the Goals of the State’s TSM&O Strategic Plan.

## 2.3 Lee County MPO Congestion Management Process Background

The Lee County MPO was formed from its local member governments in 1975. The MPO is an intergovernmental transportation planning agency created by an agreement between Lee County, the cities of Bonita Springs, Cape Coral, Fort Myers, Sanibel, Town of Fort Myers Beach, the Village of Estero, and the Florida Department of Transportation (FDOT).

The original congestion management document (CMS Process Documentation) was implemented in 1997 by the Lee County MPO, meeting federal approval by FHWA and the Federal Transit Administration (FTA). The MPO has produced Congestion Monitoring Reports (CMRs) since 1997. The CMRs summarize all of the efforts undertaken by the MPO to monitor the existing transportation network in Lee County, identify congestion, identify projects that are funded in each of the jurisdictions, document the results of the congestion surveys and identify the congestion management priorities. During the 2009 update, the CMS (now CMP) was fully integrated into the MPO planning process to meet recent federal requirements.



### **2.3.1 Traffic Management and Operations Committee**

In 2010, the Traffic Operations Coordinating Committee (TOCC) and the Intelligent Transportation Stakeholders Committee (ITSSC) were consolidated to form the Traffic Management and Operations Committee (TMOC) which continues to play an integral part in the MPO's CMP. The TMOC serves as an advisory committee to the Technical Advisory Committee (TAC), and provides feedback to MPO staff, other MPO committees and the MPO Board to assist in both developing and updating CMP projects and programs.

The TMOC consists of local government planners, engineers, and other key transportation stakeholders appointed by their respective jurisdictions in Lee County. The main goal of the Committee is to serve as the formal body to help guide the development of CMP projects and programs. The following is a listing of voting membership on the TMOC:

- City of Bonita Springs – Public Works Department
- City of Cape Coral – Public Works - Traffic Engineering
- City of Fort Myers - Public Works Department – Engineering
- Florida Department of Transportation - Traffic Operations
- Town of Fort Myers Beach – Public Works Department
- Lee County Department of Transportation – Traffic Division
- Lee County Department of Transportation – Toll Facilities Section
- Lee County Transit Division
- City of Sanibel – Public Works Department
- Lee County MPO Bicycle Pedestrian Coordinating Committee
- Lee County Division of Public Safety – Emergency Management
- Lee County Community Traffic Safety Team
- Cape Coral Police Department
- Florida Highway Patrol
- Fort Myers Police Department
- Lee County Port Authority
- The School District of Lee County – Transportation Services
- Lee County Fire Chiefs Association
- Lee County Division of Public Safety – Emergency Medical Services

### **2.4 Lee County CMP Overview and Planning Integration**

The CMP is an integral part of the Lee County MPO planning process, which includes the LRTP, the TIP, and public involvement process to identify congested locations, review priorities, review public feedback, and fund/implement projects. It meets all federal requirements and guidance recently furnished by the USDOT, FHWA, and FTA. Integrating the CMP into each MPO program enables the process to be more effective and efficient. Integrating the CMP into all MPO planning also ensures a multimodal approach is implemented in corridor studies and roadway improvement projects. An overview of the entire process can be found in **Figure 3** below.

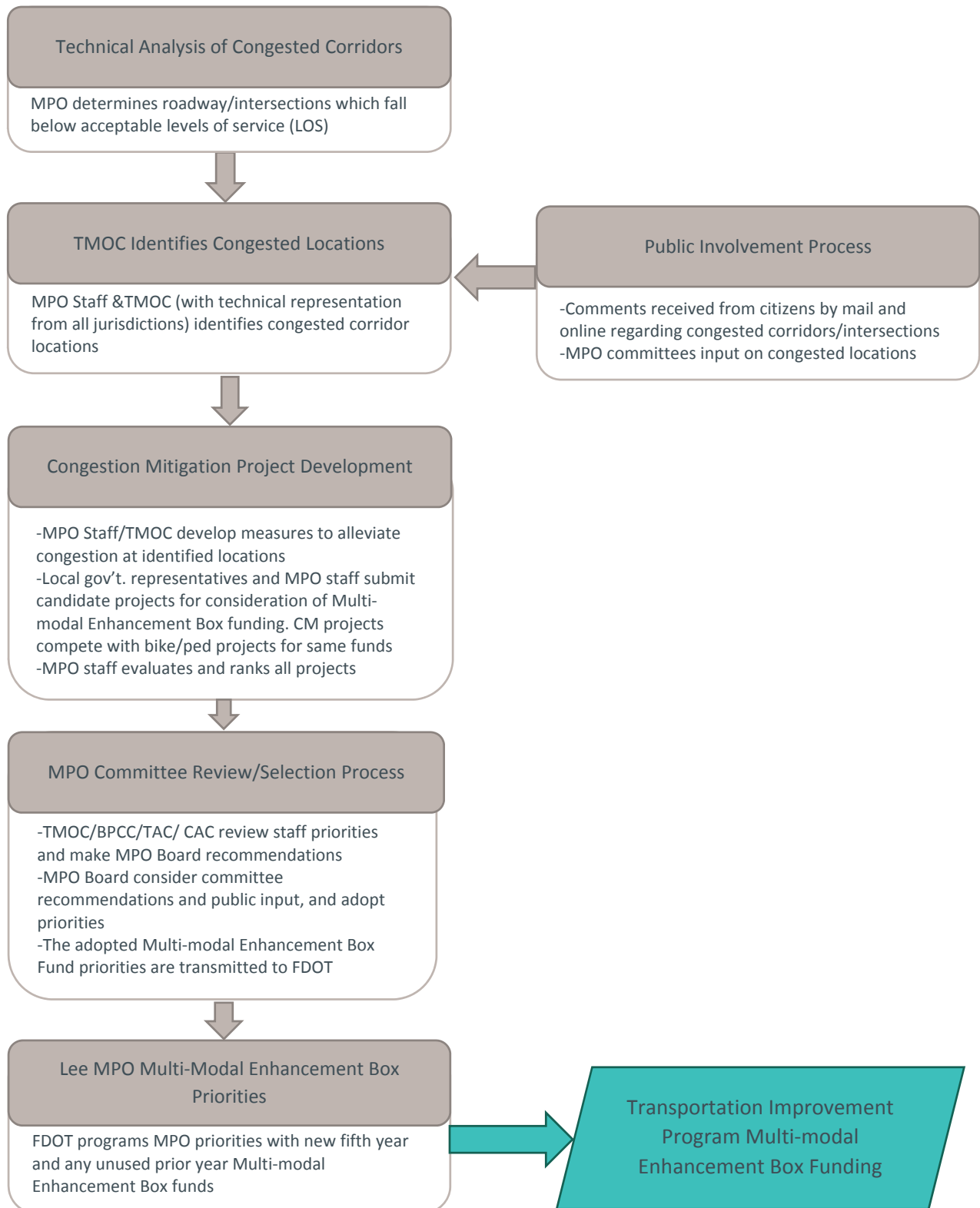


Figure 3: CMP Project / Program Development Process









































### 3.0 Develop Regional Objectives

The CMP is a major component of the MPO's Long Range Transportation Plan (LRTP). Therefore, the objectives of the CMP must be consistent with the Goals and Objectives of the LRTP. The purpose of this section is to develop regional objectives of the CMP which are consistent with both Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and the MPO's LRTP. These objectives follow the Specific, Measurable, Agreed, Realistic, and Time bound (SMART) guidelines set forth in the Congestion Management Process: A Guidebook, developed by U.S. DOT.

#### 3.1 Consistency with MAP-21

To ensure consistency with MAP-21, the 2040 LRTP Goals were reviewed to determine if the Goals are aligned with current legislation. **Table 1** presents the results of this review.

Table 1: Comparison of Long Range Transportation Plan Goals with MAP-21 Goals

	MAP-21 National Goals						
	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays
<p>Addressed </p> <p>Partially Addressed </p> <p>Not Addressed </p> <p><b>Lee County MPO - 2040 Long Range Transportation Plan Goals</b></p>							
Enhance the safety and security of the transportation system for both motorized and non-motorized users.		Implementing Agency Role					Implementing Agency Role
A transportation system that offers meaningful transportation choices for existing and future residents, visitors, and businesses.							
A transportation system that is financially feasible and uses the best available technology to improve the efficiency of the system.							
A transportation system that is sensitive to the community's health, the community character and the environment.							
A sustainable transportation system that supports the economic competitiveness of the region.							
A transportation system that manages congestion and enhances connectivity between modes to keep people and goods moving.							
A transportation system that is coordinated through local, regional and state agencies and encourages quality growth and sustainable land development practices.							

The goals are generally consistent with MAP-21, with most LRTP goals addressing at least one MAP-21 national goal. Two of the MAP-21 National Goals will be addressed by the FDOT (Infrastructure Condition and Reduced Project Delivery Delays).

### 3.2 Development of CMP Objectives

CMP objectives were developed to both meet FHWA's Specific, Measureable, Agreed, Realistic, and Time bound (SMART) criteria and to be consistent with the objectives of the 2040 LRTP. **Table 2** compares the developed CMP SMART Objectives and the LRTP objectives to ensure that the CMP and LRTP objectives are aligned. These objectives should be re-evaluated regularly to ensure that they are realistic and consistent with the needs of the region. A full and numbered listing of the 2040 LRTP Goals and Objectives can be found in the LRTP Adoption Document.

Table 2: Evaluation of CMP Objectives and LRTP Objectives

#	CMP SMART Objective	Satisfies LRTP Objective(s)
1	Reduce the number of roadways with V/C > 1 by XX%	1.1, 1.2, 3.2, 5.1, 7.10
2	Reduce VMT on roadways with V/C > 1 by XX%	1.1, 1.2, 7.10
3	Reduce the share of roadway miles with travel time index greater than 2 to XX%	1.1, 1.2, 5.1, 7.10
4	Reduce the percent of VMT on segments with travel time index greater than 2 by XX%	1.1, 7.10
5	Reduce hours of recurring delay by XX%	6.4, 7.10
6	Reduce hours non-recurring delay by XX%	6.3, 7.10
7	Reduce the number of bicycle/pedestrian crashes by XX%	2.3, 2.4, 7.5, 7.7
8	Reduce the number of motorized vehicle crashes by XX%	2.3, 2.4, 7.7
9	Reduce crash rates by XX%	2.3, 2.4, 7.7
10	Increase transit riders per revenue hour by XX%	1.8, 7.2, 7.6
11	Increase the share of the population within ¼ mile of transit by XX%	1.8, 4.7, 7.2, 7.6
12	Increase the miles of sidewalks within ¼ mile of activity centers by XX%	1.6, 4.7, 7.3, 7.5
13	Increase the miles of bike lanes within 2 miles of activity centers by XX%	1.6, 4.7, 7.3, 7.5
14	Reduce average daily hours of delay on major freight facilities by XX%	1.11, 5.1, 5.4, 7.10
15	Reduce Major Truck Routes with V/C > 1 by XX%	5.1, 5.4, 1.11, 7.10
16	Increase the share of the population within 20 min of major employment centers by XX%	7.10
17	Reduce VMT per person by XX%	1.1, 7.3

## 4.0 Define Regional CMP Network

The CMP Area of Application encompasses all of Lee County (est. population 653,485), including unincorporated Lee County, City of Bonita Springs, City of Cape Coral, City of Fort Myers, City of Sanibel, the Village of Estero, and Town of Fort Myers Beach. The CMP Network includes all arterials and collectors, defined as Major Roads in Lee County. The CMP Bicycle and Pedestrian Network includes bicycle and pedestrian facilities (bicycle lanes, paved shoulder, shared use paths, sidewalks, etc.) as defined by the MPO and the local jurisdictions. The CMP Transit Network includes roadways served by transit as defined by LeeTran, the Lee County transit agency. **Figure 4** depicts the MPO's CMP Network and Area of Application.

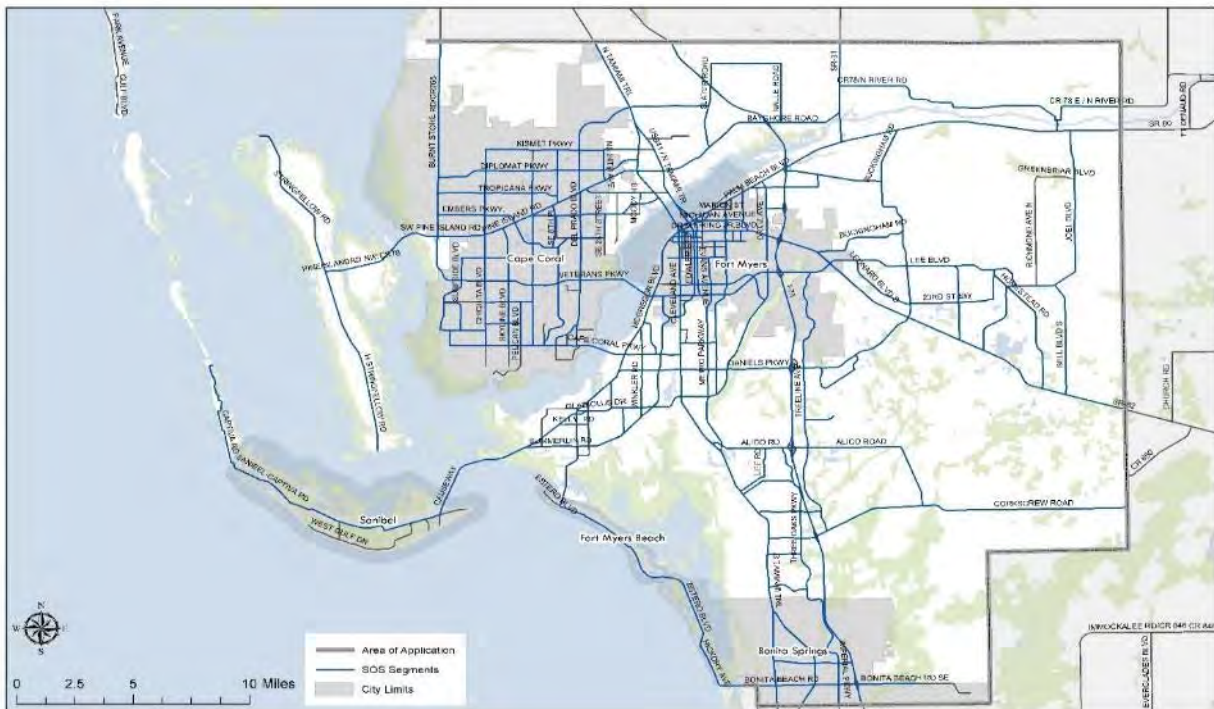


Figure 4: Regional CMP Network

### 4.1 Designated Transportation Demand Management Organization

The CMP network is served by Transportation Demand Management (TDM) services and programs. Specifically, Lee County is served by the FDOT Commuter Services Program. Initiated in 2007, Commuter Services is operated by FDOT District One and promotes ride-share matching and vanpools, and information on transit services to residents in all 12 counties in the District. A district-wide database provides data on all registered carpool and vanpool participants in Lee County.

### 4.2 Intelligent Transportation System Network

In Lee County, the MPO and the Lee County Board of County Commissioners (BOCC) work in partnership with municipalities and FDOT District One to deploy transportation system management through the implementation of intelligent transportation systems (ITS). The following are existing and planned ITS implementation in Lee County.

## **Lee County TOC**

- The Traffic Operations Center (TOC), located in Billy Creek Commerce Park, is used to monitor the County's roadways using a mix of closed circuit television (CCTV) and microwave vehicle detection system (MVDS) to ensure consistent operation. From the TOC, traffic signals can be adjusted to reduce delay and accidents can be reported to Law Enforcement to ensure fast clearance. The Edison and Caloosahatchee Bridges are monitored as part of the Bridge Incident Management System to reduce non-recurring delay and reduce clearance times in case of a crash. Advance warning is provided to motorists through dynamic message signs (DMS) and highway advisory radio (HAR).

## **I-75 Incident Management System**

- The SWIFT SunGuide Traffic Management System addresses non-recurring congestion on I-75 through the Freeway Incident Management System. Traffic is monitored through CCTV, MVDS, environmental sensors, and an impact detection and alarm system. Advisories are provided to motorists through DMS and HAR.

## **Transit ITS**

- Transit ITS systems include advanced scheduling for fixed route services and automatic vehicle location systems (AVL) which was funded by a FY 2012 FTA Grant.

## **ATMS Expansion**

- FDOT is managing the design and construction of an advanced traffic management system (ATMS) for Lee County. Phase I is complete and includes the entire US-41 corridor from Collier County to Charlotte County, Business 41 from US-41 to Bayshore Road, and Bayshore Road from Business 41 to US-41. This expands the CCTV and MVDS systems and provide more coverage for the Lee County TOC. Phase II is planned for construction in 2016/17 and will add between 130 to 145 more intersections on major corridors in Lee County.

## **BlueTOAD**

- There are currently 34 BlueTOAD sensor stations in Lee County with 24 more planned as part of the ATMS expansion. Of the possible BlueTOAD pairs, 21 are currently monitored.

## **Planned ITS**

- The design build phase for Phase III of the ATMS is currently unfunded and covers San Carlos Blvd, SR-82 east of Lee Blvd, Lehigh Acres, etc.
- The existing traffic signal system in the Cypress Lake Drive/Daniels Parkway corridor from South Pointe Boulevard to Gateway Boulevard is planned for upgrade by implementing an Adaptive Signal Control (ASC) System using the latest technologies. The ASC will essentially use traffic detectors and computer software to adjust signal timing to respond to real time traffic conditions. A study is currently under way to identify the needs and improvements.

## **5.0 Develop Multimodal Performance Measures**

Performance measures define how effectively and efficiently the transportation system is operating, relative to performance goals, and are developed to quantify levels of congestion, reliability, and other goals. Performance measures provide an analytical approach to determine congestion trends and monitor the objectives of the CMP. Measuring performance is a key function of the CMP, as it communicates to decision-makers the state of the system and informs decisions on upcoming projects. Therefore, determining the most effective performance measures is key to a successful CMP.

FHWA categorizes performance measures into eight categories:

- volume to capacity ratio
- travel time
- reliability
- transit congestion and reliability
- multimodal availability
- freight performance
- accessibility
- land use

An effective set of performance measures address all eight of these categories to provide a clear picture of the system or corridor. These performance measures are based on a review of measures recommended in the previous CMP, the FHWA Congestion Management Process: A Guidebook, the 2014 Florida Multimodal Mobility Performance Measures Source Book, and MAP-21 legislation. Performance measures are further divided into two categories: local/corridor measures, to determine if a specific strategy is effective at the corridor level and system measures, to determine if the combination of all congestion management strategies are effective at the system level. **Table 3** outlines the performance measures and the level at which the measure should be applied (local/corridor and/or system). The number on the left corresponds with the numbering system in **Table 2**, which lists the CMP Objectives.



Table 3: Performance Measures

#	Performance Measure	Study Level
	Volume to Capacity	
1	Percent of roadway miles with V/C > 1	System
2	Percent of VMT on roadway miles with V/C > 1	System
	Travel Time	
3	Percent of roadway miles with travel time index greater than 2	System
4	Percent of VMT on segments with travel time index greater than 2	Local/Corridor and System
	Reliability and Safety	
5	Daily recurring average daily hours of delay	Local/Corridor and System
6	Annual Non recurring hours 90% below the average speed	Local/Corridor and System
7	Total bicycle / pedestrian crashes	Local/Corridor and System
8	Total vehicle crashes	Local/Corridor and System
9	Total crash rate	Local/Corridor
	Transit	
10	Passengers per revenue hour	Local/Corridor and System
	Multimodal Availability (Transit, Pedestrian, Bicycle)	
11	Share of population within 1/4 mile of transit station	System
12	Sidewalk miles within 1/4 miles of activity centers	System
13	Bike lane miles within 2 miles of activity centers	System
	Freight Performance	
14	Daily recurring average daily hours of delay on major freight facilities	Local/Corridor and System
15	Percent of major freight facility miles with V/C > 1	System
	Accessibility	
16	Percent of population within 20 minutes of activity / employment centers	System
	Land Use/Environmental	
17	Daily VMT per person	System

## **6.0 Collect Data and Monitor System Performance**

Several types and sources of data are necessary for ongoing monitoring of the transportation system and corridor performance. This data is collected by the MPO in coordination with partner agencies including FDOT, LeeTran, Lee County, and the Cities of Bonita Springs, Cape Coral, Fort Myers, Sanibel, and Town of Fort Myers Beach. Data types include, but are not limited to, travel demand model, travel time, traffic counts (by time of day and classification), crash/accident, land use/socio-economic, and roadway/transit/non-motorized system networks. **Table 4** provides an overview of the types of data required, the data source, and a brief description of the data.

Table 4: Data Types and Sources

<b>Data Type</b>	<b>Source</b>	<b>Description</b>
Travel demand forecasts	Lee County MPO / Collier County MPO Model	Travel demand model built on FSUTMS framework
Travel Time	BlueTOAD (Bluetooth Sensor), G4 (Microwave Sensor), Wavetronix (Radar Sensor) , National Performance Measure Research Data Set (NPMRDS)	Travel speeds in 15 minute increments
Traffic Count	BlueTOAD (Bluetooth Sensor), G4 (Microwave Sensor), Wavetronix (Radar Sensor) and both Permanent/Quarterly counts from the FDOT	Traffic counts, by vehicle classification if available, in 15 minute increments
Crash / Accident	Signal 4 Analytics	Location and description of crashes
Land use / Socio-economic	Lee County MPO / Collier County MPO Model, Bureau of Economic and Business Research (BEBR), InfoUSA	Population, employment, and density related data
System Network	Lee County MPO / Collier County MPO Model, FDOT roadway GIS files, LeeTran GIS route shapefiles	Roadway and transit networks

The roadway network in Lee County is categorized into three tiers of data availability, based on the availability of travel time data. The first tier is comprised of all roadway segments with travel time data currently available from either BlueTOAD, NPMRDS, or FDOT Speed Counts. The second tier of roadway segments are those segments where travel time data collection is planned for the future. The third tier of roadway segments have no travel time data available, or planned. A map of these tiers is illustrated in **Figure 5** below.



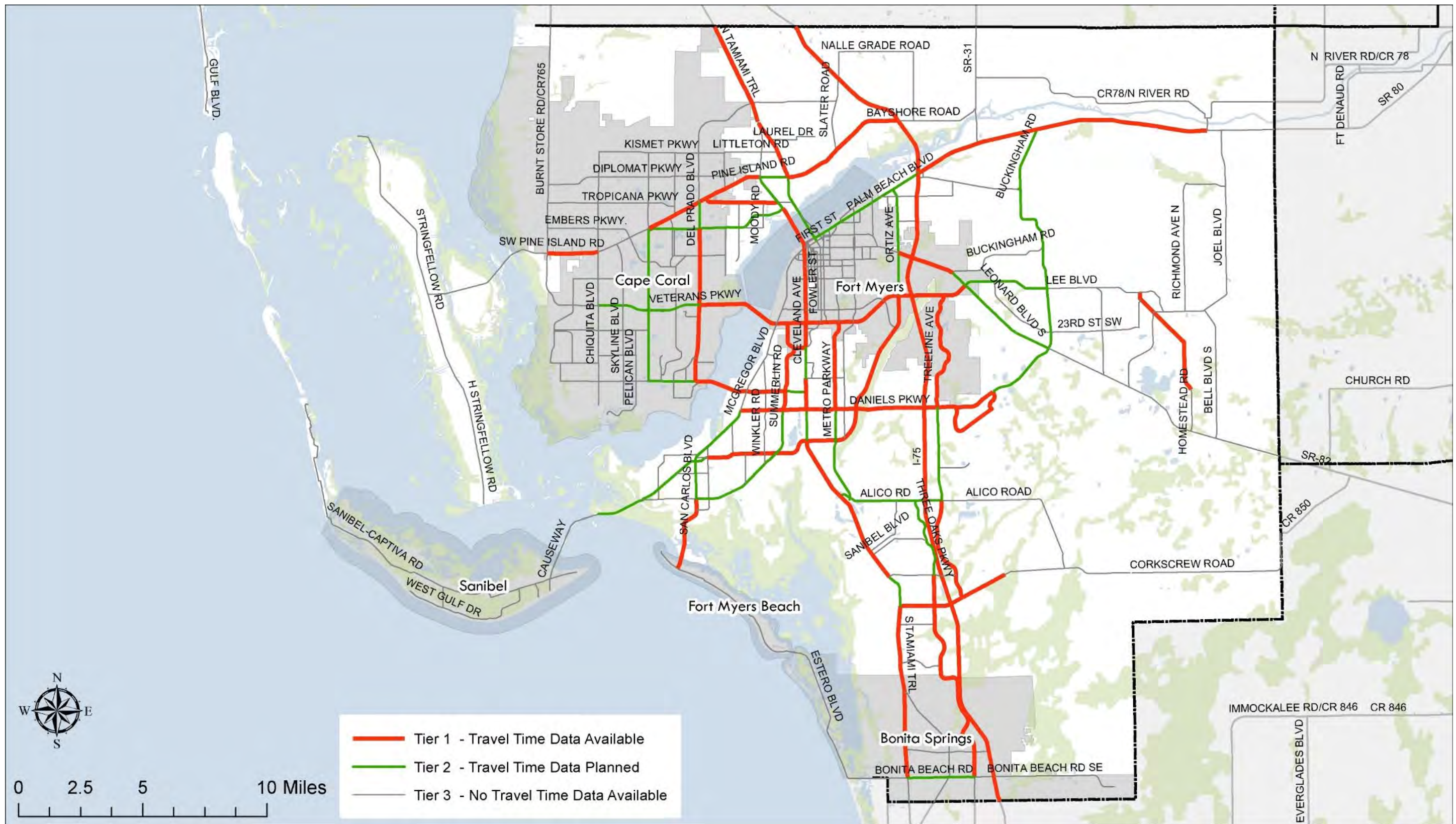


Figure 5: Three Tier Data Availability



## 7.0 Analyze Congestion Problems and Needs

The following section analyzes the performance measures outlined in **Table 3** using the data outlined in **Table 4**. Both historic and forecasted data is provided where available and applicable.

### **Volume to Capacity Measures**

Volume to capacity measures are often used as a first step in determining deficiencies in the roadway network. When the volume of a roadway segment exceeds the available capacity, the roadway becomes congested and deficient. This is an accepted threshold for roadway congestion.

Daily volume to capacity ratio (V/C) for 2013 and 2014 is the measure of observed Average Annual Daily Traffic (AADT) divided by respective roadway capacity based on LOS E standards from the FDOT Generalized Service Volume tables. Future year V/C is taken from the MPO's travel demand model. **Figure 6** provides the 2013 V/C, 2014 V/C, 2040 Existing Plus Committed Model V/C (referring to the 2019 E+C network and 2040 socio-economic data), and 2040 Cost Feasible Model V/C. There is an expected sharp increase in congested roadway miles in 2040. Projects in the cost feasible plan will help to reduce, but not eliminate, this increase in congestion. The 2014 V/C is plotted in **Figure 7**. From this map, we can see that the bridges across the Caloosahatchee River and Sanibel Island see the highest daily congestion in 2014.

The density of congested roadway miles, illustrated in Figure 7, represent the miles of 2014 congested roadways within ½ mile of a given point. This is illustrated again in **Figure 8** to illustrate the general areas where congested roadways meet. The area surrounding the end of the Midpoint Bridge in Fort Myers shows the highest concentration of congested CMP roadways. Volume to capacity measures for each segment in the CMP network can be found in Appendix A, **Table 14**.

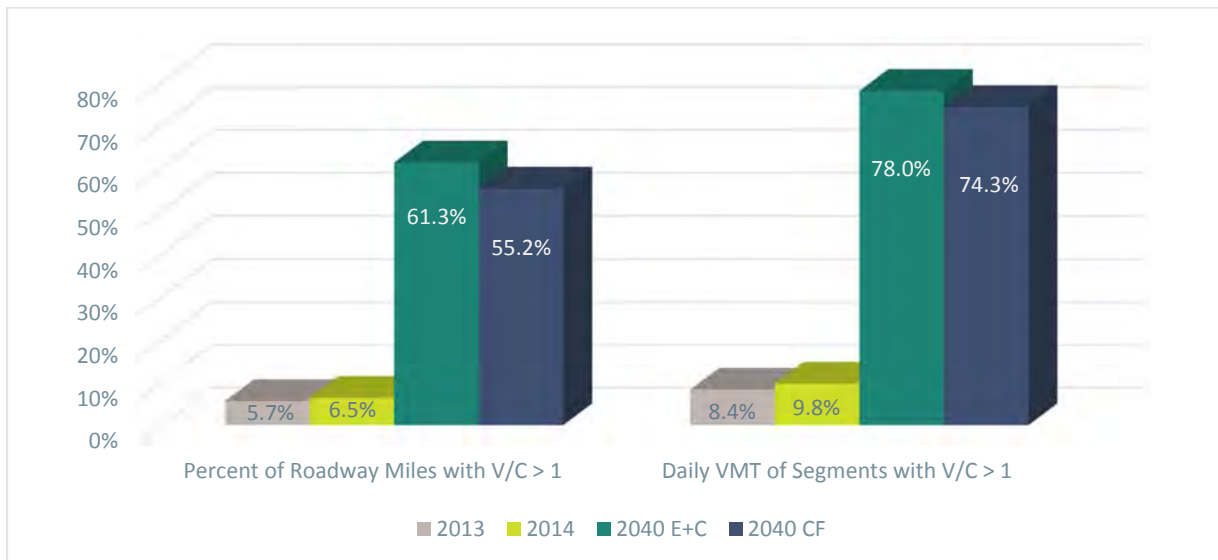


Figure 6: Volume to Capacity Measures

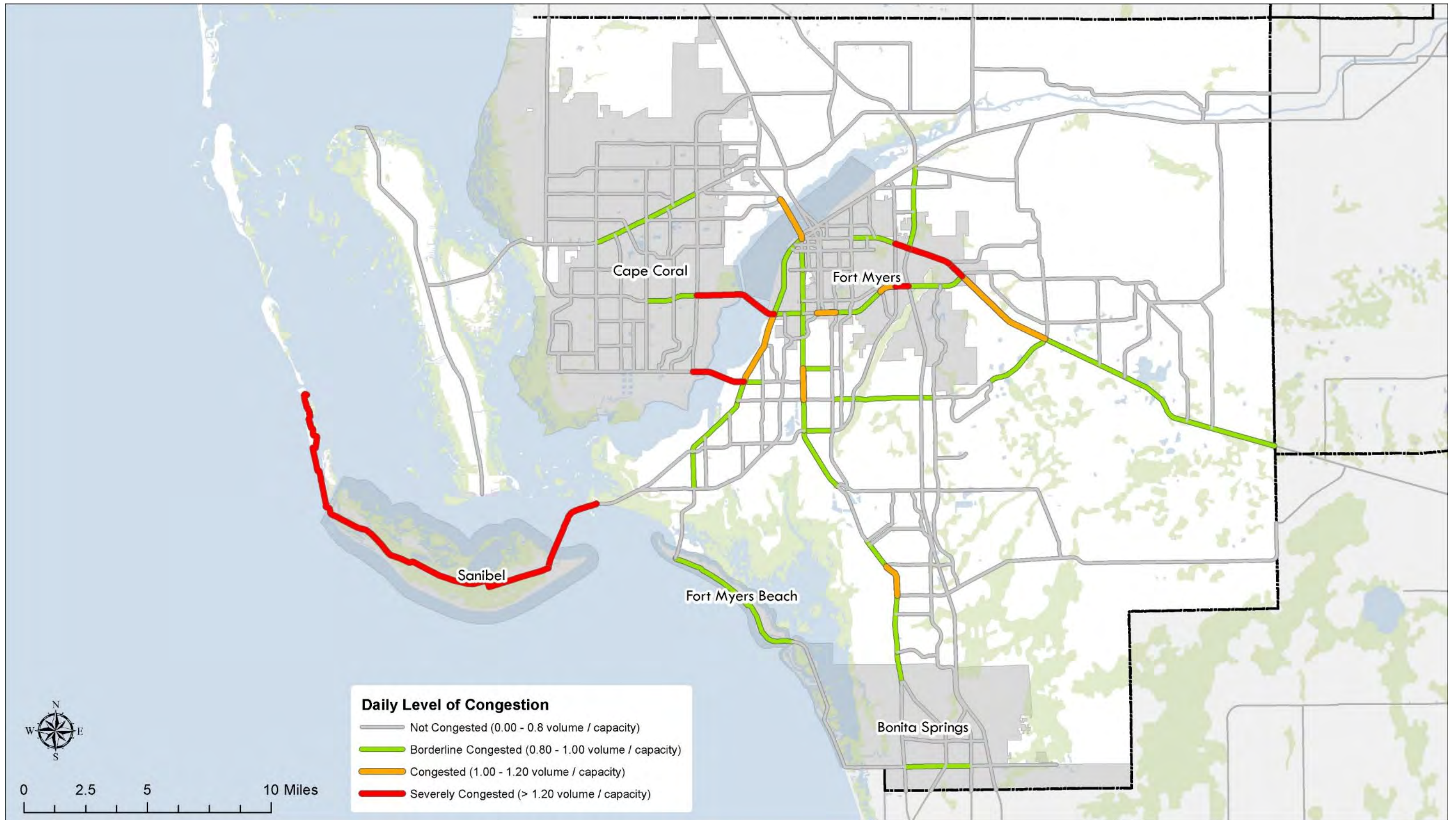


Figure 7: 2014 Volume to Capacity Ratio



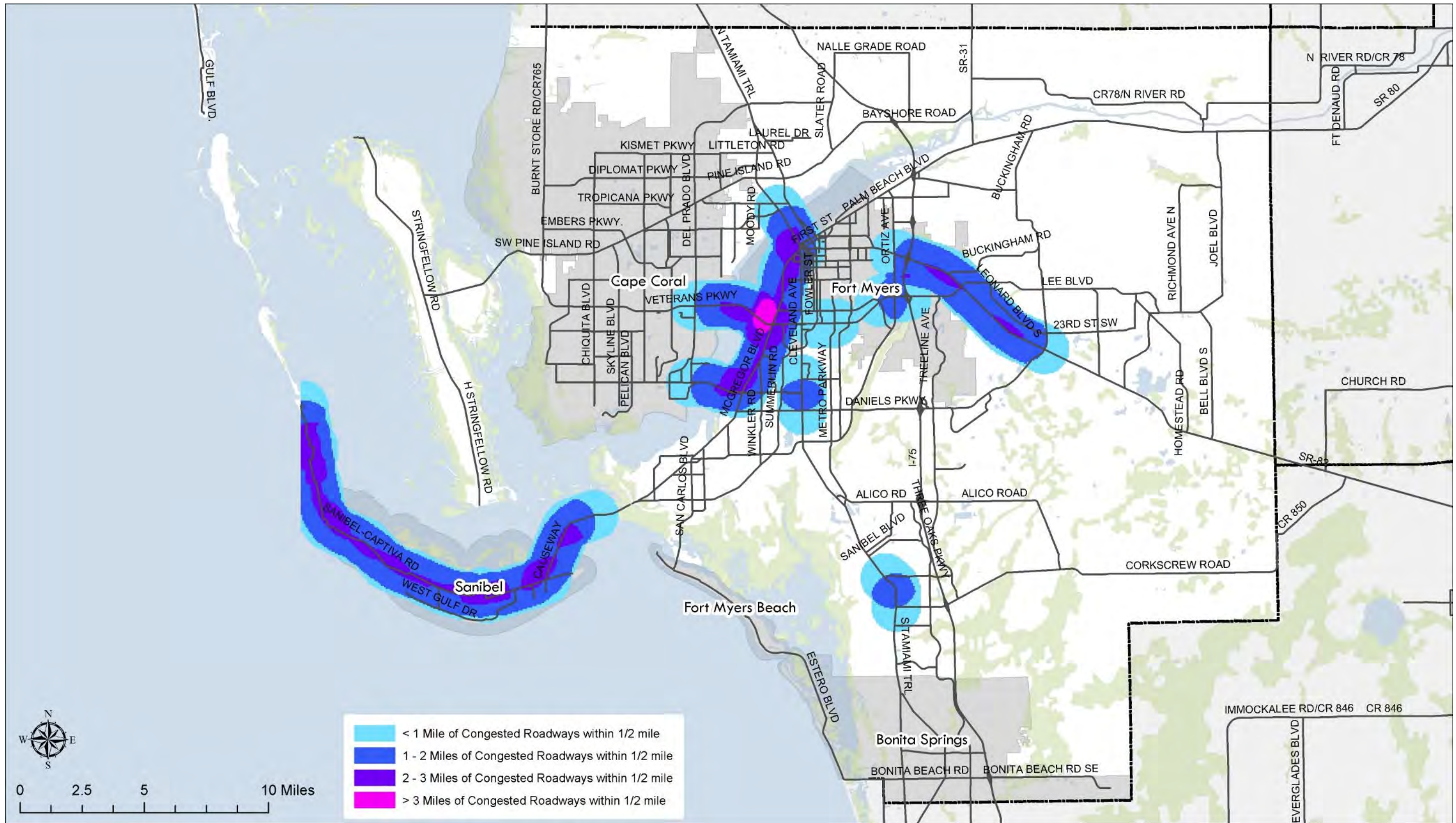


Figure 8: 2014 Congestion Density

## Travel Time Measures

Travel time measures supplement the volume to capacity measure by providing context to the more abstract volume to capacity measures. An increase in travel time and decrease in speed relative to free flow traffic is what the traveler experiences when a road becomes deficient.

Average peak travel time index (TTI) is a measure used to assess congestion in terms of travel time, or delay. The index is computed by dividing average peak period travel time by free flow travel time. This measure serves to determine the relative degree of congestion experienced by travelers during peak travel periods. A TTI between 1 and 2 can be considered moderate congestion while a TTI above 2 is considered severe congestion. A TTI of 2 means that the travel time between two points is two times as long during congestion than when there is no congestion. This threshold is set by FHWA in the Congestion Management Process: A Guidebook.

System wide measures of TTI are provided in **Figure 9** for all Tier 1 corridors, as presented in **Figure 5**. No roadways have, or are expected to have, a TTI above 2 although the proportion of segments with a TTI between 1.2 and 2 are forecasted to increase by 23 percent between 2014 and 2040 if no projects are completed beyond what is already committed in the next 5 years. By 2040, if no projects beyond what is already committed are built, it is estimated that 41 percent of all miles traveled in vehicles will occur on these congested roadways. A map of TTI by CMP segment is provided in **Figure 10**. A listing of travel time measures for all CMP segments can be found in Appendix A, **Table 15**.

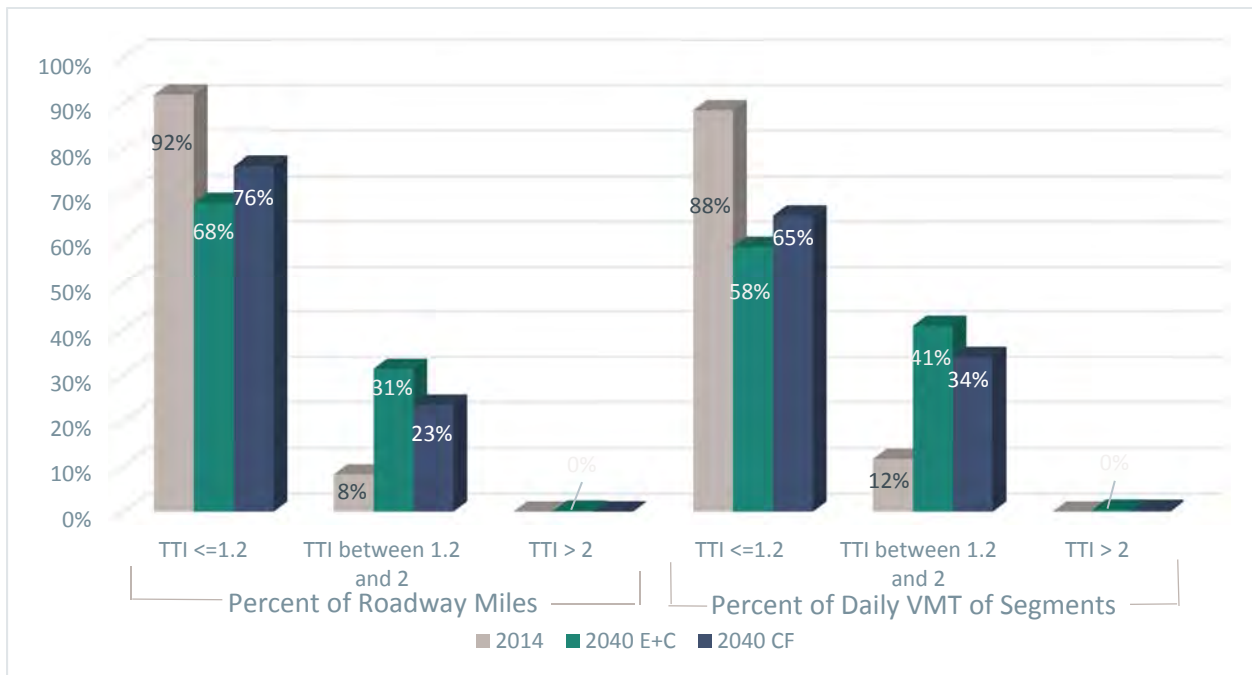


Figure 9: Travel Time Measures



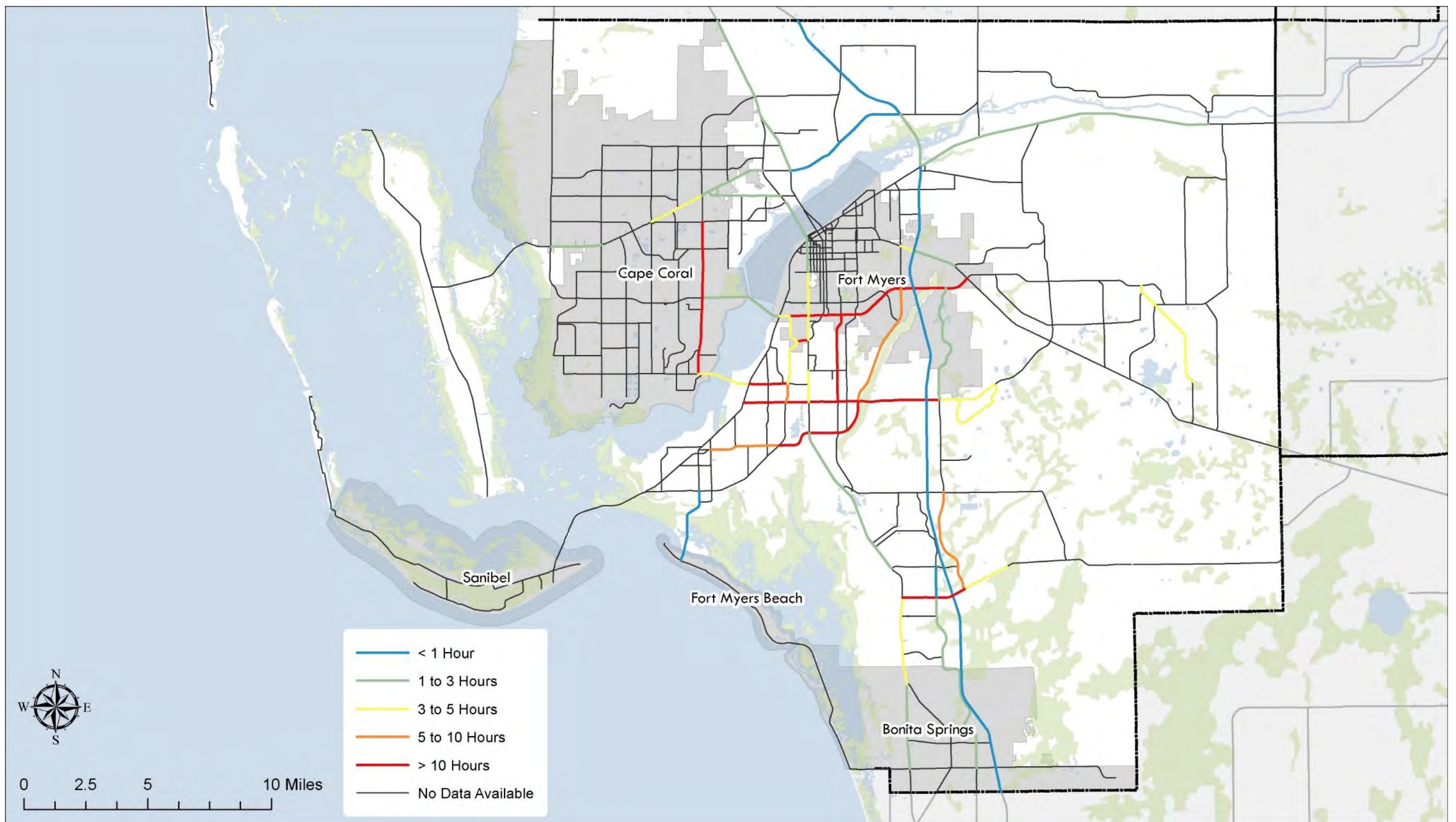


Figure 10: 2014 Peak Period Travel Time Index

## Reliability and Safety Measures

Reliability measures supplement the travel time measures outlined in the previous section by providing context for the amount of time roadways are congested and deficient. There are two primary types of reliability: recurring delay, and non-recurring delay. Recurring delay is typically the result of peaks in traffic during certain times of day, generally a morning peak and an afternoon peak when most workers are traveling to and from work. Non-recurring delay can be the result of several factors including crashes, weather events, and special events such as sporting events, concerts, or festivals. These delay measures are not collected for previous years and are not forecasted to 2040, but are provided as a base for future data collection and monitoring.

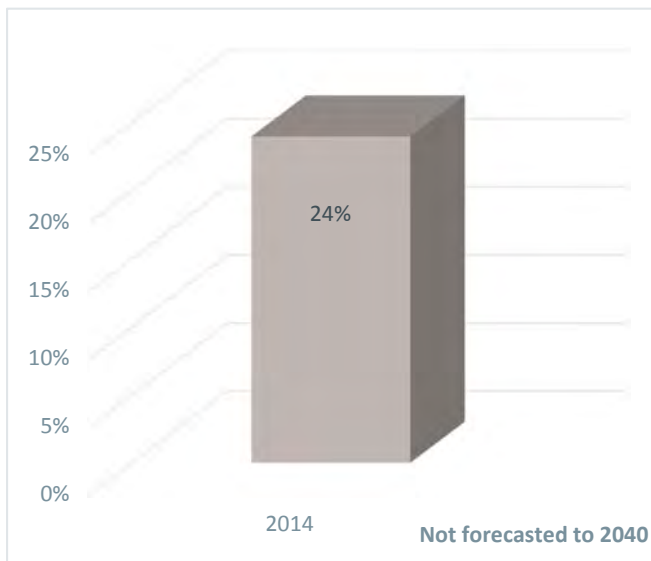


Figure 11: Average Percent of Daily Recurring Hours of Delay

Annual daily recurring hours of delay is defined as the average number of hours in which the travel speed drops below 90% of the average evening travel speed on a particular segment. This average evening speed occurs between 6:30 PM and 6:30 AM and is used as a surrogate for free flow speed. The average percent of the annual daily recurring hours of delay per day is provided in **Figure 11**. An average of 24 percent of recurring hours of delay translates to 5.8 hours of recurring daily delay. A map of the average hours of delay by CMP segment is provided in **Figure 13** for all Tier 1 corridors. A listing of average daily recurring hours of delay by segment is provided in Appendix A, **Table 16**.

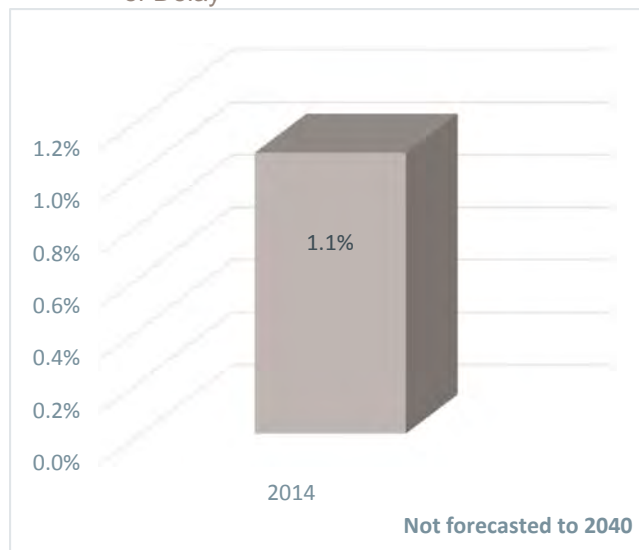


Figure 12: Annual Nonrecurring Hours of Delay

Annual nonrecurring hours of delay is the number of hours each year in which the speed drops below 90% of the average speed during that same time of day. These nonrecurring delays are typically caused by weather events, crashes, or other nonrecurring events. The average percent of nonrecurring hours of delay in 2014 is 1.1% as shown in **Figure 12**, which translates to approximately 96 hours of nonrecurring delay per year or 8 hours per month. A map of the hours of annual nonrecurring delay by segment is provided in **Figure 14**. Further details are provided by segment in Appendix A, **Table 16**.



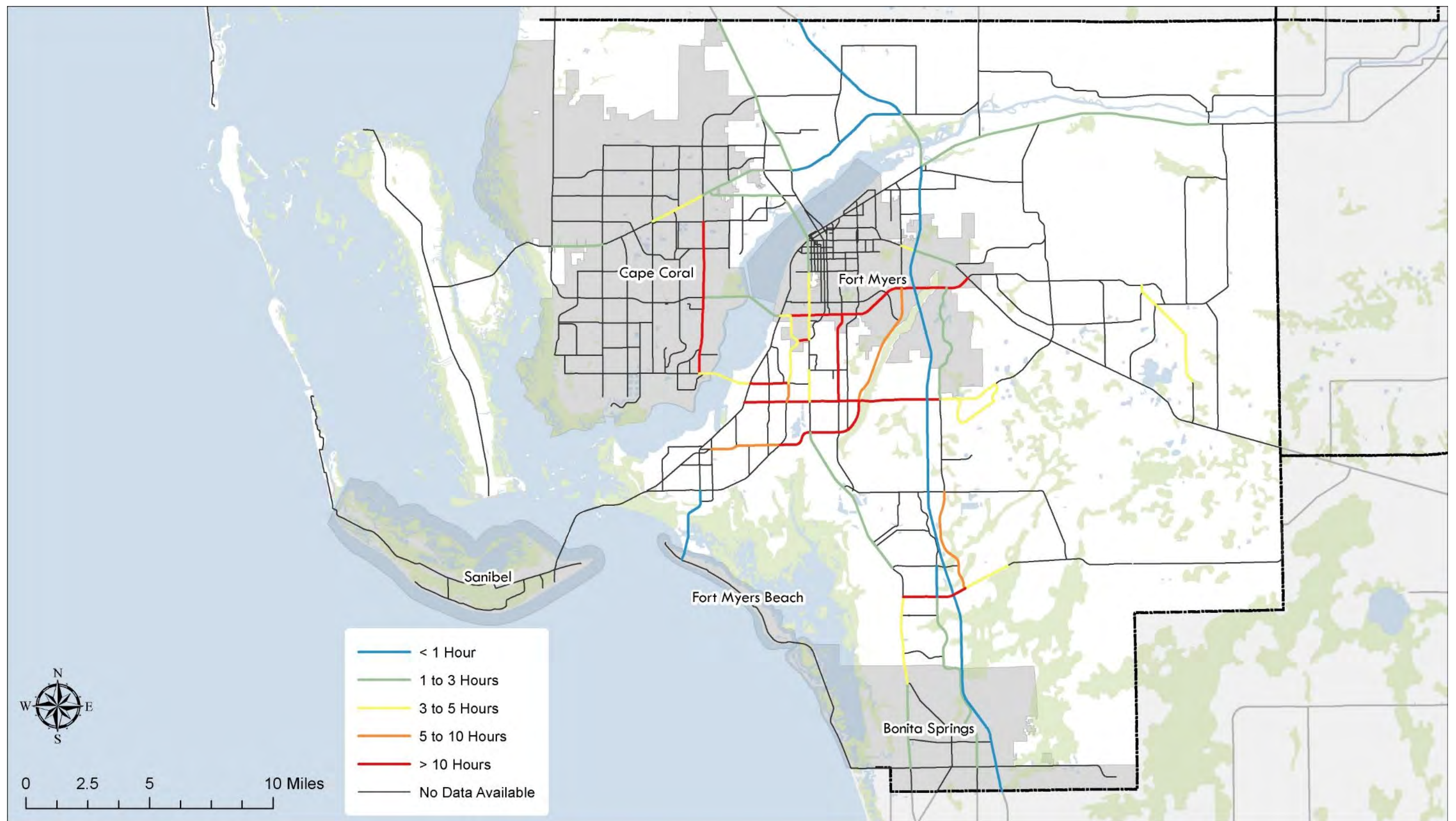


Figure 13: Daily Recurring Delay 2014



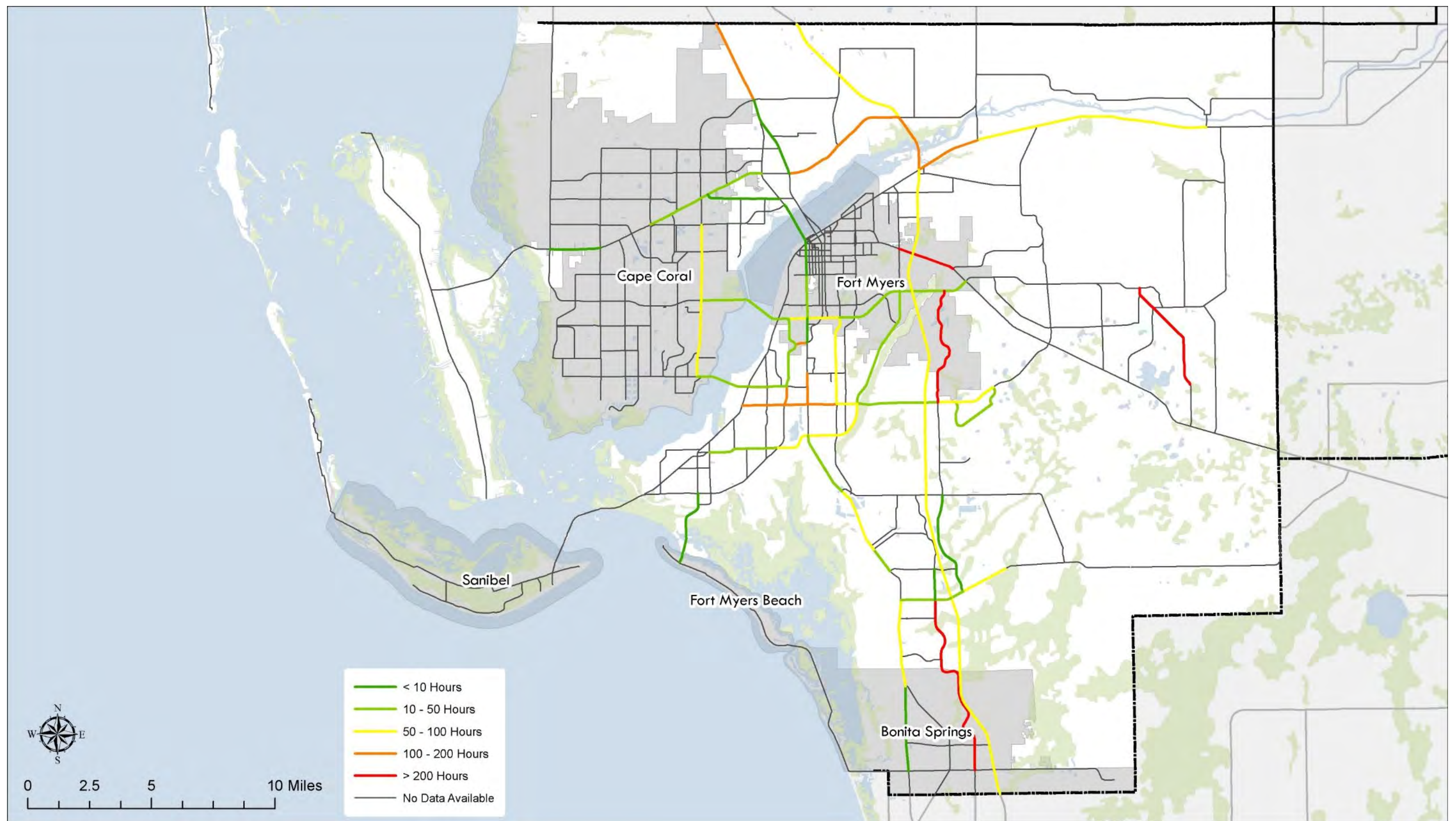


Figure 14: Nonrecurring Delay 2014



A major cause of nonrecurring delay is vehicle crashes. **Figures 15** and **16** graph annual bicycle/pedestrian crashes and total vehicular crashes respectively. The general areas of high crash incidence are illustrated in **Figures 18** and **19** for crashes involving non-motorists and total crashes, respectively for 2014. While reducing crashes and improving safety is an important objective for any transportation plan, it is important to note that crashes are often caused by factors such as distracted driving which are difficult to resolve using roadway improvements. In a report to Congress in 2008, the National Highway Traffic Safety Administration (NHTSA) found that just over 40 percent of crashes were due to “recognition error” which includes inadequate surveillance, distracted driving, and inattention based on the National Motor Vehicle Crash Causation Survey.

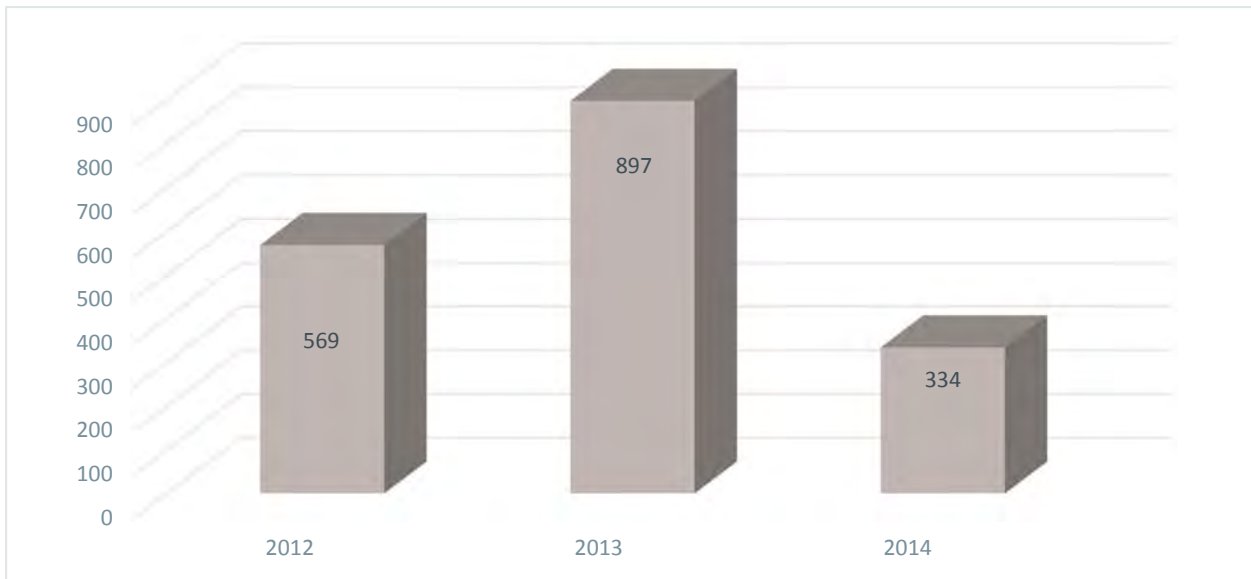


Figure 15: Total Bicycle/Pedestrian Crashes

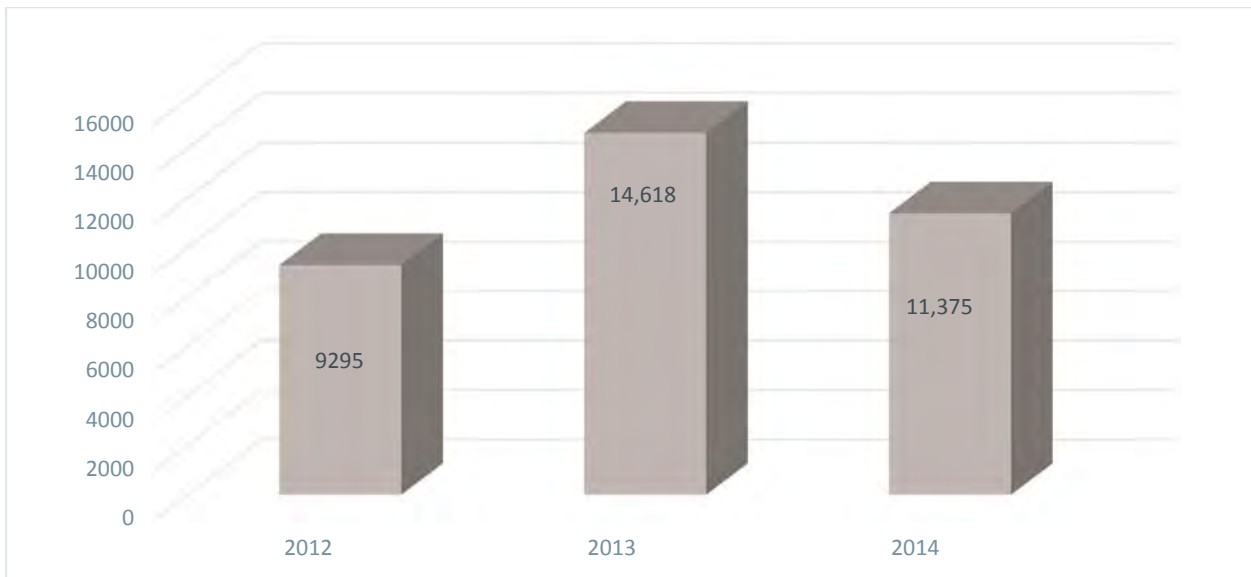


Figure 16: Total Vehicle Crashes

**Figure 17** graphs the average crash rate (calculated as crash per 1,000,000 annual VMT) on the CMP network with a comparison to the Florida average of 1.65. Lee County has a higher crash rate in 2014 than the State average at 2.45 per million VMT.

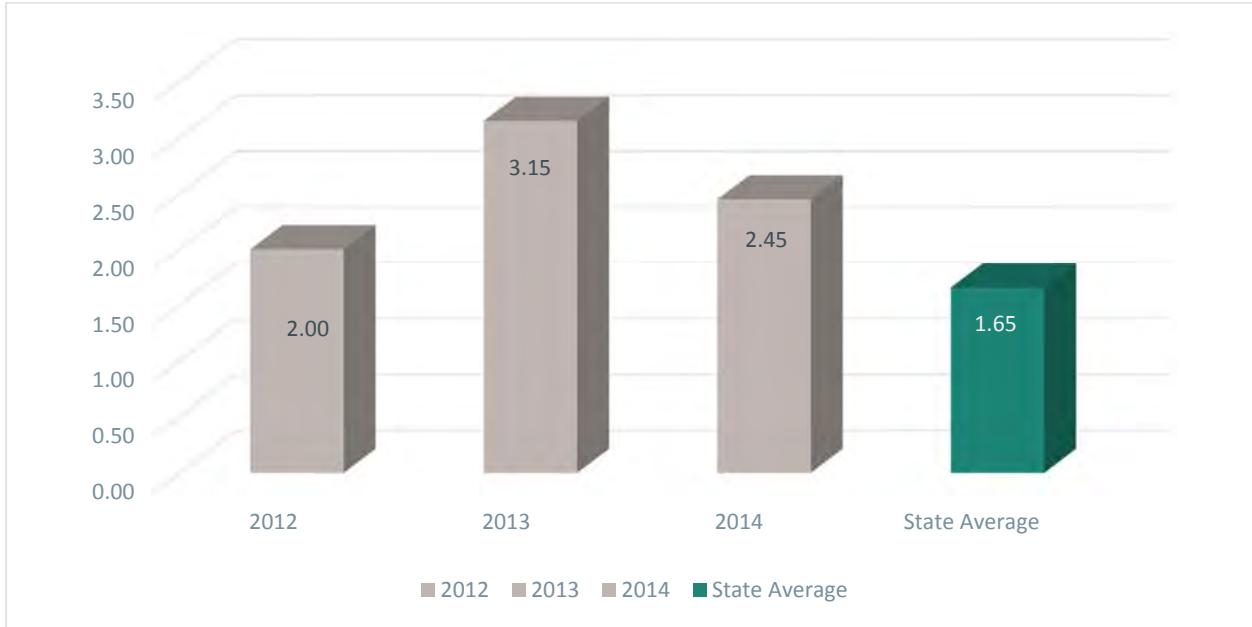


Figure 17: Crash Rate (per 1,000,000)

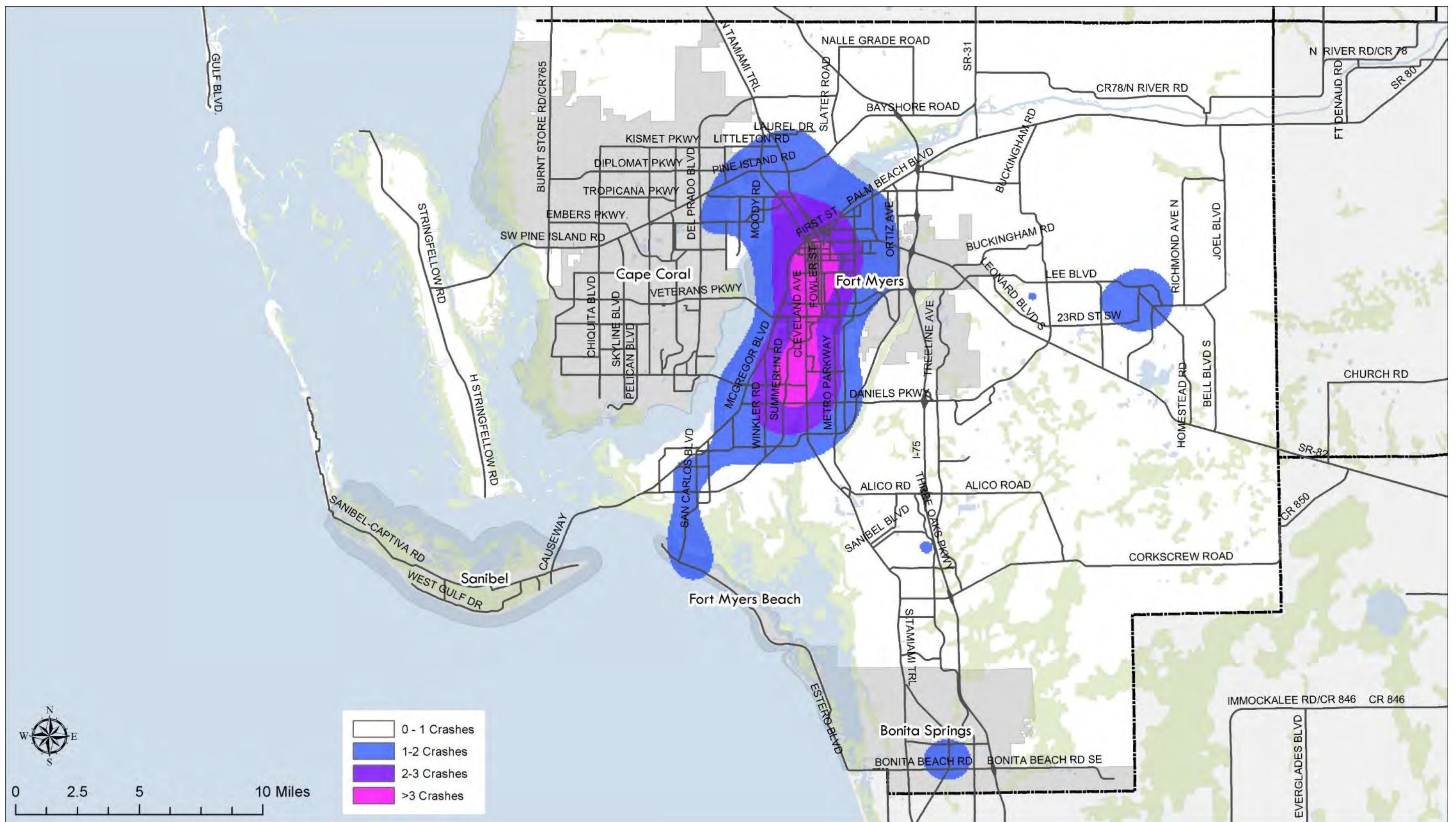


Figure 18: Non-motorized Crashes 2014



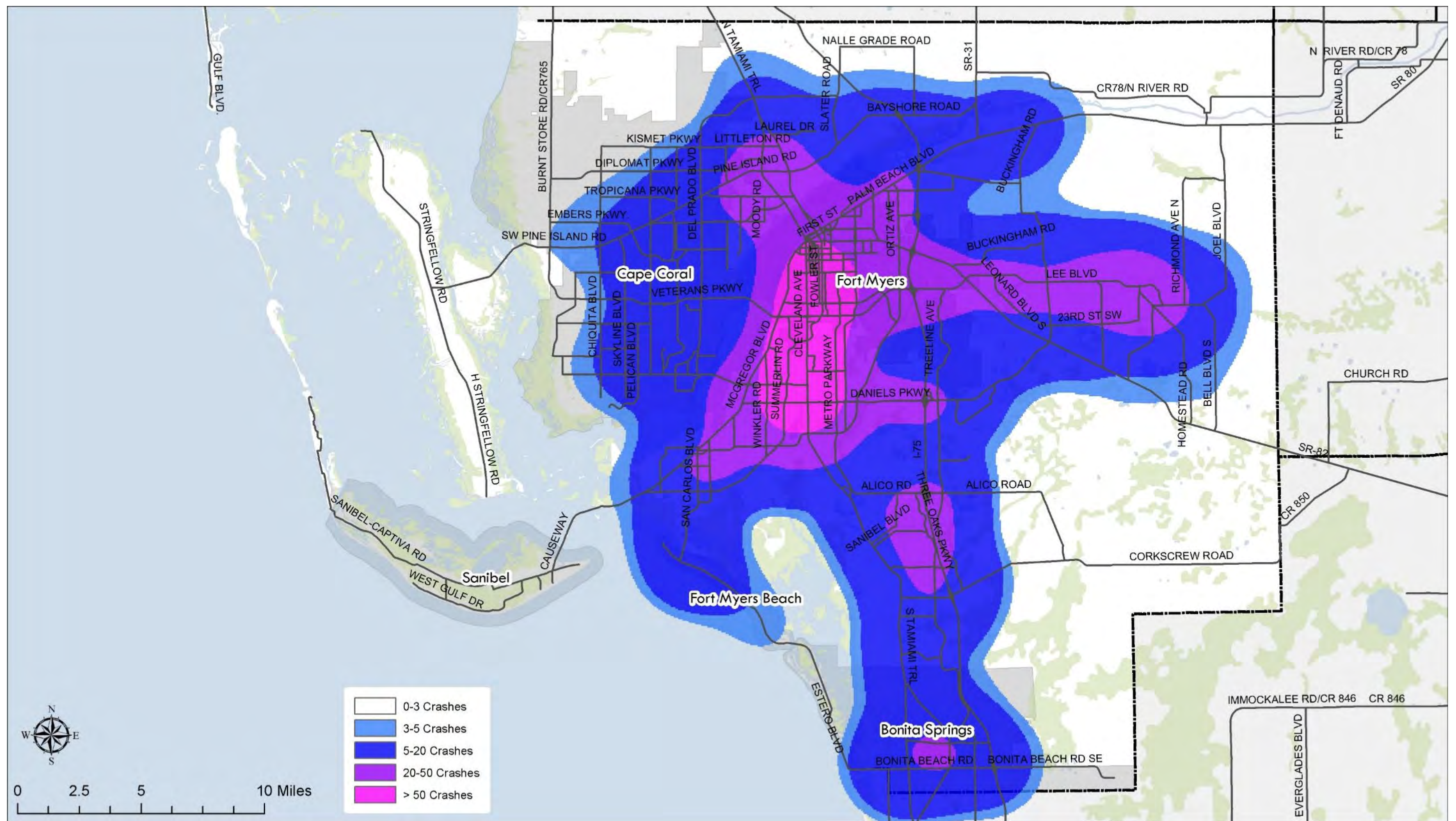


Figure 19: Total Crashes 2014

### Multimodal Availability Measures

Providing multi-modal transportation options has become an important topic since the advent of MAP-21. Availability of transit, pedestrian, and bicycle facilities must be increased if they are to be viable forms of transportation. **Figure 20** depicts the percentage of the population in Lee County that lives within ¼ mile of a transit stop. The ¼ mile buffer is an industry standard for walk access to transit, as travelers generally prefer not to walk more than ¼ to ½ of a mile to access transit. Over 58.6 percent of the population in Lee County lives close to transit. Based on expected areas of population growth, if no improvements are made to transit, this is expected to drop to 47 percent. New planned transit routes along SR-867, SR-78 to Pine Island, North Fort Myers, US-41 north of Fort Myers, Bonita Springs, and several other locations in the County contributes to the increase in transit availability in the 2040 Cost Feasible scenario.

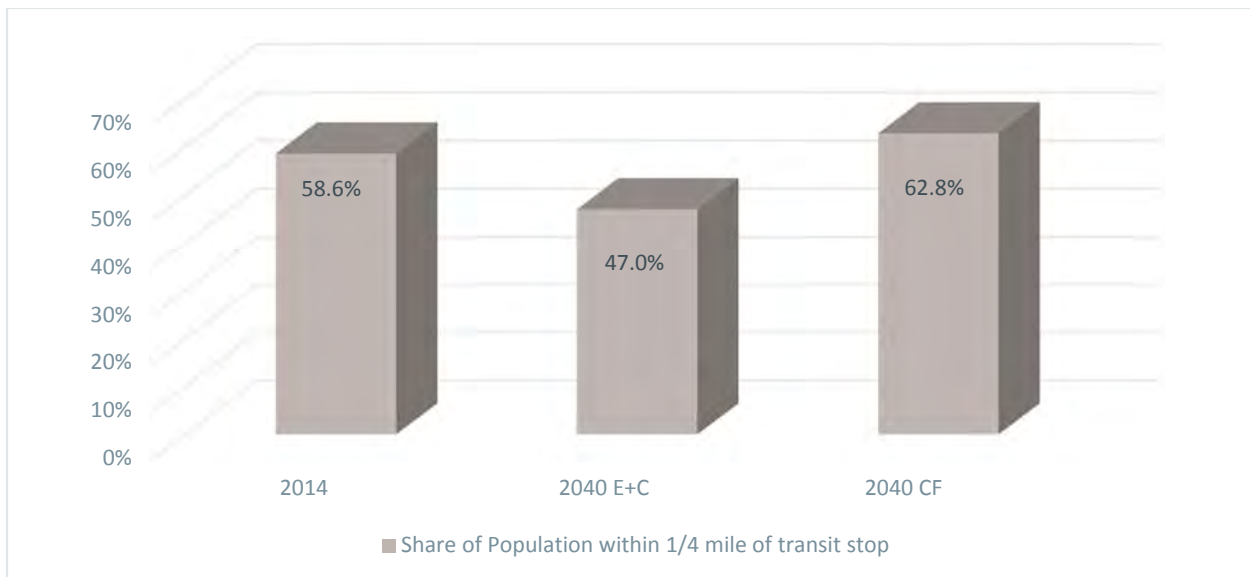


Figure 20: Transit Availability

Providing sidewalks and bike facilities within and around activity centers helps to both promote transit by easing access and egress, but also promote walking and biking as a primary means of transportation for short trips. **Figure 21** provides the number of sidewalk miles within ¼ mile of activity centers in Lee County and **Figure 22** provides the number of bike lanes within 2 miles of these same activity centers. One-quarter mile and 2 miles were selected as the distance for which most of the population are willing to travel by walking and bicycling, respectively. These activity centers coincide with the three major employment centers of Fort Myers, Cape Coral, and Bonita Springs. As of 2014, there are 312 miles of sidewalks and 535 miles of bicycle facilities, including shared use facilities, bike lanes, and paved shoulders. This is an increase from 264 miles of sidewalks and 453 miles of bicycle facilities in 2010.

Miles of sidewalks within ¼ mile of any activity center has remained flat during the past three years. There has been a slight increase in bicycle facilities within 2 miles of each activity center. Sidewalk and bicycle facilities at activity centers was selected because the focus of this CMP is to reduce congestion, particularly around the more congested activity centers.



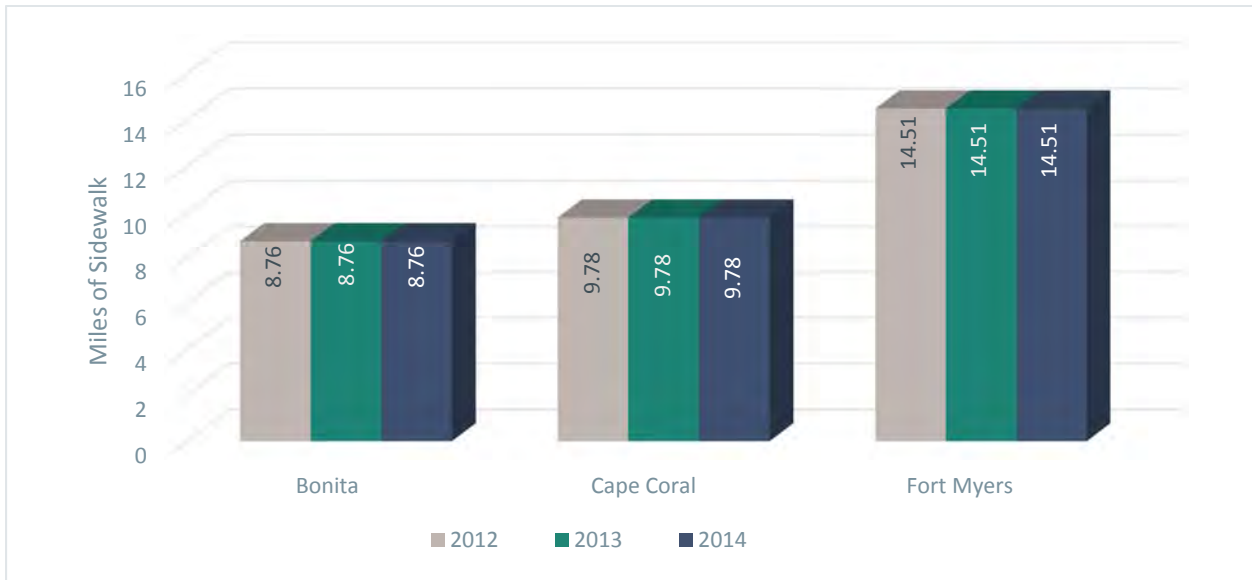


Figure 21: Sidewalk Miles within 1/4 Mile of Activity Centers



Figure 22: Bicycle Facility Miles within 2 Miles of Activity Centers

### Transit Measures

Riders per revenue hour is an important measure of the efficiency of transit, accounting for both the amount of service provided and the number of passengers utilizing it. **Figure 23** provides the average riders per revenue hour for 2010 through 2040. For context, riders per revenue hour is provided for several other transit agencies in **Figure 24**. Lee County has a modest transit system, but performs well relative to other, more urbanized areas like Miami and Sarasota.

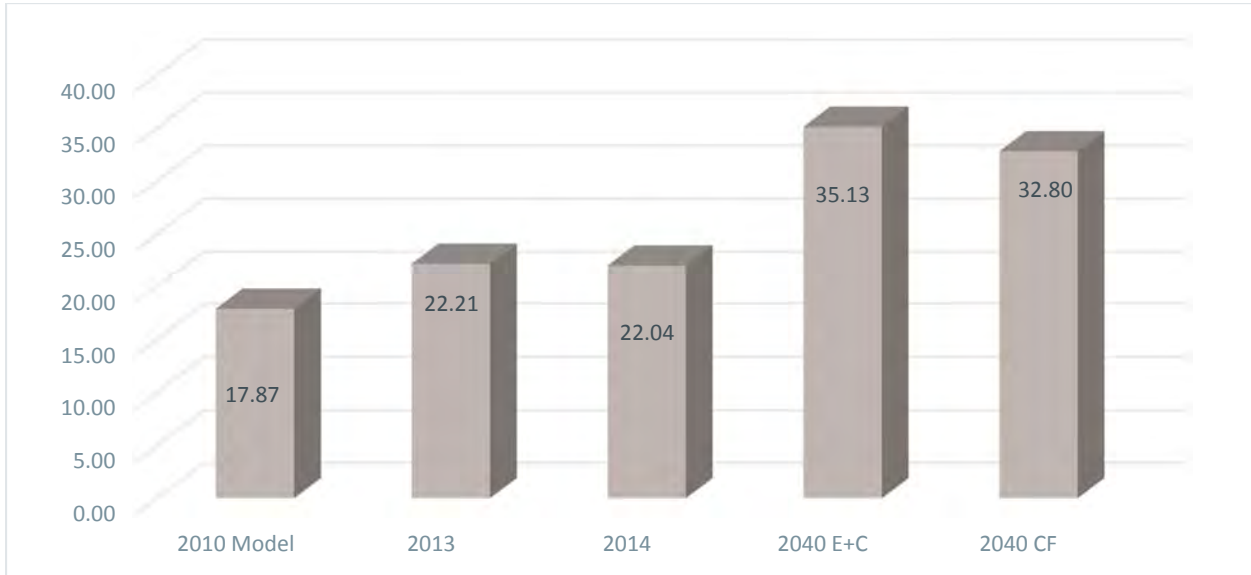


Figure 23: Riders per Revenue Hour

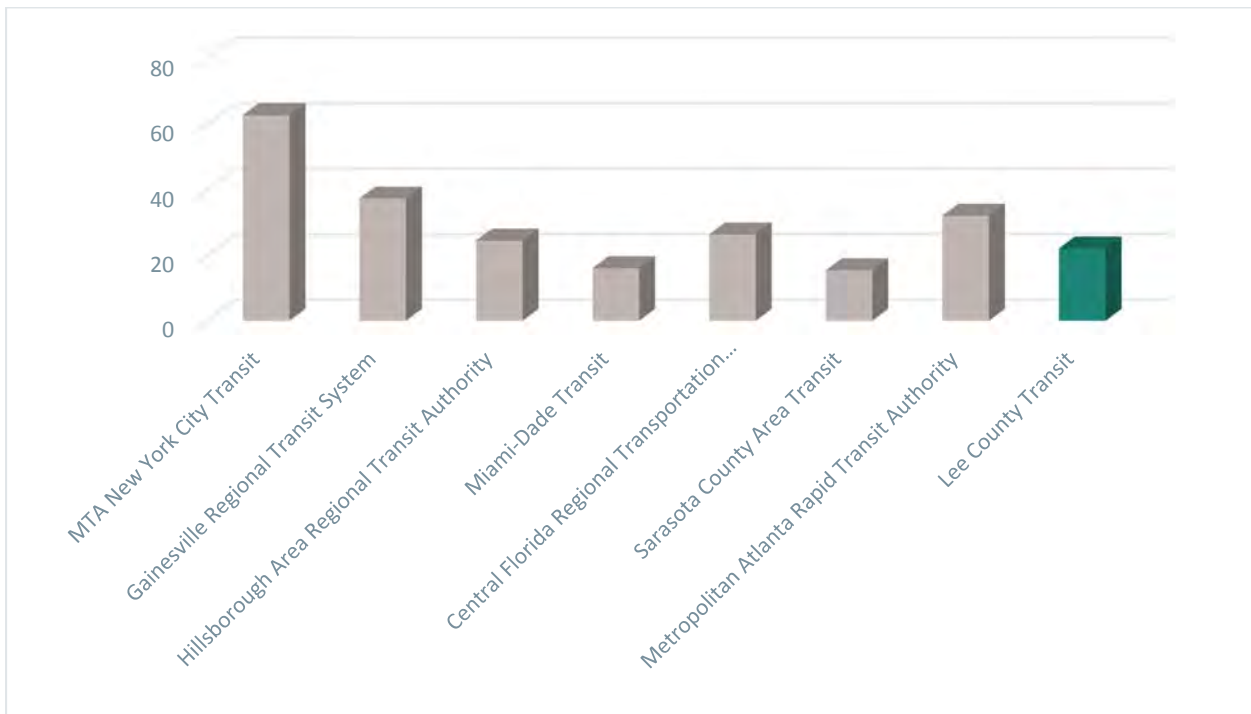


Figure 24: Riders per Revenue Hour - Sample Cities

### Freight Performance Measures

A significant portion of the CMP network includes Lee County’s freight truck network, which is defined in the 2035 Goods and Freight Movement Element of the LRTP. Congestion is one of the biggest issues facing truck drivers and reducing congestion on the freight routes is important for both mobility and economic vitality. **Figure 25** provides the average daily hours of delay on the freight truck network. As was the case for recurring delay for non-freight facilities, this data was not available for previous years and is not forecasted as part of the model. This is provided as a basis for future data collection and monitoring. A map of the hours of congestion on truck routes is provided in **Figure 27**.

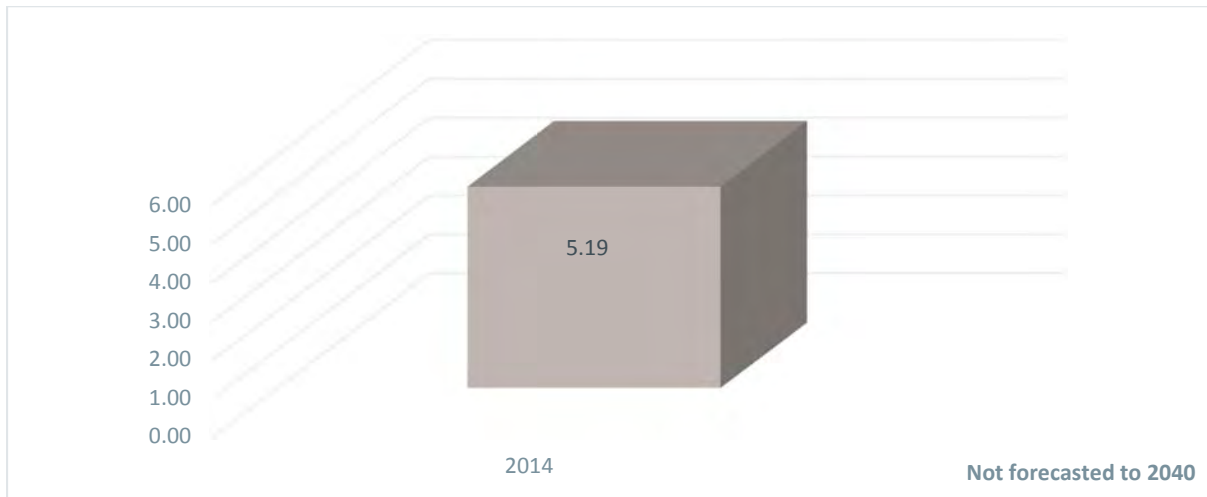


Figure 25: Daily Recurring Average Daily Hours of Delay on Freight Truck Network

**Figure 26** provides the percent of freight truck network miles with a V/C > 1 (or fully congested). There is a considerable forecasted increase between 2014 and 2040 with miles of congested truck routes increasing from 2.7 percent to 29 percent.

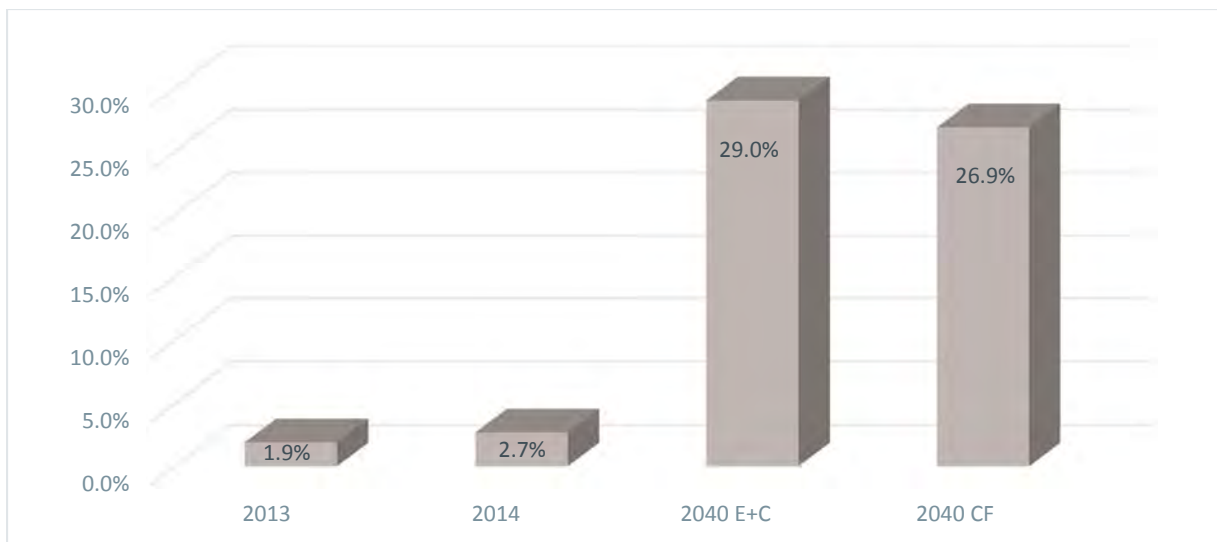


Figure 26: Percent of Freight Truck Network Miles with V/C >1



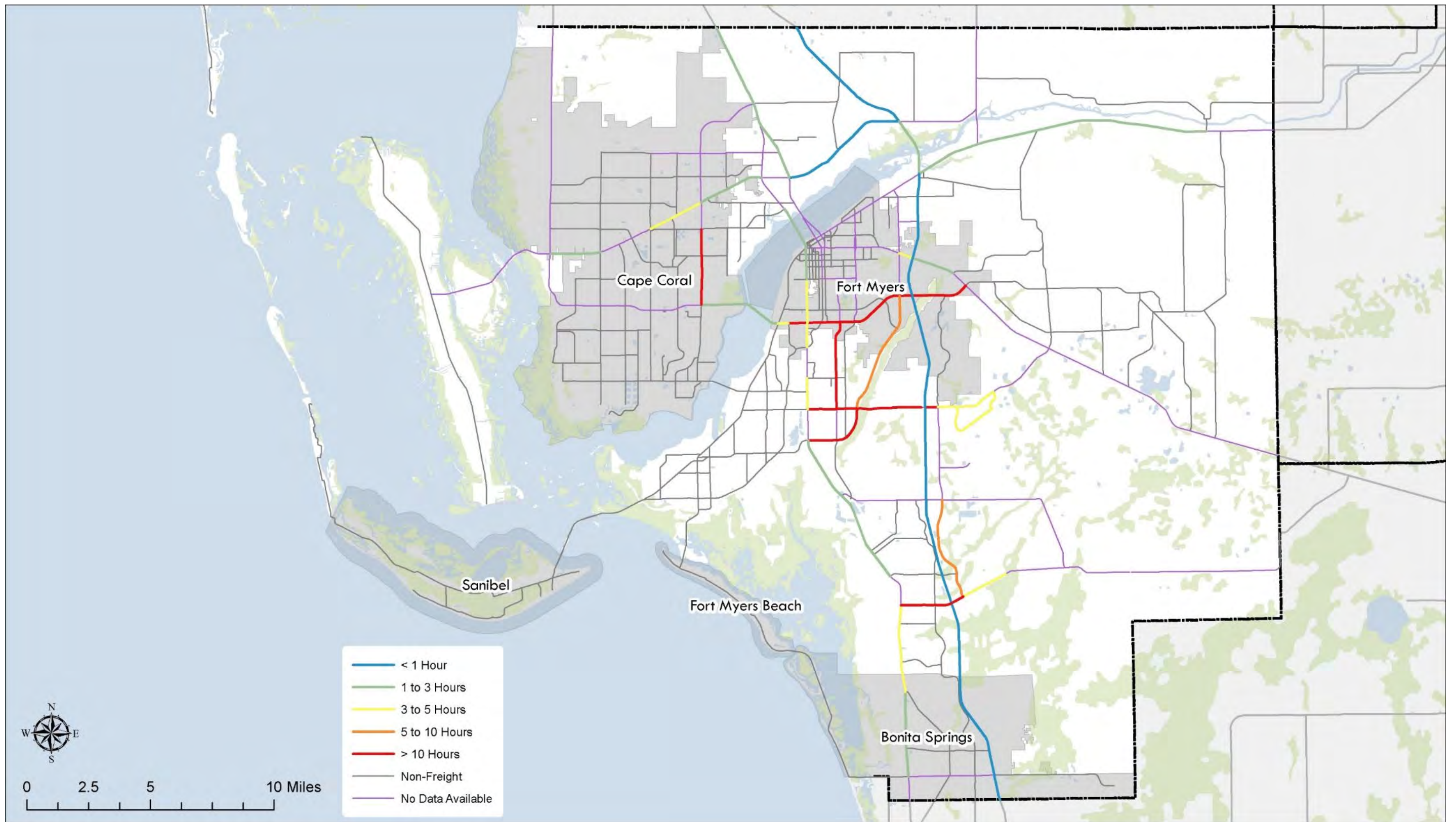


Figure 27: 2014 Daily Recurring Delay - Freight Truck Network

### Accessibility Measures

Accessibility is a measure of a person’s ability to reach desired activities in a reasonable amount of time. Accessibility measures provide context for the benefits of a reduction in congestion beyond savings in hours of delay or individual travel time savings. The three major activity/employment centers in Lee County are Fort Myers, Cape Coral, and Bonita Springs, shown in **Figure 28**. These activity centers are defined as the highest concentration of population and employment density, within each of these cities. **Figure 29** shows the percent of the County population which can access any one of the major activity/employment centers within 20 minutes. As congestion is reduced, the area traveled in 20 minutes expands, meaning a larger portion of the population will have access to these activities. As expected, the lowest proportion of the population within 20 minutes of each activity center occurs in the E+C scenario where the population increase to 2040 is realized, but no further projects are built and congestion increases.



Figure 28: Activity Center Locations

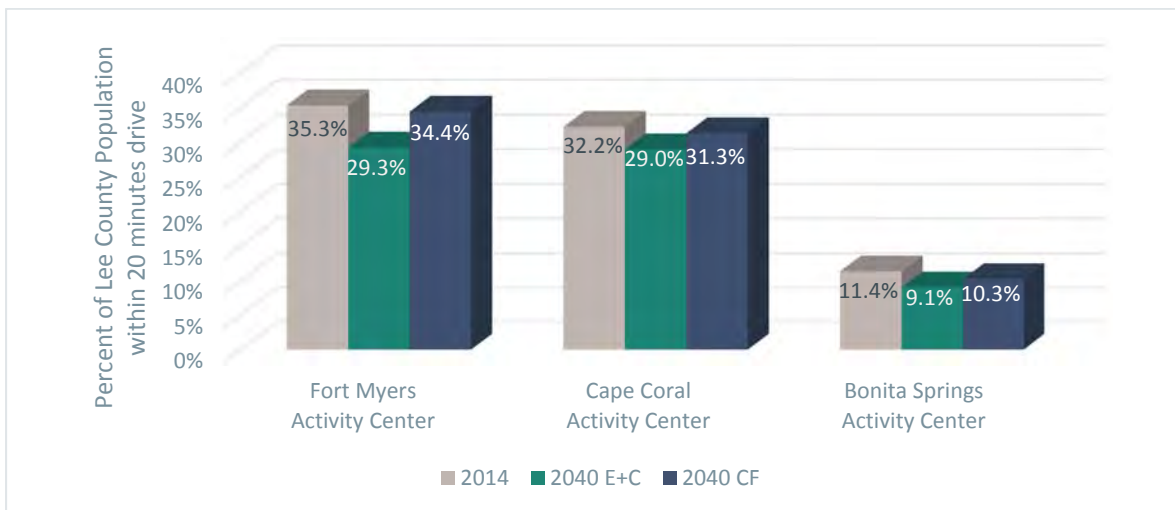


Figure 29: Percent of population within 20 minutes of an activity center



### Land Use/Environmental

One of the primary contributors to greenhouse gas emissions is the mobile source emissions generated by automobile vehicle miles traveled (VMT). Daily VMT per person is also correlated with many other issues including congestion and livability. **Figure 30** provides the average daily VMT per person in Lee County using the CMP network from 2010 through a forecasted 2040. There has been a somewhat steady increase in VMT per person over the last 5 years with an expected increase in 2040 of 27%, relative to 2014.

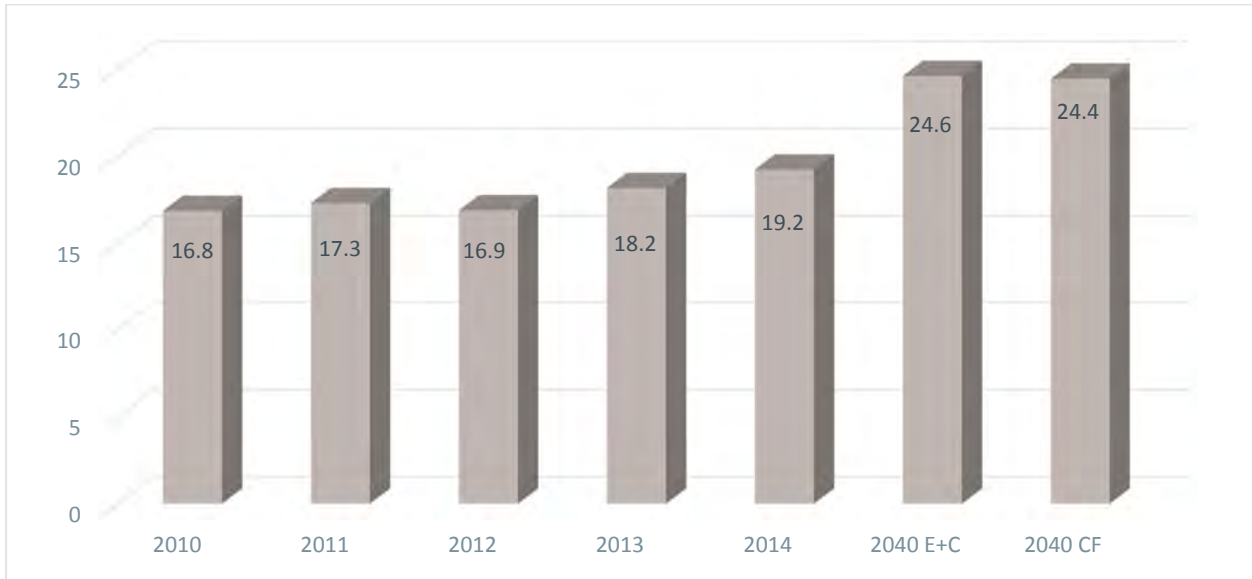


Figure 30: Daily VMT per Person

### MPO Congestion Survey

Each year, the MPO typically surveys the public to find locations where congestion is an issue. These locations are field verified and staff provide comments which range from disagreement with the comment to information about committed and planned congestion mitigation projects addressing the specific location. These comments are provided in **Table 15** in **Appendix A** and include the number of times a particular issue has been reported by the public and which year the issue was first raised. A map of these locations and how often they have been reported is provided in **Figure 31**.

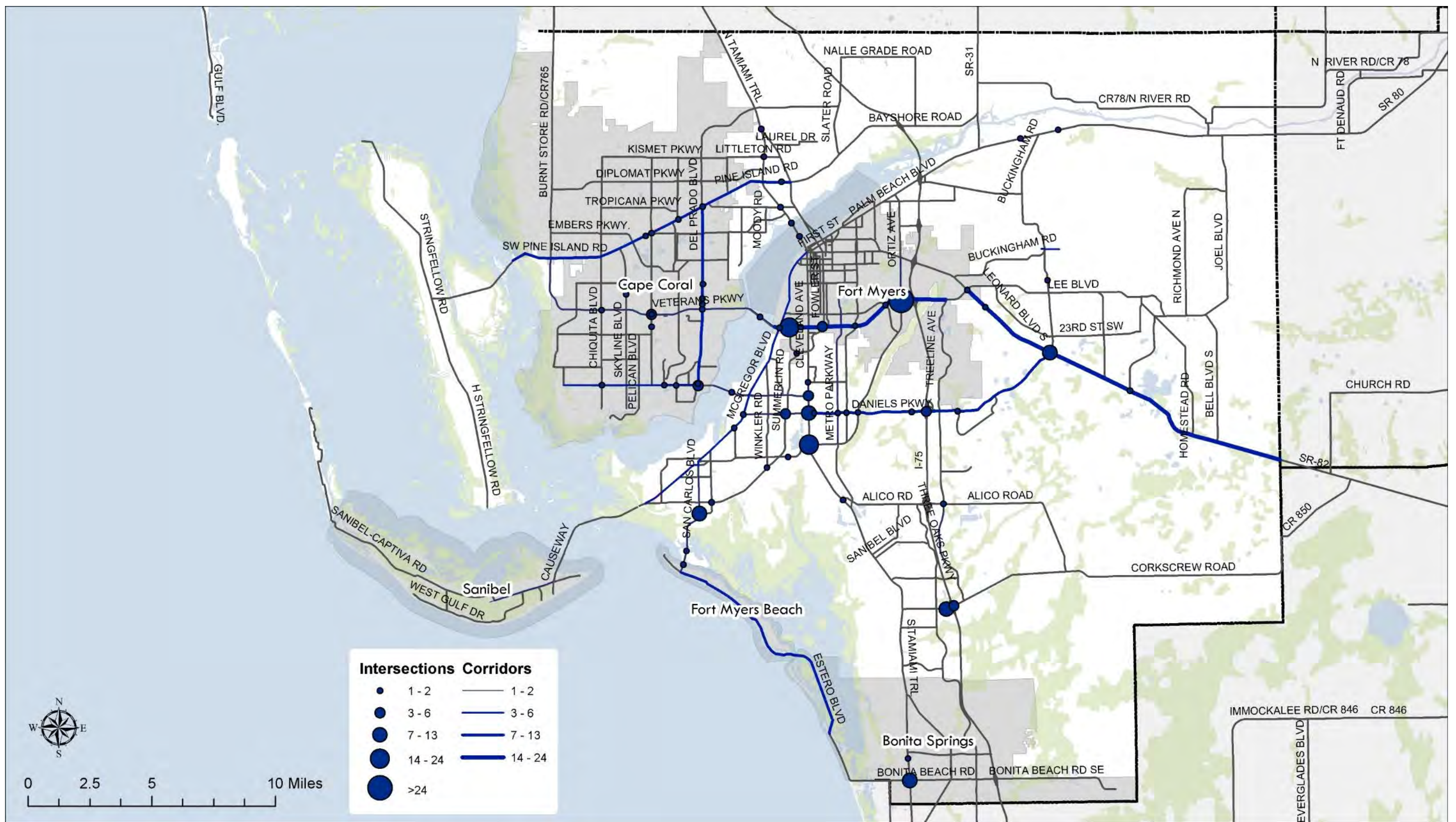


Figure 31: MPO Congestion Survey 2014 – Number of Comments from Public by Location



## 8.0 Identify and Assess Strategies

### Toolbox of CMP Strategies

A toolbox of congestion management strategies have been identified for use in improving efficiency and operation of the transportation system. These strategies were developed based on the strategies identified in past CMP's and also the 2013 Florida Transportation Systems Management and Operations (TSM&O) Strategic Plan. These strategies should be used where appropriate before capacity increases are considered. **Figure 32** outlines the strategies in terms of six categories. Each box in **Figure 32** is color coded to match **Tables 5** through **10**, which provide more detail on the individual strategies, their benefits, and their costs.

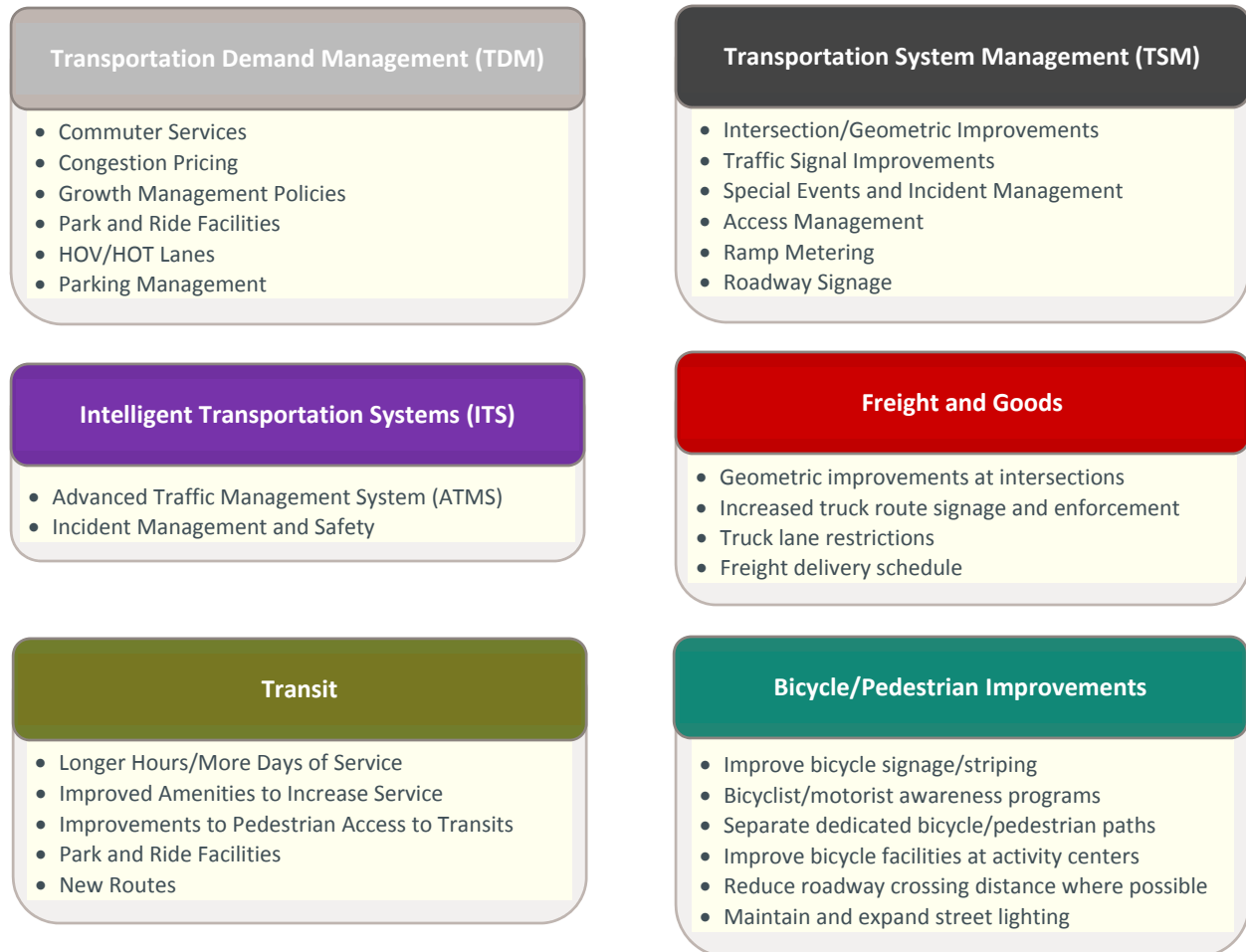


Figure 32: CMP Strategies

Table 5: Transportation Demand Management (TDM)

Strategy	Benefits	Associated Costs
<p><b>Commuter Services</b> Programs to encourage the use of alternative modes of transportation, including ride-matching services and marketing.</p>	<ul style="list-style-type: none"> <li>• Decrease VMT</li> <li>• Decrease SOV trips</li> </ul>	<ul style="list-style-type: none"> <li>• Marketing costs</li> <li>• Incentive costs</li> </ul>
<p><b>Congestion Pricing</b> Tolled pricing based on time of day or level of congestion to promote a more efficient use of highways/freeways. This may include a discount for high occupancy vehicles.</p>	<ul style="list-style-type: none"> <li>• Decrease peak period VMT</li> <li>• Decrease SOV trips</li> </ul>	<ul style="list-style-type: none"> <li>• Cost to build congested pricing facility and implement technology</li> </ul>
<p><b>Growth Management Policies</b> Incorporate land use, transportation, and complete streets strategies in growth management and comprehensive plan development.</p>	<ul style="list-style-type: none"> <li>• Decrease VMT</li> <li>• Increase Safety</li> </ul>	<ul style="list-style-type: none"> <li>• Coordination costs</li> </ul>
<p><b>Park and Ride Facilities</b> Facilitates the shift of SOV trips to HOV or transit, particularly along major arterial corridors.</p>	<ul style="list-style-type: none"> <li>• Decrease SOV trips</li> <li>• Decrease VMT</li> </ul>	<ul style="list-style-type: none"> <li>• Cost to build parking facility</li> </ul>
<p><b>Parking Management</b> Reduction of free parking or increases to parking costs, including variable pricing based on congestion.</p>	<ul style="list-style-type: none"> <li>• Decrease SOV trips</li> <li>• Increase in pedestrian friendliness in core areas</li> </ul>	<ul style="list-style-type: none"> <li>• Alignment with economic development strategy</li> <li>• Coordination costs</li> </ul>

Table 6: Intelligent Transportation Systems (ITS)

Strategy	Benefits	Associated Costs
<p><b>Advanced Traffic Management System (ATMS)</b> Increased driver information and efficiency of system through combinations of signal synchronization, dynamic message signs, incident response, and video monitoring.</p>	<ul style="list-style-type: none"> <li>• Improved efficiency of transportation system</li> <li>• Decrease nonrecurring delay</li> </ul>	<ul style="list-style-type: none"> <li>• ITS installation and design costs</li> <li>• Staff costs for TMC</li> </ul>
<p><b>Incident Management and Safety</b> Improve coordination of emergency response and integrate/expand traffic management centers.</p>	<ul style="list-style-type: none"> <li>• Increase safety</li> <li>• Decrease nonrecurring delay</li> </ul>	<ul style="list-style-type: none"> <li>• ITS installation and design costs</li> <li>• Staff costs for TMC</li> </ul>

Table 7: Transit



Strategy	Benefits	Associated Costs
<b>Longer hours/more days of service</b> Provide transit services for extended hours and days. Typically to provide service beyond typical work hours and into weekends.	<ul style="list-style-type: none"> <li>Increase transit use</li> </ul>	<ul style="list-style-type: none"> <li>Operations cost</li> </ul>
<b>Improve transit amenities</b> Improve passenger comfort including, but not limited to, shelters, benches, enhanced information (time to next bus)	<ul style="list-style-type: none"> <li>Increase transit use</li> </ul>	<ul style="list-style-type: none"> <li>Capital costs</li> </ul>
<b>Improve pedestrian access to transit</b> Improve and expand sidewalk coverage	<ul style="list-style-type: none"> <li>Increase transit use</li> </ul>	<ul style="list-style-type: none"> <li>Capital costs</li> </ul>
<b>Park and Ride Facilities</b> Expand park and ride facilities to increase benefits of transit ridership	<ul style="list-style-type: none"> <li>Decrease VMT</li> <li>Increase transit use</li> </ul>	<ul style="list-style-type: none"> <li>Capital and maintenance costs</li> </ul>
<b>New Route or Increase Frequency</b> Add new service to serve new transit markets. Increased frequency makes transit more attractive.	<ul style="list-style-type: none"> <li>Increase transit use</li> <li>Decrease travel time</li> </ul>	<ul style="list-style-type: none"> <li>Operations cost</li> <li>Capital costs for busses</li> </ul>

Table 8: Transportation System Management (TSM)

Strategy	Benefits	Associated Costs
<b>Intersection/Geometric Improvements</b> Improvements include additional turn lanes, lane widening, improved channelization, and realignment of intersecting streets.	<ul style="list-style-type: none"> <li>Improved capacity and traffic flow</li> <li>Decrease bottlenecks</li> <li>Improve safety</li> </ul>	<ul style="list-style-type: none"> <li>Engineering and construction costs</li> </ul>
<b>Traffic Signal Improvements</b> Minimize stops on arterial streets and increase traffic flow. Potentially increase safety for pedestrians and bicyclists.	<ul style="list-style-type: none"> <li>Improve travel time</li> <li>Increase safety</li> </ul>	<ul style="list-style-type: none"> <li>Engineering costs</li> </ul>
<b>Special Events and Incident Management</b> This includes improvements such as Road Ranger Dispatch and ITS improvements for providing information to travelers.	<ul style="list-style-type: none"> <li>Reduce nonrecurring congestion</li> </ul>	<ul style="list-style-type: none"> <li>Additional costs for Road Rangers and capital costs for ITS improvements</li> </ul>
<b>Access Management</b> Process for managing how major roadways impact through traffic and provide access to property and land development. Strategies include raised medians, turn restrictions, and restricting cross-median access.	<ul style="list-style-type: none"> <li>Increase safety</li> <li>Decrease bottlenecks</li> </ul>	<ul style="list-style-type: none"> <li>Design and construction costs</li> </ul>
<b>Ramp Metering</b> Regulation of flow of traffic entering limited access facilities.	<ul style="list-style-type: none"> <li>Improved travel time savings and variability</li> <li>Improved Safety</li> </ul>	<ul style="list-style-type: none"> <li>Design and capital costs for ITS</li> </ul>

Strategy	Benefits	Associated Costs
<p><b>Roadway Signage</b> Improved signage, particularly at major intersections and major tourist locations. Signs improved to increase visibility and ease of interpretation.</p>	<ul style="list-style-type: none"> <li>• Reduce congestion associated with uncertainty and confusion.</li> <li>• Improve safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of signage</li> </ul>

Table 9: Freight and Goods

Strategy	Benefits	Associated Costs
<p><b>Geometric improvements at intersections</b> Improvements to turn radius, median height, and other improvements to allow for easier access by large trucks.</p>	<ul style="list-style-type: none"> <li>• Reduce bottlenecks due to truck blockage</li> </ul>	<ul style="list-style-type: none"> <li>• Design and construction costs</li> </ul>
<p><b>Increased truck route signage and enforcement</b> Increase signage for truck routes and better enforce use of these truck routes to remove trucks from smaller roads.</p>	<ul style="list-style-type: none"> <li>• Improve throughput on non-truck route facilities where trucks currently travel</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of signage</li> <li>• Cost of law enforcement</li> </ul>
<p><b>Truck lane restrictions</b> Restrict trucks to one or more lanes to reduce the interaction of slower trucks and faster passenger vehicles. This is primarily used on limited access facilities.</p>	<ul style="list-style-type: none"> <li>• Improve throughput</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of signage</li> </ul>
<p><b>Freight Delivery Schedule</b> Coordinate with businesses to shift truck deliveries away from congested times of day.</p>	<ul style="list-style-type: none"> <li>• Reduce delay of freight due to congestion</li> <li>• Reduce congestion on roadways due to slower trucks</li> </ul>	<ul style="list-style-type: none"> <li>• Coordination costs with businesses</li> </ul>

Table 10: Bicycle/Pedestrian Improvements

Strategy	Benefits	Associated Costs
<p><b>Improve bicycle signage/striping</b> Improve visibility of bicycle lanes</p>	<ul style="list-style-type: none"> <li>• Increase safety</li> <li>• Increase non-motorized mode share</li> </ul>	<ul style="list-style-type: none"> <li>• Construction costs</li> <li>• Maintenance costs</li> </ul>
<p><b>Bicyclist/motorist awareness programs</b> Educate both bicyclists and motorists on safety and the interactions between bicyclists and motorists</p>	<ul style="list-style-type: none"> <li>• Increase safety</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of classes and educational materials</li> </ul>
<p><b>Separate dedicated bicycle/pedestrian paths</b> Create separate paths for bicyclists and pedestrians to separate from vehicular traffic</p>	<ul style="list-style-type: none"> <li>• Increase safety</li> <li>• Increase non-motorized mode share</li> </ul>	<ul style="list-style-type: none"> <li>• Design and construction costs of new facilities</li> <li>• Right of way costs</li> <li>• Maintenance costs</li> </ul>
<p><b>Improve bicycle facilities at activity centers</b> Increase amenities such as bicycle storage facilities and bicycle lanes in congested activity centers.</p>	<ul style="list-style-type: none"> <li>• Increase bicycle mode share</li> <li>• Decrease short trip vehicle use in activity center</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of bicycle lockers</li> <li>• Maintenance costs</li> </ul>
<p><b>Reduce roadway crossing distance where possible</b> Reduce the distance pedestrians must cross roads at a given time. This can include adding islands through medians and channelization of traffic.</p>	<ul style="list-style-type: none"> <li>• Increased safety</li> <li>• Increase non-motorized mode share</li> </ul>	<ul style="list-style-type: none"> <li>• Re-design and construction of roadways</li> </ul>
<p><b>Maintain and expand street lighting</b> Expand street lights on pedestrian facilities and ensure lights are properly maintained.</p>	<ul style="list-style-type: none"> <li>• Increased safety</li> </ul>	<ul style="list-style-type: none"> <li>• Capital and maintenance costs</li> </ul>

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## **Recommendations**

### **Congestion Management Projects**

Lee County MPO has continued its practice of allocating \$10 million (\$ 1 million per year in present day costs) from its share of urban area SU funds in its highway cost feasible plan for the first 10 years for congestion management projects.

**Table 11** provides a preliminary list of the 10 year cost feasible congestion management projects that will be funded in the 2021 through 2030 time frame. The preliminary projects are mapped in **Figure 33**. The preliminary list include those unfunded projects identified earlier during the gaming cycle for FDOT Draft Tentative Work Program for FY 2017 through 2021, and for SIS operational funds for SIS connectors and last mile freight connectors identified in the State Freight Mobility and Trade Plan.

The remaining projects in the final list will include those projects identified by staff and MPO committees selected based on 2014 performance measures and expected congestion in and through 2030. There may be exceptions depending upon other perceived and urgent needs called out by the committees. Travel conditions in 2030 are based on a travel demand forecasts that include projects anticipated to be constructed by 2030 and using a 2040 socio-economic dataset. **Figure 34** illustrates the 2030 congested conditions along with highlighted constrained roadway segments, which cannot be expanded any further. A listing of these constrained roadway segments is maintained by the MPO.

Performance measures for each CMP objective are analyzed in Chapter 7 of this document. To identify the locations with the most pressing issues, a composite score was created for all of the 2014 performance measures. The composite score is assigned to the relevant area rather than a specific segment. This provides greater flexibility in identifying congestion management projects to address mobility conditions that may extend beyond a specific roadway. For example, a segment may be fully congested but also considered to be a constrained roadway. A parallel roadway may be considered for congestion management improvements instead to alleviate congestion in the corridor. **Table 12** provides an outline of how the score was derived for each performance measure. **Figure 35** illustrates where these congestion management hotspots are located.

The highest priority hotspot in Cape Coral is located at the intersection of Veterans Parkway and Del Prado Boulevard. This location is expected to be fully congested by the year 2030. Del Prado Boulevard and Veterans Parkway to the west are constrained roadways so additional capacity is not an option. There are several hotspots in Fort Myers. Daniels Parkway between US-41 and Metro Parkway is one of the highest scored hotspots and corresponds to a fully congested 2030 constrained roadway. Therefore, this location is a good candidate for congestion management strategies. One of the highest scored hotspots in Bonita Springs is located on Old US-41 between Terry Street and Bonita Beach Road. This location is expected to be fully congested in 2030 and is a constrained roadway. The City of Bonita Springs is addressing these issues by currently revitalizing the corridor which will implement bicycle pedestrian facilities, parking spaces, transit amenities, and roundabouts at the intersections of Old 41 and Terry Street and Old 41 and Pennsylvania Road.

### Major Intersections Operational Studies and Resulting Project Development Projects

In addition to these funds, the MPO has set aside another \$20 million from its share of SU funds in its highway cost feasible plan for the first 10 years for addressing chronic congestion at major intersections including US-41 and Daniels Parkway, SR-82 and Colonial Blvd, US-41 and Bonita Beach Road, and Colonial Blvd and Summerlin Road. These funds will be used for operational studies and project development phases.

### Data Collection

Due to budget constraints, the full potential of the BlueTOAD network in Lee County is not currently being met. Travel time data on all links between existing BlueTOAD locations are not collected either due to non-functioning BlueTOAD sensors or the significant work required to process collected data before it can be distributed and used. A map of these BlueTOAD segments is presented in **Figure 36** below. For future data collections, more BlueTOAD links should be activated, particularly along US-41 in the southern portion of the County.



Table 11: Preliminary Cost Feasible CMP Projects

Item #	Roadway/Project	Project Limits		Improvements	Cost	FY 2021 - FY 2030 Revenues (PDC)
<b>Projected 10 Year MPO Allocated Funds @ \$1 Million/Year</b>						<b>\$10,000,000</b>
1	Colonial @ Six Mile Pkwy/Ortiz Ave Intersection Improvements	South of Rolfe's Rd to 0.06 miles west of Six Mile Cypress Pkwy/Ortiz Ave		Rebuilt median and reduce the westbound through lanes to accommodate a third westbound left turn lane on Colonial Blvd to southbound Six Mile Cypress Pkwy; Also, rebuild eastbound left turn lane on Colonial to provide an offset to maintain intersection clearance.	\$607,950	\$9,392,050
2	Transit Preferential Treatments on US 41 Corridor	Daniels Pkwy to Colonial Blvd		Implement a southbound bus queue jump lane and a northbound bus bypass lane on US 41 at College Pkwy; Add a second left turn bus phase at US 41/Big Pine Way; Implement TSP at 12 intersections	\$397,000	\$8,995,050
3	I 75 Exit Ramp Improvements	@ Alico Road		Add a second NB right turn lane at the exit ramp to address traffic backups to near the mainline I 75 during peak hours and during high shopping activity. A second right turn lane will also eliminate the safety hazard of motorists using the adjacent left turn lane to make the right on Alico.	\$1,200,000	\$7,795,050
4	MLK Blvd Intersection Phasing Improvements	@ Cranford Avenue		Add protected/permissive left turn phase on SR 82	\$40,000	\$7,755,050
				New mast arms only if structural analysis shows signal heads cannot be supported by existing ones	\$400,000	\$7,355,050
		@ Palm Ave		Add protected/permissive left turn phase	\$40,000	\$7,315,050
				New mast arms only if structural analysis shows signal heads cannot be supported by existing ones	\$400,000	\$6,915,050
5	Daniels Parkway	@ Fiddlesticks		Extend the WB left turn lane on Daniels to SB Fiddlesticks, and the EB left turn lanes on Daniels to NB Palomino Lane by 300' each	\$500,000	\$6,415,050
6	Winkler Ave	@ Colonial Blvd		Add a second NW bound left turn lane on Winkler Avenue to SW bound Colonial Blvd. Add also an exclusive right turn lane on Winkler Ave to NE bound Colonial Blvd. Proposed improvements will address traffic backups at this intersection approach	\$500,000	\$5,915,050
7	Pine Island Rd (SR 78)	Entrance to Home Depot/Low to Pondella Rd		Extend the WB right turn lane all the way to Pondella, and add a third WB through lane from Pondella to the Lowes/Home Depot Entrance. Also, modify the entrance to Lowes/Home Depot by removing the continuous right turn lane from the entrance to WB Pine Island Rd.	\$650,000	\$5,265,050
8	Metro Pkwy	@ Idlewild St		Conduct a study to move the existing traffic signal from Landing View Rd to Idlewild St, install new signal at Idlewild and remove existing signal at Landing	\$750,000	\$4,515,050
9	Alico Road Directional Signage	I 75 Ramp	Ben Hill Griffin Pkwy	Install overhead directional signage to help with wayfinding	\$200,000	\$4,315,050
10	Signal Timing & Coordination	Not Applicable		Signal retiming of traffic signal systems on state highways as needed @ \$150,000/year for 10 years	\$1,500,000	\$2,815,050

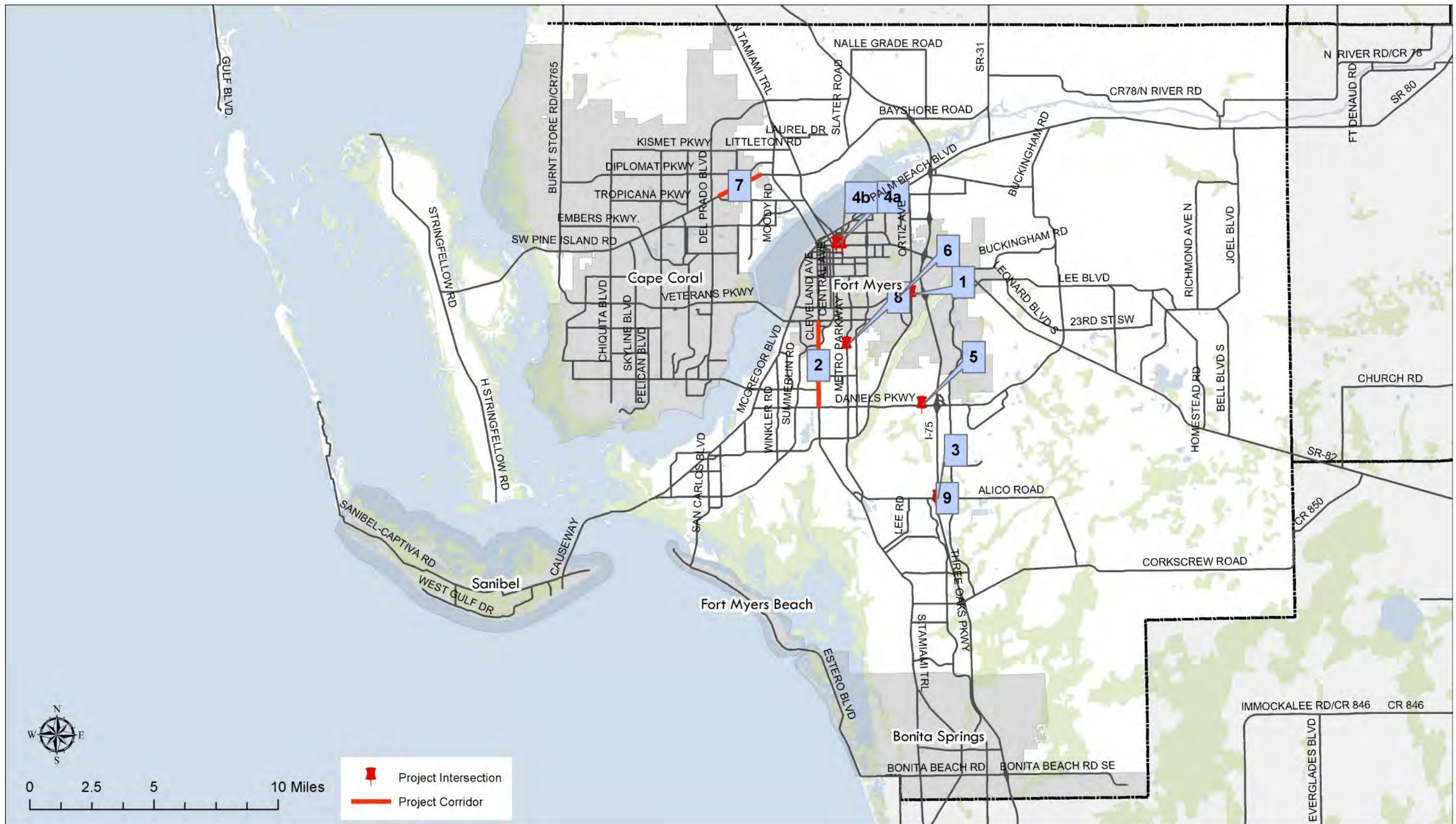


Figure 33: Preliminary Cost Feasible CMP Projects



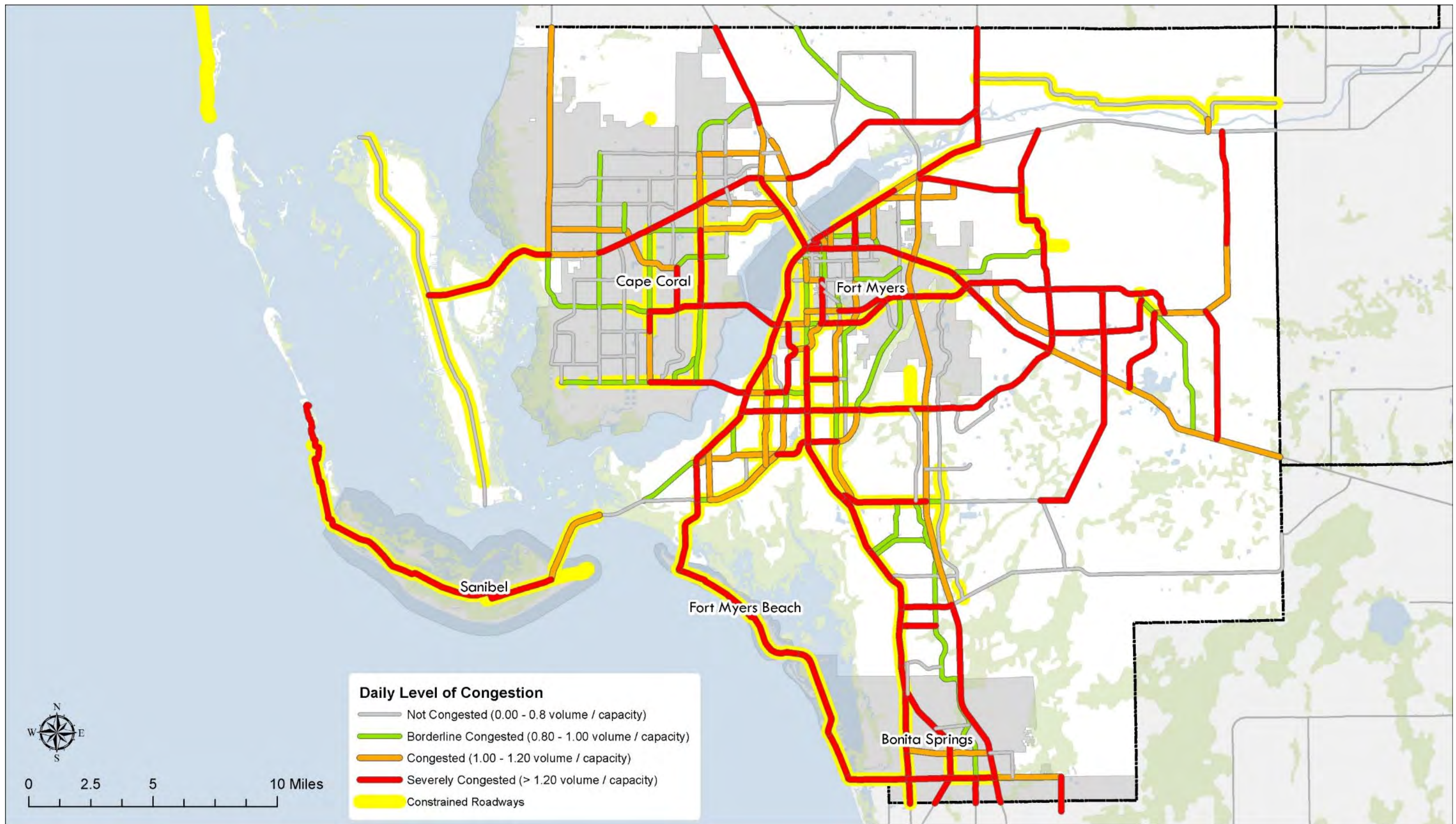


Figure 34: 2030 Volume to Capacity Ratio



Table 12: Composite Congestion Management Scoring

<b>Volume to Capacity Ratio (V/C) – number of miles of congested roadway within 1 mile buffer</b>	<b>Travel Time Index (TTI) – miles of roadway with TTI greater than 1.2 within 1 mile buffer</b>
1. <1 Mile of congested roadways	1. <1 Mile of congested roadways
2. 1-2 Miles of congested roadways	2. 1-2 Miles of congested roadways
3. 2-3 Miles of congested roadways	3. 2-3 Miles of congested roadways
4. >3 Miles of congested roadways	4. >3 Miles of congested roadways
<b>Recurring Delay – hours of recurring delay on ¼ mile corridor – Corridor with maximum hours of recurring delay is used</b>	<b>Non-Recurring Delay – hours of non-recurring delay on ¼ mile corridor – Corridor with maximum hours of non-recurring delay is used</b>
1. 1-3 hours per day	1. 10-50 hours per year
2. 3-5 hours per day	2. 50-100 hours per year
3. 5-10 hours per day	3. 100-200 hours per year
4. >10 hours per day	4. >200 hours per year
<b>Non-Motorized Crashes – number of non-motorized crashes within 1 mile buffer</b>	<b>Total Crashes – number of all crashes within 1 mile buffer</b>
2. 1-2 Crashes	2. 1-20 Crashes
3. 2-3 Crashes	3. 20-50 Crashes
4. >3 Crashes	4. >50 Crashes
<b>Surveyed Issues – Number of surveyed problems in MPO Survey within ¼ mile buffer</b>	<b>Buses – headway at stops within ¼ mile – Stations with max buses per hour used</b>
1. <5 comments	1. <1 bus per hour
2. 6-10 comments	2. 1-2 buses per hour
3. 11-20 comments	3. 2-3 buses per hour
4. > 20 comments	4. >3 buses per hour

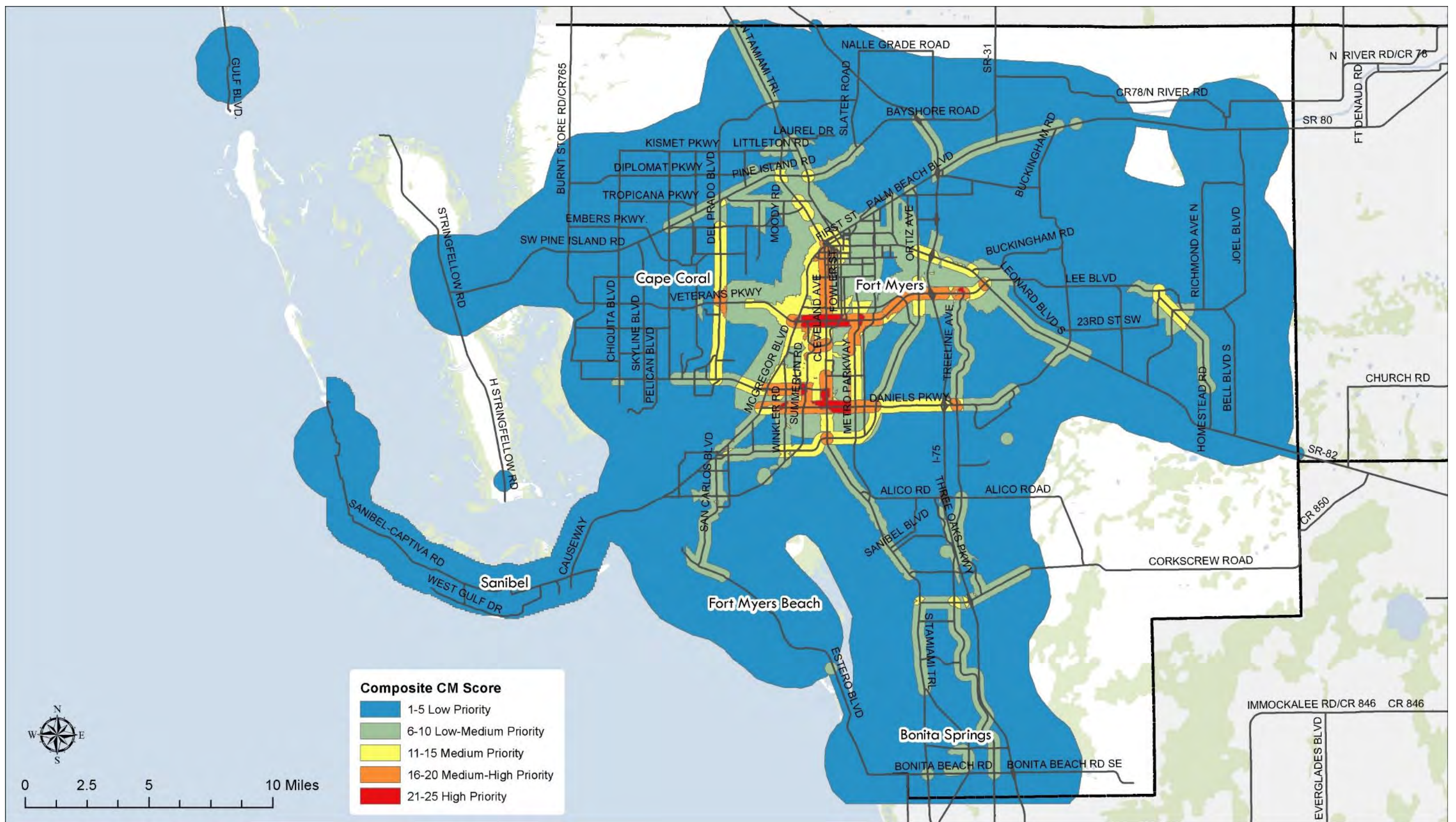


Figure 35: Composite Congestion Management Score Results



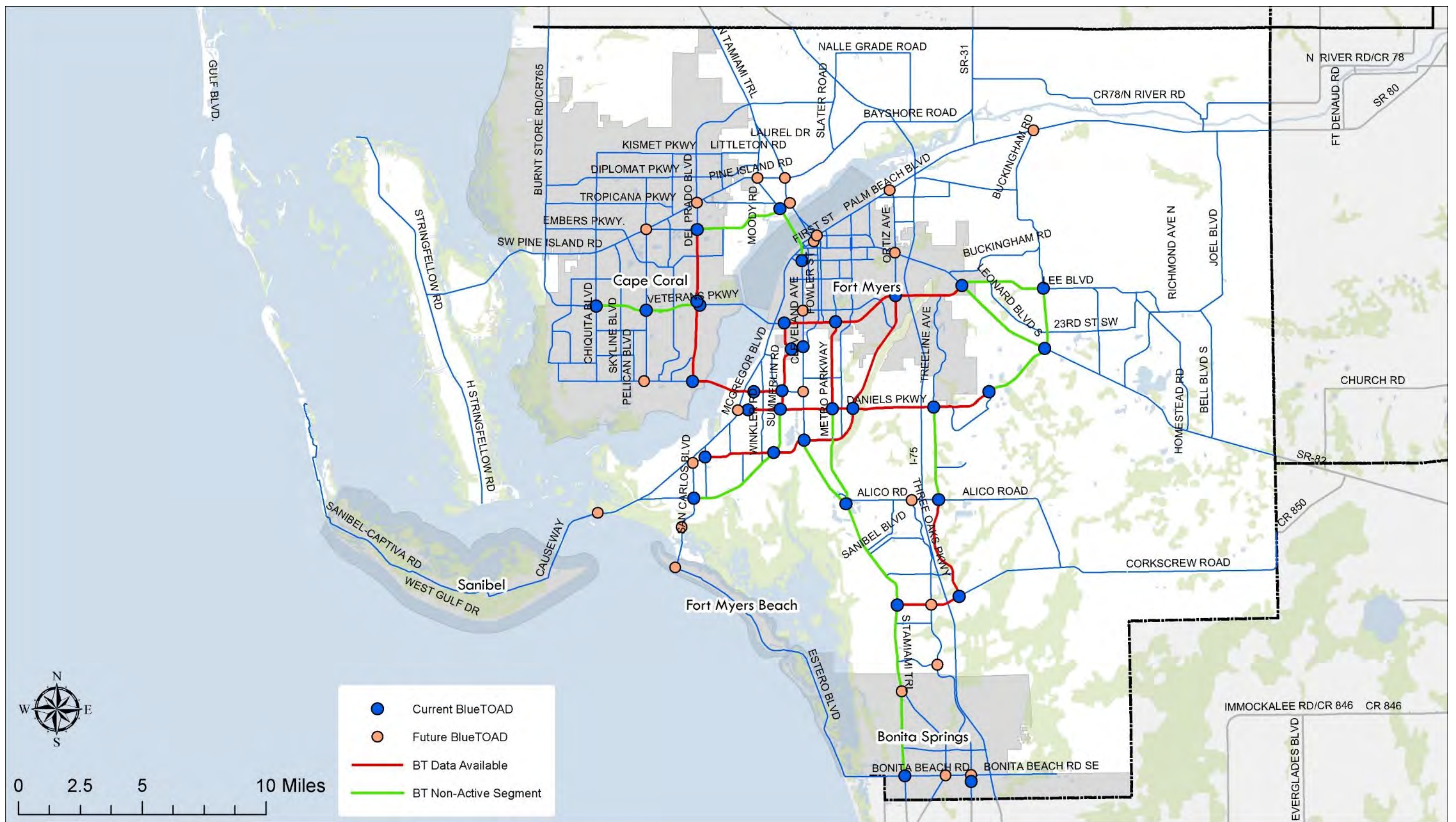


Figure 36: Inactive BlueTOAD Links



**CMP TEN YEAR COST FEASIBLE PROJECTS**

**ATTACHMENT B**

Item #	Roadway/Project	Project Limits		Improvements	Cost	FY 2021 - FY 2030 Revenues (PDC)
<b>Projected 10 Year MPO Allocated Funds @ \$1 Million/Year</b>						<b>\$ 10,000,000</b>
1	Colonial @ Six Mile Pkwy/Ortiz Ave Intersection Improvements	South of Rolfe's Rd to 0.06 miles west of Six Mile Cypress Pkwy/Ortiz Ave		Rebuilt median and reduce the westbound through lanes to accommodate a third westbound left turn lane on Colonial Blvd to southbound Six Mile Cypress Pkwy; Also, rebuild eastbound left turn lane on Colonial to provide an offset to maintain intersection clearance.	\$ 607,950	\$ 9,392,050
2	Transit Preferential Treatments on US 41 Corridor	Daniels Pkwy to Colonial Blvd		Implement a southbound bus queue jump lane and a northbound bus bypass lane on US 41 at College Pkwy; Add a second left turn bus phase at US 41/Big Pine Way; Implement TSP at 12 intersections	\$ 397,000	\$ 8,995,050
3	I 75 Exit Ramp Improvements	@ Alico Road		Add a second NB right turn lane at the exit ramp to address traffic back ups to near the mainline I 75 during peak hours and during high shopping activity. A second right turn lane will also eliminate the safety hazard of motorists using the adjacent left turn lane to make the right on Alico.	\$ 1,200,000	\$ 7,795,050
4	MLK Blvd Intersection Phasing Improvements	@ Cranford Avenue		Add protected/permissive left turn phase on SR 82	\$ 40,000	\$ 7,755,050
				New mast arms only if structural analysis shows signal heads cannot be supported by existing ones	\$ 400,000	\$ 7,355,050
		@ Palm Ave		Add protected/permissive left turn phase	\$ 40,000	\$ 7,315,050
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5	Daniels Parkway	@ Fiddlesticks		Extend the WB left turn lane on Daniels to SB Fiddlesticks, and the EB left turn lanes on Daniels to NB Palomino Lane by 300' each	\$ 500,000	\$ 6,415,050
6	Winkler Ave	@ Colonial Blvd		Add a second NWbound left turn lane on Winkler Avenue to SWbound Colonial Blvd. Add also an exclusive right turn lane on Winkler Ave to NEbound Colonial Blvd. Proposed improvements will address traffic backups at this intersection approach	\$ 500,000	\$ 5,915,050
7	Pine Island Rd (SR 78)	Entrance to Home Depot/Low to Pondella Rd		Extend the WB right turn lane all the way to Pondella, and add a third WB through lane from Pondella to the Lowes/Home Depot Entrance. Also, modify the entrance to Lowes/Home Depot by removing the continuous right turn lane from the entrance to WB Pine Island Rd.	\$ 650,000	\$ 5,265,050
8	Metro Pkwy	@ Idlewild St		Conduct a study to move the existing traffic signal from Landing View Rd to Idlewild St, install new signal at Idlewild and remove existing signal at Landing	\$ 750,000	\$ 4,515,050
9	Alico Road Directional Signage	I 75 Ramp	Ben Hill Griffin Pkwy	Install overhead directional signage to help with wayfinding	\$ 200,000	\$ 4,315,050
10	Signal Timing & Coordination	Not Applicable		Signal retiming of traffic signal systems on state highways as needed @ \$150,000/year for 10 years	\$ 1,500,000	\$ 2,815,050
11	Traffic Operation Center Operations			\$300,000/year for 10 years for operation of LC Traffic Operations Center	\$ 3,000,000	\$ (184,950)

## **CTST INTERSECTION REVIEWS**

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

The Lee County Community Traffic Safety Team (CTST) periodically conducts field reviews of intersections for safety and operational deficiencies on request. The intersection reviews typically result in recommendations addressing deficiencies which are then transmitted to FDOT or the local jurisdictions for action. TMOC Chair Steve Jansen will present the results of recent intersection reviews at the October 7<sup>th</sup> TMOC meeting.

## ANNOUNCEMENTS

### A. Southwest Florida Freight Summit on October 8, 2015, at RSW. See announcement and registration info below.

**Southwest Florida FREIGHT SUMMIT**  
Lee County Port Authority Airport Training & Conference Center  
15924 Air Cargo Lane, Fort Myers  
Thursday, October 8, 2015  
1:00-4:30 p.m.



#### Please Join Us!

Please join us for the Southwest Florida Freight Summit! Over the last several years Florida has made significant investments in our freight and logistics infrastructure and enhanced its freight planning program with the creation of Florida's Freight Mobility and Trade Plan. In Southwest Florida, the Florida Department of Transportation's (FDOT) District One Office has developed a freight program, and the Lee and Collier Metropolitan Planning Organizations (MPOs) have developed freight elements within their Long-Range Transportation Plans (LRTPs). In addition, our private sector and economic development community is investing in new facilities.

This Summit is a great opportunity for you to engage with your regional transportation planning community and private sector logistics industry! Please register at your earliest convenience!

**Space is limited!**

#### Summit Agenda

**Welcome Address**

Emily Underhill, Division Director, Development  
*Lee County Port Authority*

**District One Regional Freight Study and Implementation Plan**

Keith Robbins, District One Freight Coordinator  
*Florida Department of Transportation*

**Regional Overview: Lee County Port Authority**

Ellen L. Lindblad, Director  
Planning & Environmental Compliance Department  
*Lee County Port Authority*

**Lee County 2040 Freight Mobility Element**

Michael Williamson  
*Cambridge Systematics, Inc.*

**Collier County 2040 Freight Mobility Element**

Frank Kalpakis  
*Renaissance Planning Group*

**Industry Connections: Supply Chains and Markets**

John Lawrence, Director of Business Development,  
Florida Fuel Connection  
*Petroleum Products Logistics & Distribution Facility  
in Hendry County*

Jamie Williams, Director of Florida Farming  
*Lipman Produce*

**Trade and Logistics: Expanding Distribution Capacity**

Warren Newell, New Project Development  
*Cheney Brothers Distribution Center and Regional Warehouse  
in Punta Gorda*

Tracy Whirls, Executive Director, Glades County Economic  
Development Council  
*Americas Gateway Intermodal Logistic Center*

**Closing Address**

Don Scott, Executive Director  
*Lee MPO*

For more information, please contact  
Erin Kersh at (954) 331-6120 or [ekersh@camsys.com](mailto:ekersh@camsys.com).

**USE THE QR CODE ON THE  
RIGHT TO REGISTER**

