



LEE COUNTY W I D E  
*Bicycle & Pedestrian*  
**SAFETY ACTION PLAN**

September 2013



# Introduction

In 2010, 4,280\* pedestrians were killed and an estimated 70,000\* were injured in traffic crashes in the United States. The same year, 618\* bicyclists were killed and an estimated 52,000\* were injured. With 499 pedestrians killed and 7,290 injured and 76 bicyclists killed and 4,600 injured in 2010, the State of Florida has both the highest pedestrian fatality rate and bicycle in the nation (fatalities per resident population).\* Several Florida communities, including the Lee County metropolitan area, have been ranked among the most hazardous places in the Nation for pedestrians in the “Dangerous by Design” report released in 2011 by Transportation for America. The reality is that Lee County is well above the national average when it comes to pedestrian and bicycle fatalities and injuries relative to the amount of people who live here. In 2010, there were 3 bicyclists killed and 125 injured. That same year, there were 13 pedestrians killed and 176 injured.\* Our mission is to reverse this trend and dramatically improve safety for bicyclists and pedestrians in Lee County.

In support of the Florida Strategic Highway Safety Plan and to further address pedestrian and bicycle safety issues in Lee County, the LEE COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO) in conjunction with the Florida Department of Transportation District 1, and other local stakeholders,

\*Sources: National Highway Transportation Safety Administration, Fatality Analysis Reporting System, United States Census Bureau, Florida Department of Highway Safety and Motor Vehicles

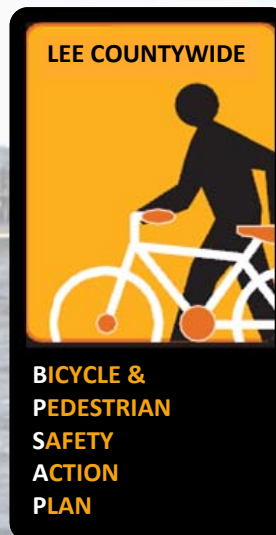
is developing and implementing the Lee Countywide Bicycle & Pedestrian Safety Action Plan (BPSAP).

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

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


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## SAFETY ACTION PLAN PROCESS

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



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

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

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

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



# Goal

## Goal of the Lee Countywide Bicycle & Pedestrian Safety Action Plan

The goal of this action plan is to reduce pedestrian and bicycle fatalities and severe injury crashes on an annual basis, measured by a per-capita rate (per population). The reporting of percentage change will be reported separately for bicycle and pedestrian for both fatalities and serious injuries.

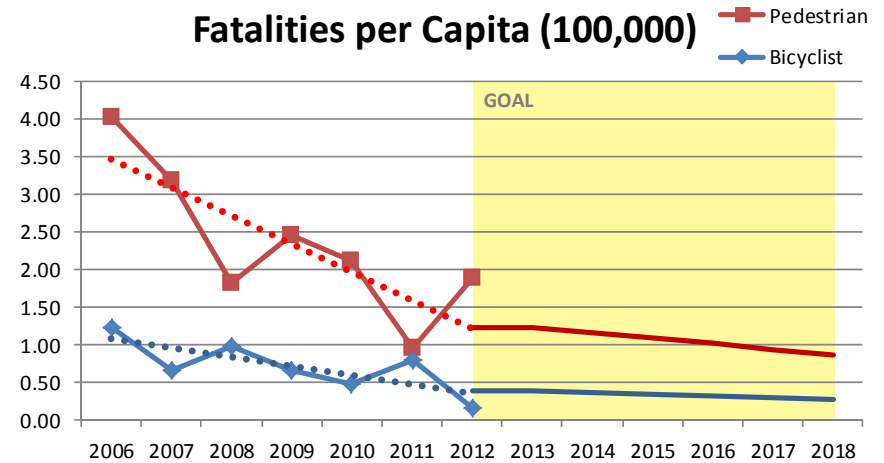
- In 2014, the fatality and serious injury rates will be reduced 5%.
- In 2015, the fatality and serious injury rates will be reduced 6%.
- In 2016, the fatality and serious injury rates will be reduced 7%.
- In 2017, the fatality and serious injury rates will be reduced 8%.
- In 2019, the fatality and serious injury rates will be reduced 9%.

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

The charts to the right display fatalities per capita. Crash data for 2011 and 2012 is still being process and has yet to be officially verified.

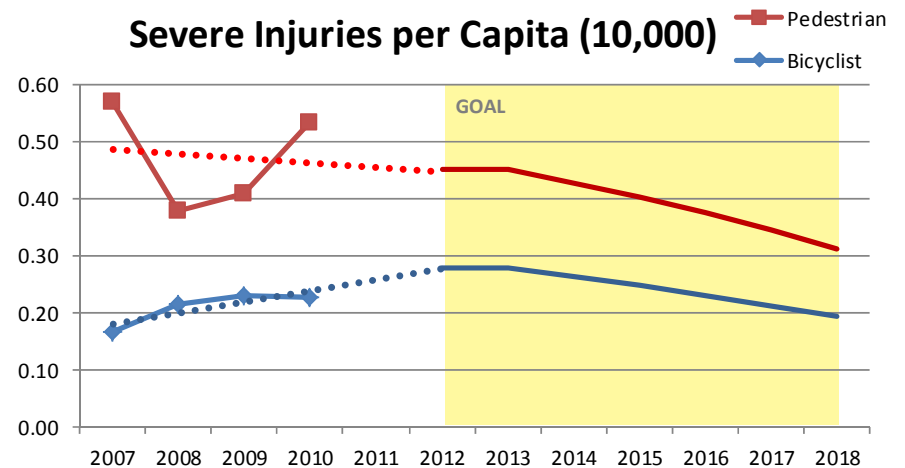
*Crash Data Sources: The data presented in the charts to the right are obtained through multiple sources. Historical fatality counts for 2006-2010 are official counts released by the Florida Department of Highway Safety and Motor Vehicles (DHSMV). Preliminary fatality Counts for 2011 and 2012 were obtained by the Florida Department of Transportation's (FDOT) Crash Analysis Reporting System. All Severe Injury information was obtained through FDOT's Crash Analysis Reporting System and was available at the time this report was compiled.*

Fatalities per Capita (100,000)



Fatalities per Capita denote fatalities per 100k population (Bureau of Economic and Business Research)

Severe Injuries per Capita (10,000)

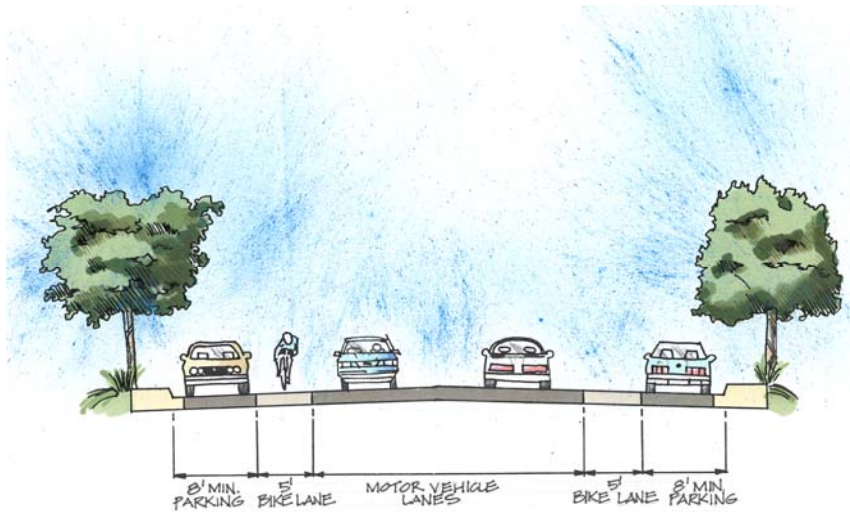


Injuries per Capita denote injuries per 10k population (Bureau of Economic and Business Research)

# Objectives

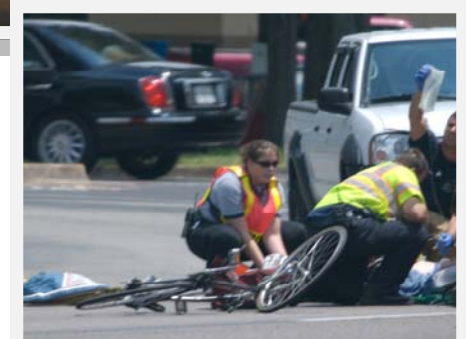
## Objective #1: Infrastructure

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



## Objective #2: Education/Enforcement

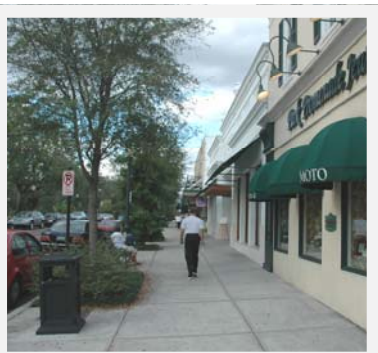
Reduce the frequency and severity of bicycle and pedestrian crashes by correcting unsafe behaviors of all road users to increase compliance with existing laws through coordinated education and law enforcement efforts.



# Objectives

## Objective #3: Livability

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



## Objective #4: Accountability

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



# Action Items

The following Action Items were obtained directly from stakeholder feedback and input. All stakeholders were offered the opportunity to comment on these items. The Responsible Agencies listed here assign oversight responsibility and many items require partnerships across multiple agencies. Action items are listed according to the estimated time required to complete the action item and are not prioritized by a level of importance. All action items are of high importance.

## SHORT-TERM (Within One Year)

**Action Item #1: Develop a Press Kit** to allow law enforcement and other stakeholder agencies to use opportunities after a crash to communicate the bicycle and pedestrian safety message through the resulting media attention. The message should identify the **targeted populations and risky behaviors** specific to the crash problems in Lee County. The purpose of this press kit is to leverage high-value media coverage. Use this media coverage as an opportunity to spread the bicycle and pedestrian safety message. Revise and update the press kit as new data becomes available and as new issues arise.

*Lead Agency/Partners:* Lee County MPO and law enforcement agencies with support from other stakeholders.

*Time Frame:* Within One Year

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



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

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

*Time Frame:* Within One Year

**Action Item #3: Re-energize and empower Community**

**Traffic Safety Team (CTST)** to affect a multidisciplinary approach to reduce the frequency and severity of bicycle and pedestrian crashes. Working closely with Lee MPO and other stakeholders, Lee CTST will take ownership of and play a lead role in facilitating and completing Action Items 1, 4, 5, 6, 14 and 17. CTST will also present status reports to MPO board and local government boards to ensure follow-through on action items identified. Lee MPO will actively support and aid CTST efforts.

*Lead Agencies/Partners:* FDOT, CTST, MPO with support from all stakeholders

*Time Frame:* Within One Year & Ongoing



**Action Item #4: Establish a Process for Crash Data Reporting and Distribution**

The need for timely, accurate, analyzed and broadly disseminated data should be addressed early on in this action plan. Lee DOT will serve as the organizational lead for collecting and disseminating the most recently available data in accordance with public records regulations. Lee DOT should work with stakeholders to develop a standard set of crash data fields that will be reported, summarized and distributed regularly (based on available time and resources). At a minimum, Lee DOT will provide running totals of fatality and injury counts on a monthly basis. Additional support will be provided by the MPO and CTST to analyze and identify patterns in the data. The summary of data and counts of fatalities/injuries will be reported by Lee DOT routinely at CTST meetings and will include opportunities for all stakeholders to report crash information that may or may not be available through official sources. This data reporting effort should be undertaken using available resources until additional support becomes available. Data reliability and accuracy is an ongoing challenge and this approach will focus on what is currently feasible based on available combined resources of stakeholders.

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

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





# Action Items

## SHORT-TERM (Within one to two years)

Lead Agencies/Partners: LeeDOT, FDOT, CTST, MPO with support from all stakeholders

Time Frame: Within One Year & Ongoing

**Action Item #5: Measure progress on a quarterly basis.** Measure and monitor the progress of reducing the frequency and severity of pedestrian crashes across Lee County on a quarterly basis. Adjust the action items and identify new strategies to maintain the momentum this plan creates.

Lead Agencies/Partners: Lee County MPOM, FDOT, Law Enforcement Agencies

Time Frame: Within One Year & Ongoing

**Action Item #6 Undertake Bicycle/Pedestrian Road Safety Audits (RSA)** consistent with the Federal Highway Administration’s RSA program. RSAs and similar on-site safety studies are extremely effective at generating recommendations for potential safety improvement projects. They involve coordination with agency staff and one or more field visits to the site. RSAs engage all stakeholders, but are specifically designed for engineering and law enforcement stakeholders. Traditional RSAs can be expanded to focus on bicycle and pedestrian issues. Utilize key resources including the FHWA publication *Pedestrian Road Safety Audit Guidelines and Prompt Lists* and the *Manual on Uniform Traffic Control Devices*. Focus on identified high-crash corridors first (identified in the Appendix of this document). Results of every RSA should be presented to the local jurisdiction’s governing board and the MPO.

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

Time Frame: Within One Year & Ongoing

**Action Item #7: Implement a Strong Law Enforcement Program** Partner with law enforcement agencies, especially those in high bicycle/pedestrian crash areas to increase coordinated enforcement activities as part of a 3E approach. This should include securing additional funds to support additional enforcement efforts and additional training to empower and educate law enforcement on bicycle and pedestrian laws and risky behaviors; enforcement activities to address speeding, right turn on red without stopping, and red light running; and, use their first-hand observations and experience as valuable feedback and input.

Lead Agencies/Partners: Lee County MPO, FDOT, Law Enforcement Agencies

Time Frame: Within One Year & Ongoing

**Action Item #8: Provide bicycle lights** for stakeholders to distribute as part of 3E program. For example: officers could carry a box of lights in patrol cars and distribute to bicyclists riding without lights at night to immediately correct a



## LONG-TERM (Within two to five years)

hazardous behavior. Lights should be packaged with additional safety materials including retro-reflective vests and educational material tailored to the unique crash trends and common risky behaviors in Lee County.

Lead Agencies/Partners: Lee County MPO, FDOT, Law Enforcement Agencies

Time Frame: Within One Year & Ongoing

**Action Item #9: Adopt pedestrian design standards for the design and implementation of right-turn channelization.** The length of a crosswalk has a significant impact on the safety of a pedestrian crossing. Reducing the distances pedestrians and bicyclists must travel to reach the opposite side of the roadway can prevent many crashes before they occur. Installing raised islands to control right-turn lane channelization also provides the pedestrian with a place to stop and wait before crossing the second half of the street. Large signalized intersections can be intimidating for a pedestrian to cross due to the high volumes of traffic, especially right-turning vehicles. By breaking the conflict with right-turn movements into two a separated crossing, the overall crossing movement is simplified for the pedestrian, improving the perceived safety and increasing their willingness to cross. Additionally, islands should not be designed to encourage a free-flow right turn.

Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral, FDOT

Time Frame: Within Two Years

**Action Item #10: Revise design standards for urban and suburban arterial intersection design** focusing on what geometric configurations work for pedestrians and bicyclists at intersections. Improve pedestrian visibility on curb ramps and within crosswalks. Strongly encourage crosswalks on all intersection legs. Utilize location with shortest crossing distance to determine the ideal placement/need for marked crosswalks. Identify issues in cycle lengths that negatively impact bicycle and/or pedestrian mobility. Maintain standards for accommodating bicyclists at intersections—often referred to as a “keyhole” bicycle lane for “through” traffic. Refer to the *Design Manual for Living Streets* (page 15) and consider adapting and adopting in Lee County.

Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral, FDOT

Time Frame: Within Two Years

**Action Item #11: Develop and utilize a project design review checklist** for local agencies to determine if proposed roadway designs (both resurfacing and reconstruction) include appropriate bicycle and pedestrian treatments and accommodations. The checklist should include graphical examples to assist the reviewer and will include elements such as bicycle lane design, intersection pavement markings, bicycle detection at signals, etc.

Lead Agencies/Partners: Lee County MPO, Lee County, City of Fort Myers, City of Cape

# Action Items

## LONG-TERM (Within five years and ongoing)

Coral, FDOT

Time Frame: Within Two Years

**Action Item #12: Develop a policy for pedestrian signal accommodation at signalized intersections.** This policy should provide clear guidance as to the minimum length of a pedestrian cycle based on the distance a pedestrian must travel to traverse all vehicular travel lanes at a particular location. This policy should also provide guidance relative to the criteria for requiring push-button activation at a pedestrian signal.

Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral, FDOT

Time Frame: Within 2 Years

**Action Item #13: Adopt design treatments for pedestrian crossings at transit stops.** Transit riders always begin and end their trip as pedestrians. Thus, every transit stop is a potential pedestrian crossing location. The placement of transit stops (especially stops not located at signalized intersections) can result in pedestrians crossing the roadway often without a crosswalk or even minimal supporting design treatments (raised median, etc.). Upgrade crossings at high-crash/high-ridership locations first.

Lead Agencies/Partners: Lee County MPO, LeeTran, FDOT

Time Frame: Within Five Years

**Action Item #14: Target high-crash corridors for the implementation of enhanced pedestrian/bicycle safety/design treatments** (identified in the Best Practices section of this document). Rely on FHWA's Proven Safety Countermeasures at high-crash locations. On roadways that carry a significant level of pedestrian traffic or crashes along a corridor, utilize resources such as the guide *Walkable Urban Thoroughfares: A Context Sensitive Approach* published by the Institute of Transportation Engineers and the *Design Manual for Living Streets* (page 15).

Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral, FDOT

Time Frame: Within Five Years

**Action Item #15: Identify potential corridors for "Road Diets."** Target multi-lane arterial corridors with bicycle/pedestrian crash problems that are underutilized by motor vehicles and have excess capacity. Focus on "right sizing" of roadways, and identifying a safer cross-section for all users rather than creating excess capacity for solely automobile traffic. Consider pre-emptive "road diets" before roadway expansion/widening in the Long Range Transportation Plan. Refer to the Best Practices section on page 11 of this document for examples of successful corridor re-design projects in Florida.

Lead Agencies/Partners: FDOT, Lee County, City of Fort Myers

Time Frame: Within 5 Years & Ongoing

**Action Item #16: Establish a process for incorporating pedestrian/bicycle design improvements concurrent with the reconstruction, rehabilitation and resurfacing (3R) of roadways.** Most urban roadways and many suburban roadways are physically constrained and will likely never undergo reconstruction to provide additional capacity expansion. Typically, the most cost-effective strategy for addressing pedestrian and bicycle safety on these corridors is to do so concurrent with resurfacing (3R) projects. Create an ongoing systemic process and funding for identifying potential improvements on corridors planned for 3R in the short-term.

Lead Agencies/Partners: Lee County MPO, County, City of Fort Myers, City of Cape Coral, FDOT

Time Frame: Within Five Years & Ongoing

**Action Item #17: Engage judiciary** in the pedestrian and bicycle safety discussion. The courts are a key partner and should be actively involved and engaged in the pedestrian and bicycle safety discussion. Enforcing and ensuring pedestrian and bicycle safety laws are upheld in an appropriate and reasonable manner is of utmost importance. An effective approach would be to partner with legal/judiciary continuing education programs to provide information and education opportunities and communicate the safety problems to judicial partners.

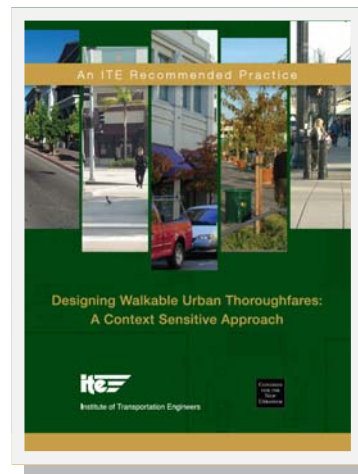
Lead Agencies/Partners: Lee County MPO, CTST, Stay Alive-Just Drive, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition, FDOT

Time Frame: Within 5 Years & Ongoing

**Action Item #18: Review all previously created bicycle/pedestrian plans to incorporate a safety component** or project prioritization based on implementing data-driven proven crash countermeasures at high-crash locations as appropriate.

Lead Agencies/Partners: Lee MPO, City of Fort Myers, Lee County

Time Frame: Within 5 Years & Ongoing



# Action Items

The following table below presents Action Items with expanded key details including the **lead agency/partner** expected to champion each action, the estimated **amount of time** required to complete or significantly address the action, a potential suggested **funding source**, and an **estimated cost** if applicable. Full descriptions of each action item were presented on pages 7—9.

	Short Description	Lead Agencies/Partners	Estimated Time Frame	Funding Source	Estimated Cost
1	Develop a Press Kit.	Lee County MPO and law enforcement agencies with support from other stakeholders	Within One Year	In-house and grant funded	\$5,000 initially + Minor maintenance
2	Develop an education outreach campaign.	FDOT, Lee County MPO, Stay Alive..Just Drive, Cape Coral, BikePed, BikeWalkLee, and Injury Prevention Coalition	Within One Year	FDOT/CTST support	\$300,000
3	Re-energize and empower the Lee Community Traffic Safety Team (CTST).	FDOT, CTST, with support from MPO and participation from all stakeholders	Within One Year & Ongoing	In-house	N/A
4	Establish a Process for Crash Data Reporting and Distribution.	LeeDOT, FDOT, CTST, MPO, with support from all stakeholders	Within One Year & Ongoing	In-house with possible additional support (board approval)	Minimal initially + possible additional support
5	Measure progress on an annual basis.	Lee County MPO	Within One Year & Ongoing	In-house task	Minimal
6	Undertake Bicycle & Pedestrian Road Safety Audits (RSA) on high-crash corridors.	FDOT, CTST, Lee County MPO with participation and support from all stakeholder agencies	Within One Year & Ongoing	Requires board approval	Up to \$15,000 per corridor
7	Implement a strong law enforcement program.	Lee County MPO, FDOT, Law Enforcement Agencies	Within One Year & Ongoing	FDOT	Varies
8	Provide free bicycle lights for stakeholders to distribute.	Lee County MPO, FDOT, Law Enforcement Agencies	Within One Year & Ongoing	CTST & local agencies	Minimal cost per light
9	Adopt design standards for right-turn channelization.	Lee County, City of Fort Myers, City of Cape Coral, FDOT	Within Two Years	In-house	Minimal
10	Revise design standards for arterial intersection design.	Lee County, City of Fort Myers, City of Cape Coral	Within Two Years	In-house	Minimal
11	Develop and utilize project design review checklist.	Lee County MPO, Lee County, City of Fort Myers, City of Cape Coral, FDOT	Within Two Years	MPO	\$15,000
12	Develop a policy for pedestrian signal accomodation at signalized intersections	Lee County, City of Fort Myers, City of Cape Coral, FDOT	Within Five Years & Ongoing	In-house task	Minimal
13	Adopt design standards for pedestrian crossings at transit stops.	Lee County MPO, LeeTran, FDOT	Within Five Years	In-house task	N/A
14	Implement enhanced safety/design techniques on high-crash corridors.	Lee County, City of Fort Myers, City of Cape Coral	Within Five Years	In-house	Minimal
15	Identify potential corridors for "road diets."	FDOT, Lee County, City of Fort Myers	Within Five Years & Ongoing	In-house	Minimal
16	Incorporate pedestrian and bicycle design improvements into 3R.	Lee County, City of Fort Myers, City of Cape Coral, FDOT	Within Five Years & Ongoing	Requires board approval	Minimum of \$200,000 annually
17	Engage judiciary in the safety discussion.	Lee County MPO, Stay Alive...Just Drive, Cape Coral, FDOT, BikePed, BikeWalkLee, and Injury Prevention Coalition	Within Five Years & Ongoing	Local activist groups	Miminal
18	Review all previously created bicycle/pedestrian plans to incorporate a safety component.	Lee County MPO, Lee County, City of Fort Myers, City of Cape Coral	Within 5 Years & Ongoing	In-house	Minimal

This section presents best practices that specifically address the pedestrian and bicycle safety issues relevant to Lee County.

## State Road 80/Palm Beach Blvd Median Islands

The Florida Department of Transportation, in conjunction with the City of Fort Myers coordinated a series of roadway improvement along State Road 80/Palm Beach Blvd from Seaboard Street to Interstate-75. Before improvements, SR 80 was five to seven lanes with a center two-way left-turn lane with many unsignalized side streets. The improvements included access management modifications as well as the installation of raised medians with landscaping and mid-block crossing features. After the improvements, the roadway was reduced to four or six lanes—essentially “road-dieting” the corridor.

Preliminary before-and-after reports in 2013 cite that a 44% reduction in all crashes were realized along the corridor, including a 67% reduction in crashes with pedestrians.



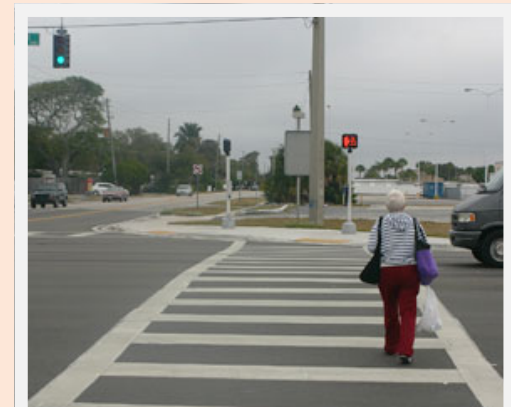
State Road 80/Palm Beach Boulevard—Fort Myers, Florida

## City of Largo “3E” Pedestrian/Bicycle Safety Campaign

The City of Largo, located in Pinellas County, Florida, has undergone a multidisciplinary, multi-agency pedestrian safety campaign aimed at improving the safety of pedestrians and bicyclists in the city. The Florida Department of Transportation (FDOT) was awarded a grant through the National Highway Transportation Safety Administration for overtime law **enforcement** efforts on key corridors in the Tampa Bay region where pedestrian and bicycle crashes are overly common. Largo is one of the region’s focus areas. To date, the City has received \$170,000 in federal funds for overtime enforcement from NHTSA. “Our goal is not to [only] issue citations. Our goal is to educate the public,” says Police Chief John Carroll. Officers were allowed discretion in issuing citations and warnings.

**Engineering** improvements were also used to impact safety in the city; pedestrian and bicycle roadway safety projects were implemented at high-crash locations to support the enforcement efforts. Several high-emphasis crosswalks with enhanced signage and Rectangular Rapid Flashing Beacons (RRFB) were installed along a section of roadway prone to pedestrian crashes along Missouri Avenue just south of Rosary Road.

Additionally, the University of South Florida’s WalkWise Campaign—also funded through FDOT—provided safety **education** outreach in the form of informational presentations to community groups in the area.



Missouri Avenue—Largo, Florida



# Best Practices

## Light on Bike, Goes on Tonight

After analyzing bicycle and pedestrian crashes across all of Hillsborough County, the Hillsborough Metropolitan Planning Organization (MPO) was determined to reduce the alarming numbers of pedestrians and bicyclists being hit by cars and set out to:

- alert bicyclists on how dangerous it is to ride against the flow of traffic
- emphasize to pedestrians that crossing a road at a crosswalks is much safer than crossing mid-block
- remind drivers to be aware there are other road users besides motor vehicles
- distribute bicycles lights and reflective vests to bicyclists who ride at night.

Turning words into action, the Hillsborough MPO's Bicycle Pedestrian Advisory Committee (BPAC) established the "Light on Bike, Goes on Tonight" program. A safety outreach fund was setup to collect donations for bicycle lights, reflective vests, and safety outreach materials. Both Hillsborough County and the City of Tampa stepped up by contributing \$3,000 each. Grass roots donations were also accepted, and the money received so far has been used to purchase 1,000 reflective vests. These vests were paired with bicycle lights donated by the Florida Department of Transportation and a safety brochure and bicycle map. These bicycle safety kits have been distributed to bicyclists who have been observed riding without lights and vests by the Tampa Police Department, Hillsborough County Sheriff's Office, and Plant City Police Department as well as by MPO staff.



## Fourth Street North—Saint Petersburg, FL

Fourth Street North in Saint Petersburg, Florida, underwent a pedestrian safety infrastructure project to reconcile the high volumes of automobile traffic with the high pedestrian traffic generated by the surrounding established neighborhoods. Solutions included minor traffic calming, the installation of bicycle lanes, installation of a mid-block crosswalk with a landscaped median at a crash-prone location to act as a pedestrian refuge island (pictured below). The median also included a high-emphasis pedestrian crosswalk with Rectangular Rapid Flashing Beacons (RRFB). As a result, a significant reduction in pedestrian crashes was realized.



## Gulf Blvd—Pinellas County, FL

Gulf Blvd is a four lane undivided arterial serving the beachfront communities in Pinellas County. The corridor underwent significant pedestrian safety improvements—installing mid-block crosswalks with refuge islands to support pedestrian crossings at locations that were a significant distance from a signalized intersection. The improvements have led to a reduction in pedestrian crashes.



Gulf Blvd.—Madeira Beach, Florida



## WalkWise & BikeSmart Tampa Bay

WalkWise Tampa is a grassroots initiative focused on providing pedestrian safety educational outreach. The campaign provides short, informative 15-30 minute presentations to groups by request in the Tampa Bay region. After pledging to uphold and promote the WalkWise safety tips, each attendee receives a WalkWise Tampa Bay branded retro-reflective bag filled with other safety items and literature on the rules of the road. In 2013, the campaign was expanded to include a BikeSmart program to address the specific safety issues facing bicyclists and promote bicycle safety facts and tips. Both the WalkWise and BikeSmart **educational** programs are data-driven and focus on areas where **engineering** improvements are underway and **enforcement** are active. This 3E approach is a proven strategy to addressing safety. To date over 700 people have been impacted by BikeSmart presentations and over 10,000 have been impacted by WalkWise. FDOT District 7 plans to pursue additional funding to continue both programs in the future.



WalkWise—Pinellas County, Florida

## Nebraska Avenue Road Diet

Nebraska is an urban commercial and residential arterial street that was reconstructed between 2007 to 2008 to improve safety for all users, especially pedestrian and bicyclists. The Florida Department of Transportation (FDOT) redesigned 3.2 miles of Nebraska Avenue to make it more efficient for buses, easier to use for people with disabilities, and safety for drivers, pedestrians and bicyclists. The “right-sizing” was accomplished by converting one of the travel lanes into two bicycle lanes, and transforming another travel lane into a combination of medians, bus bays and left-turn lanes. In addition, mid-block crossings were added at several locations. Post-construction reports indicate that bicycle crashes, pedestrian crashes and automobile crashes decreased. In addition, traffic volumes decreased slightly and it is expected that some regional traffic was diverted onto Interstate-275, a nearby parallel route and limited access highway. The project segment covered nearly two and a half miles and total cost for design and construction was approximately \$11 Million.



Nebraska Avenue Before-After—Tampa, Florida



# Best Practices

## City of Tampa WalkBike Plan—Tampa, FL

The City of Tampa's WalkBike Plan sought to narrow down part transportation studies and planning efforts to identify and prioritize feasible bicycle and pedestrian projects and put in a business plan to get those projects completed. The projects that were prioritized fell into two categories: Complete Streets (Road Diet) projects that required reconfiguration of an existing roadway facility to more fully accommodate all modes of travel (bicycles, pedestrians and transit), and Standalone projects that do not require re-allocation of existing automobile travel lanes. Key to this plan is its effort to address the "low-hanging fruit," or small or simple projects that could be accomplished with minimal additional funds or effort and incorporated into an existing planned resurfacing project. For roadways that have a fast-approaching resurfacing project, simply modifying pavement markings to alter the lane configuration or to specially designate a bike lane or crosswalk can serve as a highly cost-effective safety solution to a roadway that otherwise would have not been altered.



Swann Avenue—Tampa, Florida

## Bicycle Detection Program—Santa Cruz, CA

The City of Santa Cruz's Bicycle Detection Program was implemented in two-phases. The first phase involved addressing infrastructure to allow bicycle detection at traffic signals. The second phase sought to educate the public about how to use the detection technology to ensure it was being used. Their existing technology relied upon loop detection and video detection at signals. Key to this effort was field reviews that were conducted to test and evaluate existing technology. Detection levels were re-tested and adjusted as necessary to ensure functionality. For locations with no existing detection infrastructure, locations were identified and prioritized for installation. Long term solutions include cutting new loops, adjusting cameras and installing bicycle push-buttons where necessary. Additional pavement markings were added to indicate where loops were located. Once the first phase was completed, brochures were developed to describe how the various technology work and explain how to trigger the detector. Some of the common technical issues with existing infrastructure were more difficult to solve. Adjusting the sensitivity of loop detectors to detect bicycles worked temporarily but was not consistent and is therefore not a long-term solution. Video detectors proved to be much more reliable and easier to maintain and replace.



City of Santa Cruz, California

# Best Practices

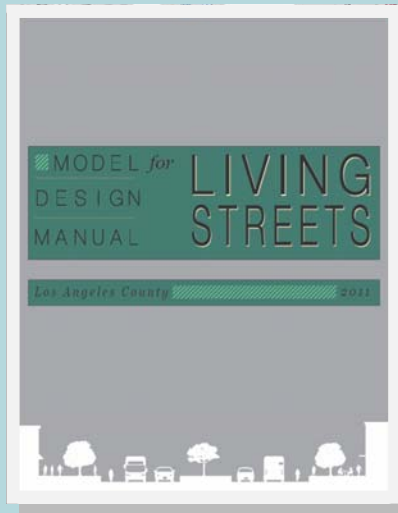
## Model Design Manual for Living Streets

In 2011, the Model Design Manual for Living Streets was created for Los Angeles County to function as a tool and resource for local jurisdictions to implement complete streets policies and guidelines in their jurisdictions. The manual explains the concept of complete streets, outlines what key components make up a complete streets policy, provides examples of implementation throughout the country, discusses challenges and barriers to implementation and suggests best practice solutions.

In 2012, the Broward MPO Executive board adopted their Complete Streets Guidelines as a tool for guiding transportation priorities in Broward County. The intent of the guidelines are to assist local governments to modify their standards and manuals to support complete streets principles and provides a template that can be adopted, modified, customized or expanded.

Key Components of the Model Design Manual include:

- The impact of street network and classification on safety and mobility
- Design Components of the Traveled Way
- Intersection Design
- Universal Pedestrian Access
- Pedestrian Crossings
- Bikeway Design
- Transit Accommodations
- Traffic Calming
- Streetscape Ecosystem
- Re-Placing Streets: Putting the Place back in Streets
- Designing Land Use Along Living Streets
- Retrofitting Suburbia
- Community Engagement for Street Design



The "public room of the street" is an important public space primarily shaped by the land uses and buildings that enclose it (Credit: Cityworks Design and Michele Weisbart)

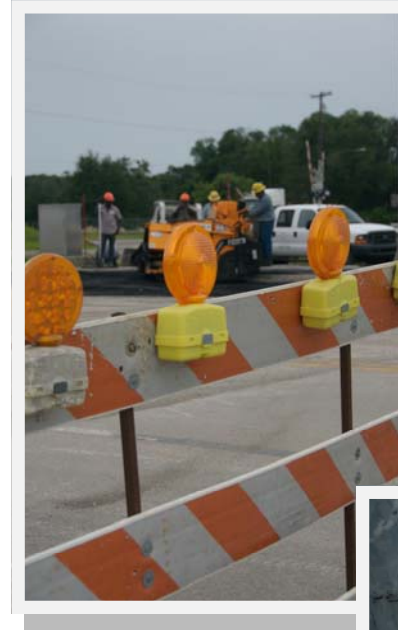






# Ongoing Efforts

The pedestrian and bicycle safety partners in Lee County are committed to making a difference. This section presents the ongoing efforts that have been recently completed or are currently underway throughout the county.



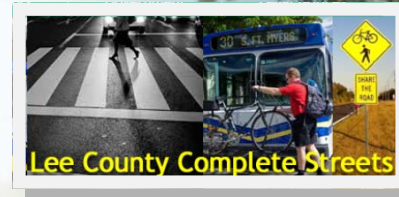
# Ongoing Efforts

## Lee County Bicycle & Pedestrian Master Plan

The goal of the Lee County Bicycle and Pedestrian Master Plan is to provide an accessible and connected bicycle and pedestrian system via the implementation of short and long-term improvements on the transportation system of Lee County. This plan incorporates the bicycle and pedestrian improvements identified in each of the local jurisdiction's plans and promote connectivity and consistency between the systems. The plan provides an inventory of existing and planned facilities.

## Lee County Sustainability Initiative: Complete Streets Program

The Lee County Sustainability Office has been working to complete the streets in Lee County since 2009. Taking a holistic approach, the Complete Streets Team of interdisciplinary stakeholders have been charged with making policy recommendations and revisions to local transportation and land use regulations to serve all road users in the planning of Lee County's built environment.



## BikeWalk Lee

BikeWalkLee is a community coalition raising public awareness and advocating for complete streets in Lee County. The organization has been instrumental in moving the county forward in adopting complete streets policies and playing a key role in ensuring local complete streets projects have come to fruition.

## Cape Coral Bike-Ped

Cape Coral Bike-Ped is a volunteer organization working in partnership with the City of Cape Coral to make a difference in the way the city improves and builds its bike lanes, paths and sidewalks. Their mission is to develop a system of interconnecting bike and pedestrian routes throughout Cape Coral. The organization identifies potential bike routes and works to assist the City in identifying potential projects for new facilities.

## Stay Alive, Just Drive

Stay Alive... Just Drive!, Inc. (SAJD) is a nationally recognized 501(c)3 traffic crash prevention, awareness, and education program aimed at curbing distracted driving and promoting safe driving. Stay Alive... Just Drive has been responsible for programming High Risk Drivers Courses, Young Driver Programs and conducting community outreach throughout the region.



## Lee County Community Traffic Safety Team

Lee CTST is responsible for undertaking a multidisciplinary approach to identify safety infrastructure projects throughout Lee County. Site reviews and mini-Road Safety Audits are conducted to support engineering agencies. The CTST program also produces various educational materials for distribution free of charge.

## City of Fort Myers Traffic Calming Plan

This project collected data related to speeding traffic on local city streets and formulated a prioritized plan for implementing a wide range of traffic calming improvements throughout the City of Fort Myers.

## Fort Myers Beach Public Safety Committee

The Safety Committee was formed in 2012 to address safety issues on Fort Myers Beach. The Committee has identified various improvements that have been implemented on Estero Boulevard, including the installation of new refuge islands and rectangular rapid flashing beacons at two crosswalks, street lighting changes, removal of street signs, installation of safety banners and producing safety brochures.



# Current Trends & Issues

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Crash statistics in this section were compiled specifically for the Lee Countywide Bicycle & Pedestrian Safety Action Plan. Unless otherwise noted, the data account for a five-year history from January 1, 2006 to December 31, 2010. Crash data was obtained from the Florida Department of Transportation's Crash Analysis Reporting System (CARS) database. This data is endorsed by the Florida Department of Highway Safety and Motor Vehicles and tabulated attributes are consistent statewide. Existing and future population data was obtained from the U.S. Census Bureau.

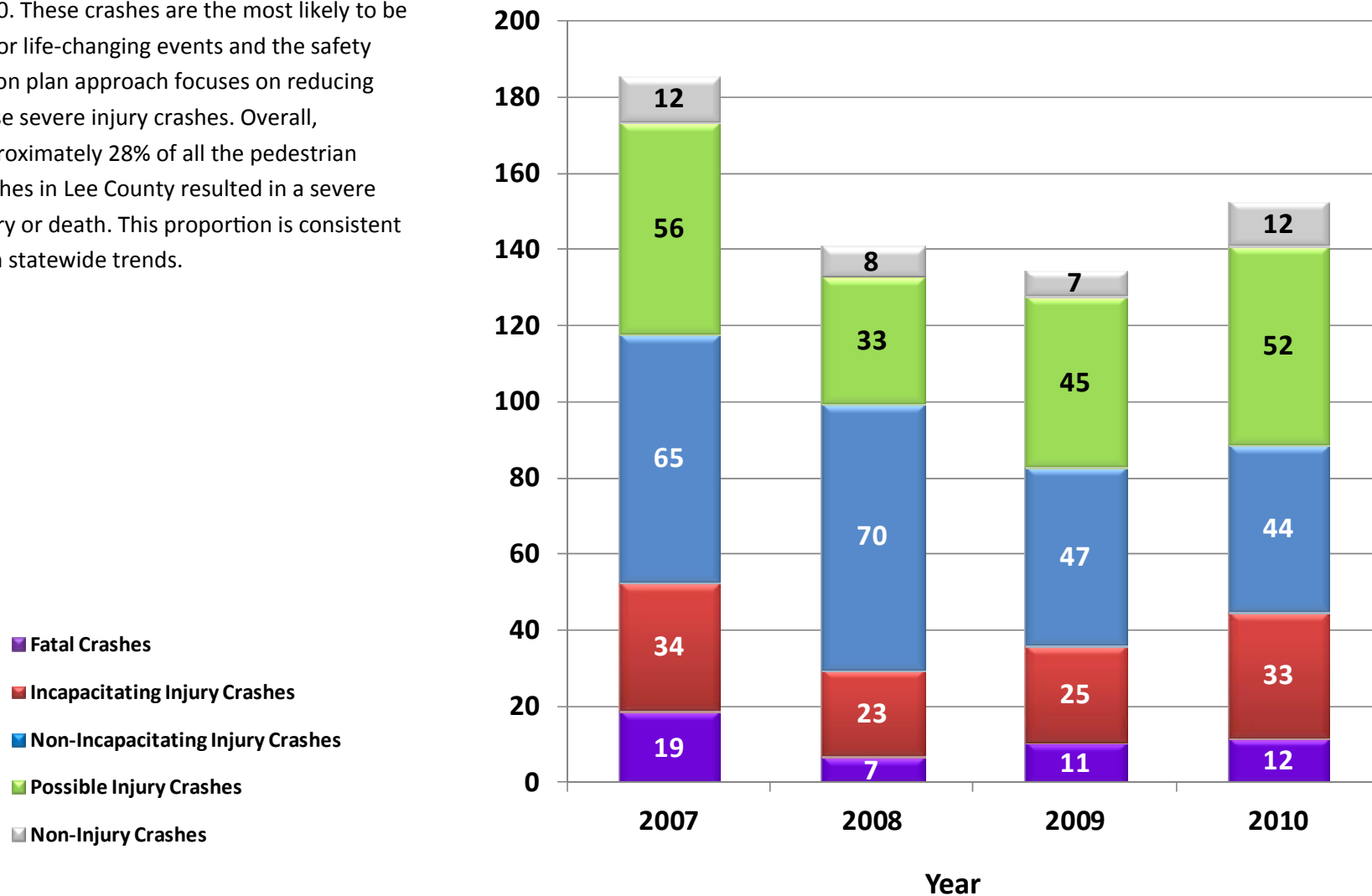
Summaries of the following crash attributes are presented in this section:

- Injury Severity
- Age
- Ethnicity/Race
- Lighting Condition
- Roadway Jurisdiction
- Pedestrian Action
- Impact Location
- Bicycle Direction to Traffic



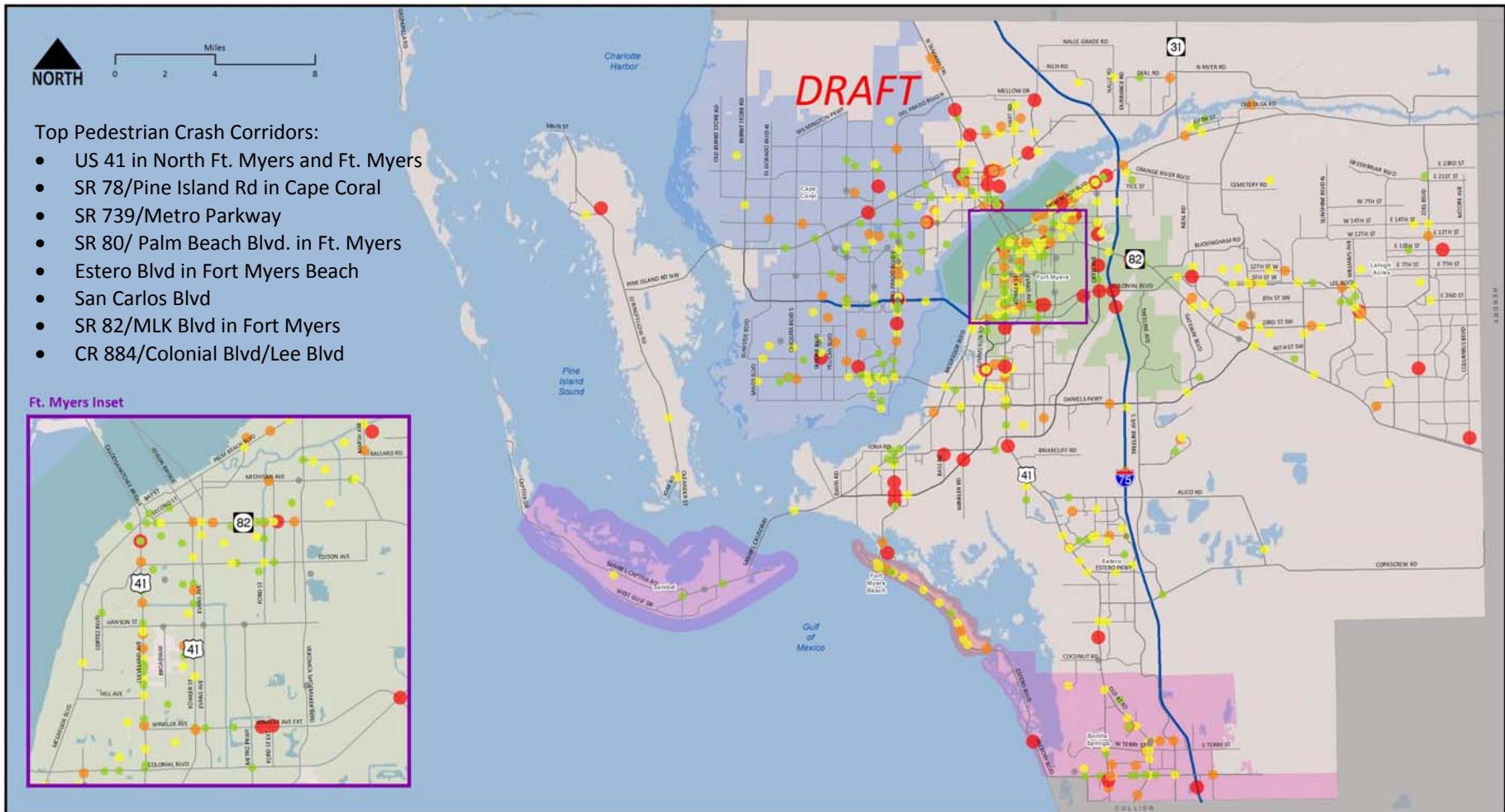
While total reported pedestrian crashes in Lee County dropped between 2007 and 2009, severe injury crashes (fatalities and serious injuries) have been increasing from 2008 to 2010. These crashes are the most likely to be major life-changing events and the safety action plan approach focuses on reducing these severe injury crashes. Overall, approximately 28% of all the pedestrian crashes in Lee County resulted in a severe injury or death. This proportion is consistent with statewide trends.

**Figure 1: Pedestrian Crashes by Injury Severity By Year in Lee County (2007-2010)**



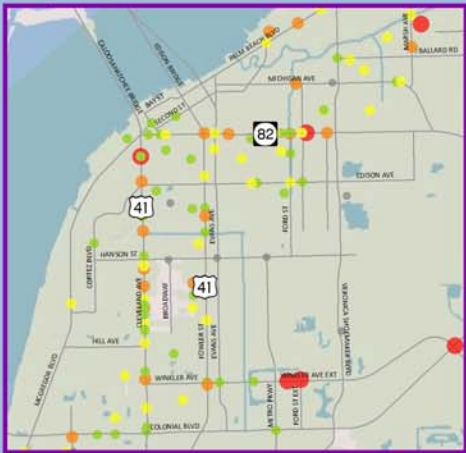
# Pedestrian Crashes

The map below displays all reported pedestrian crashes in Lee County by injury severity. Pedestrian crashes are relatively dispersed, with subtle concentrations along US 41 and within the cities and urbanized areas. Approximately 26% of the crashes occurred within the City of Fort Myers city limits. Approximately 20% of the crashes occurred within the City of Cape Coral city limits.



- Top Pedestrian Crash Corridors:
- US 41 in North Ft. Myers and Ft. Myers
  - SR 78/Pine Island Rd in Cape Coral
  - SR 739/Metro Parkway
  - SR 80/ Palm Beach Blvd. in Ft. Myers
  - Estero Blvd in Fort Myers Beach
  - San Carlos Blvd
  - SR 82/MLK Blvd in Fort Myers
  - CR 884/Colonial Blvd/Lee Blvd

Ft. Myers Inset



Lee Countywide Bicycle & Pedestrian Safety Action Plan  
**Map 1: Pedestrian Crashes (2007-2010)**

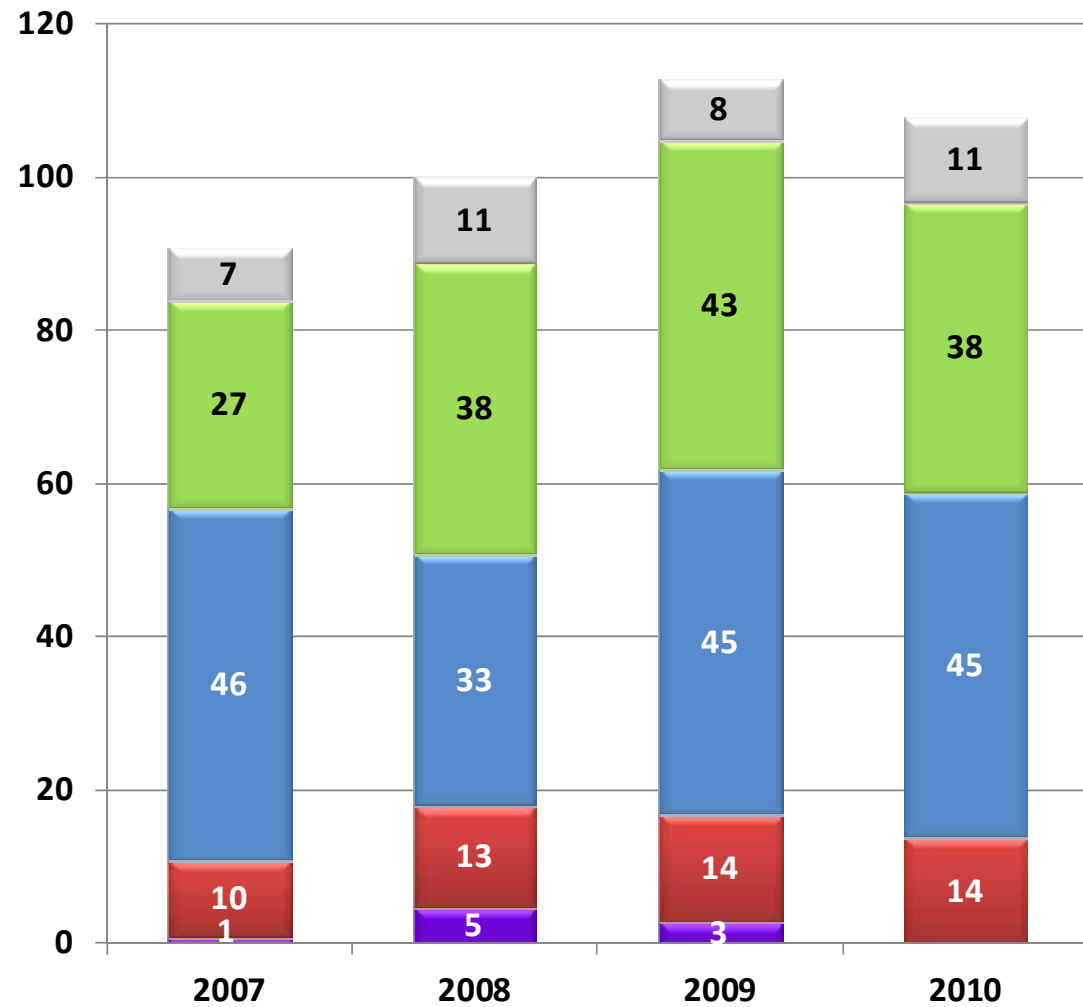
- No Injury
- Possible Injury
- Non-incapacitating Injury
- Incapacitating Injury
- Fatality

LEE COUNTY MPO  
 METROPOLITAN PLANNING ORGANIZATION

Tindale-Oliver & Associates, Inc.  
 Planning and Engineering

Reported bicycle crashes in Lee County have been increasing between 2007 and 2010, severe injury crashes (fatalities and serious injuries) have been increasing from 2008 to 2010. There were no bicycle fatalities in Lee County in 2010.

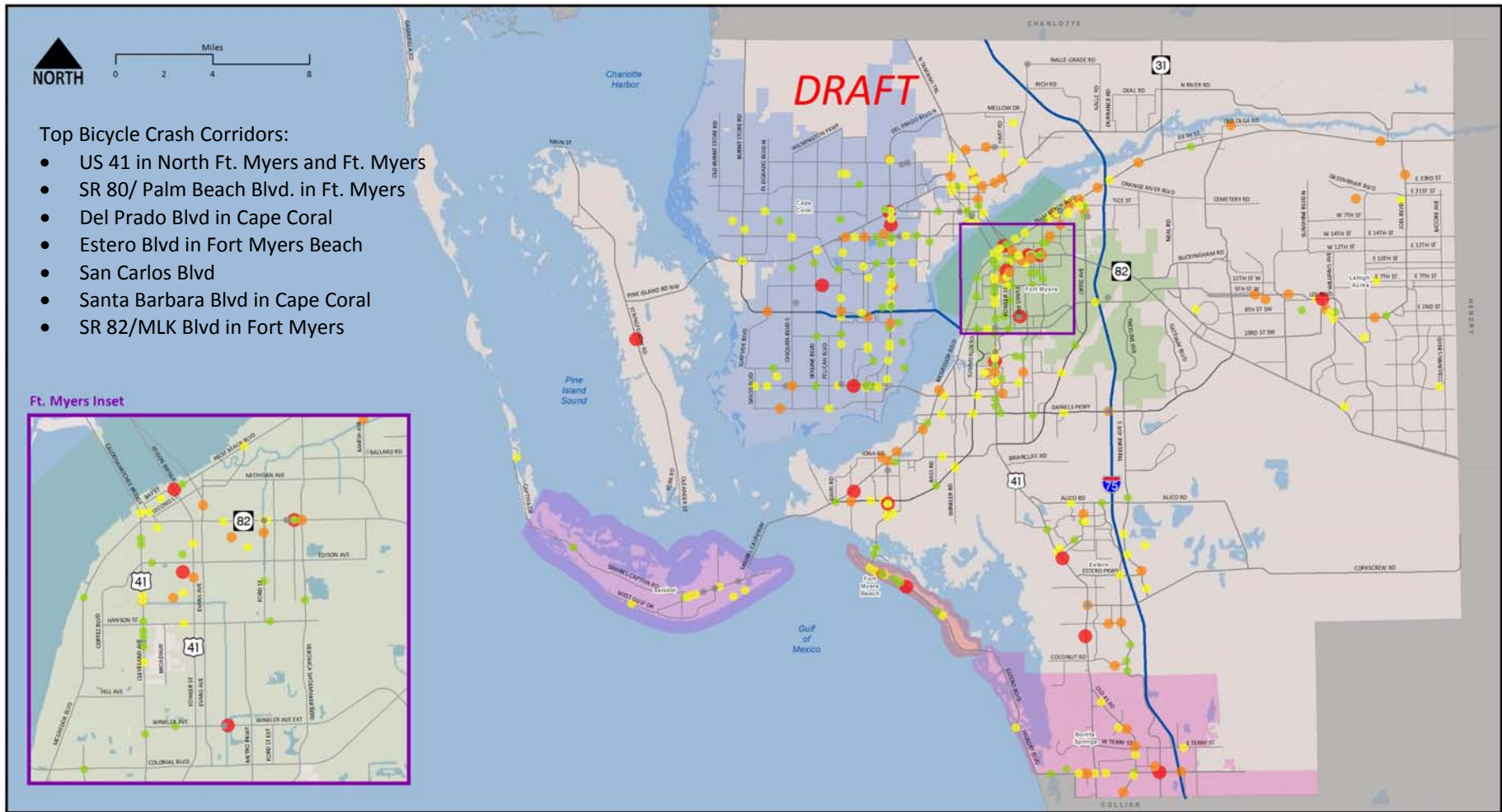
**Figure 2: Bicycle Crashes by Injury Severity By Year in Lee County (2007-2010)**





# Bicycle Crashes

The map below displays all reported bicycle crashes in Lee County by injury severity. Bicycle crashes are concentrated along US 41 and within the cities and urbanized areas. Approximately 22% of the crashes occurred within the City of Fort Myers city limits. Approximately 25% of the crashes occurred within the City of Cape Coral city limits.



Lee Countywide Bicycle & Pedestrian Safety Action Plan  
**Map 2: Bicycle Crashes (2007-2010)**



The charts below display the reported pedestrian crash breakdown by age of driver and by age of pedestrian. The 26-50 driver age group is involved in the greatest share of pedestrian crashes. The same pedestrian age group is also the most likely to be involved in a crash as a pedestrian.

Figure 4: Pedestrian Crashes by Age of Driver (2006-2010)

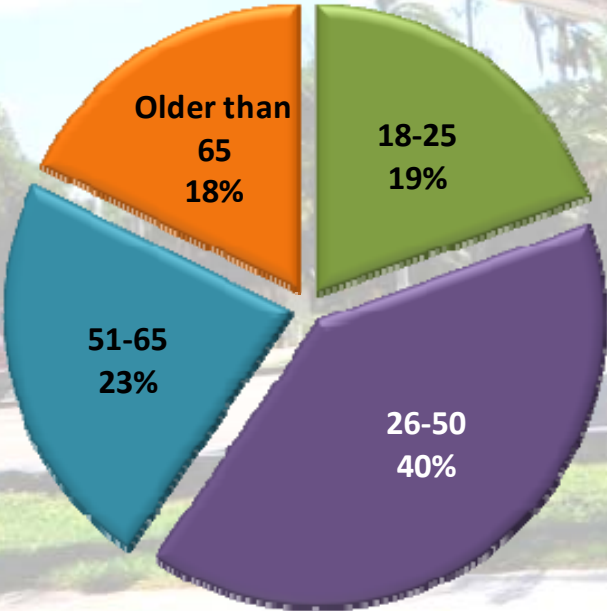
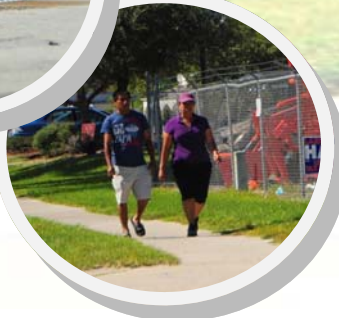
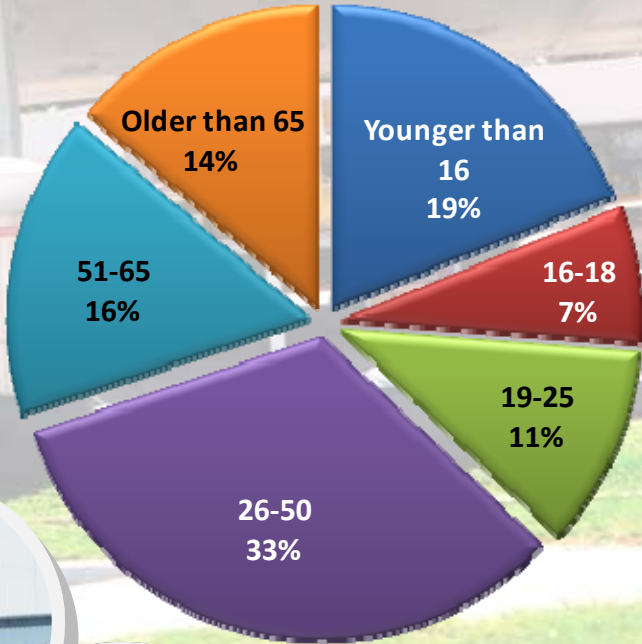


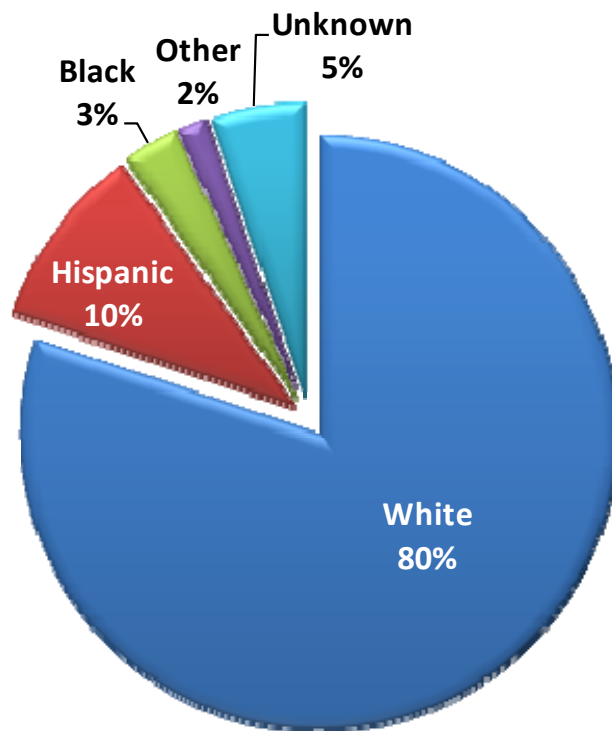
Figure 5: Pedestrian Crashes by Age of Pedestrian (2006-2010)



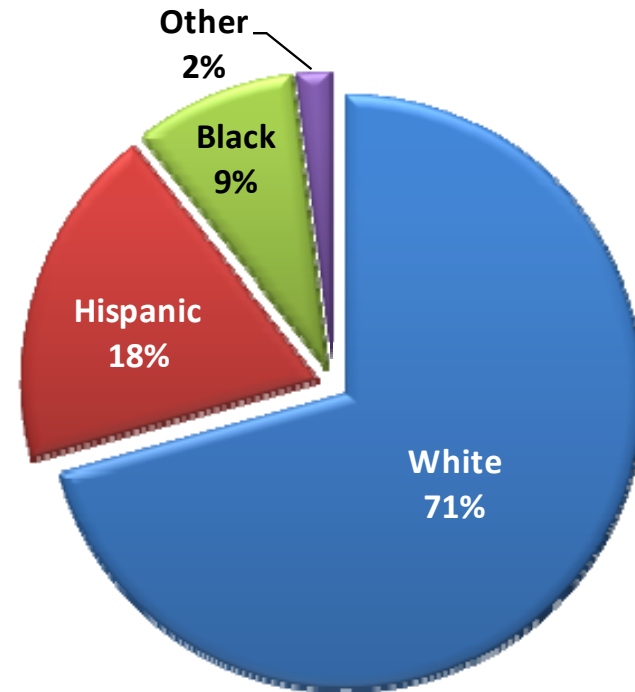
## Crash Attribute: Race/Ethnicity

The chart below displays reported pedestrian crashes by race/ethnicity of pedestrian. When comparing this chart to the population distribution of Lee County, we see an over-representation in the “White” race/ethnic category.

**Figure 6: Pedestrian Crashes by Race/Ethnicity of Pedestrian (2006-2010)**



**Lee County Population Breakdown: Race/Ethnicity (2010)**

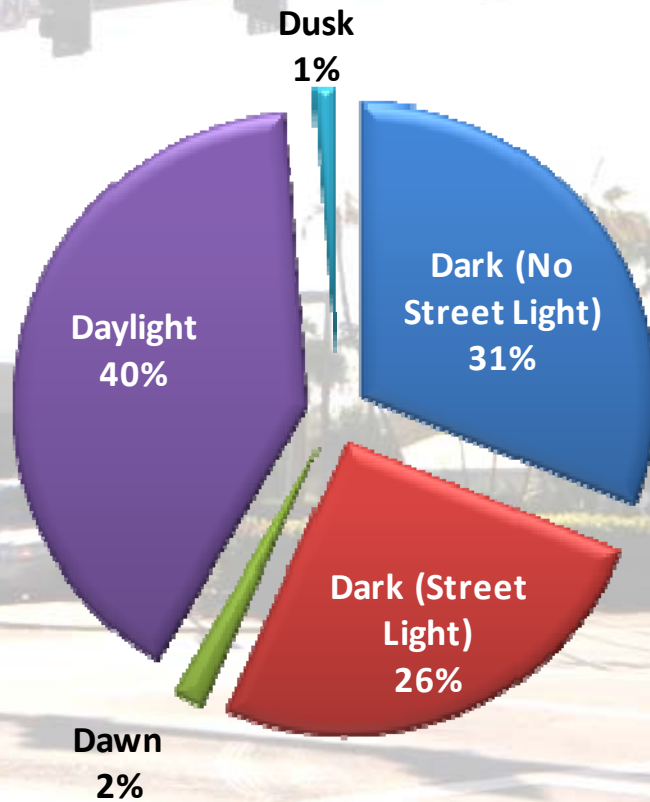


Source: United States Census Bureau

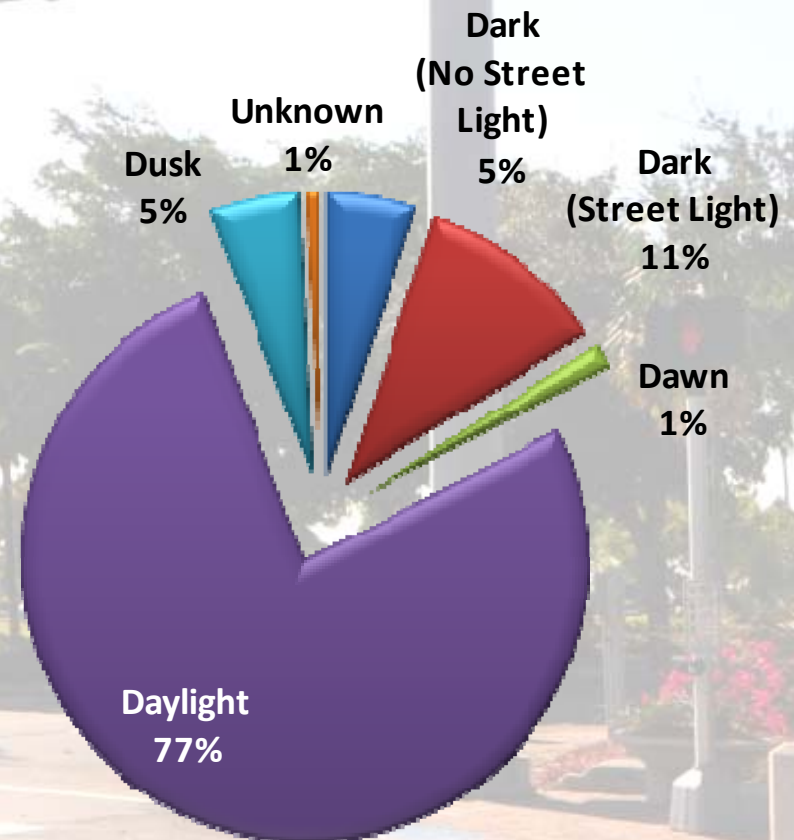
## Crash Attribute: Lighting Condition

The chart below displays reported pedestrian and bicycle crashes by the lighting condition at the time of the crash. Over half of all pedestrian crashes occur at night. The vast majority of bicycle crashes occur during the daylight hours.

### Pedestrian Crashes by Lighting Condition



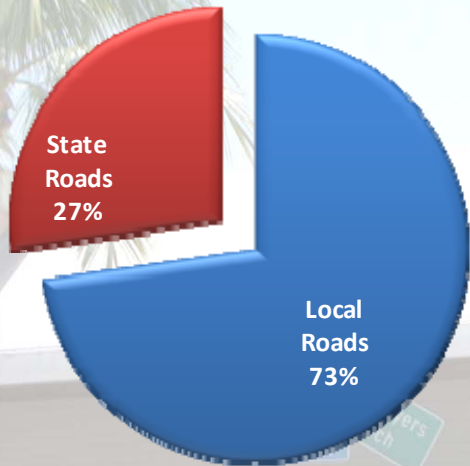
### Bicycle Crashes by Lighting Condition



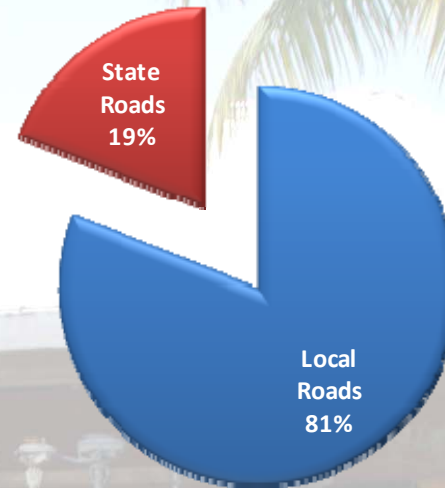
# Crash Attribute: Roadway Jurisdiction

The vast majority of all reported bicycle and pedestrian crashes occur on local roadways in Lee County—this includes roadways maintained by the County as well as the municipalities. When considering only fatal and severe injury crashes, a much greater proportion occur on the state highway system.

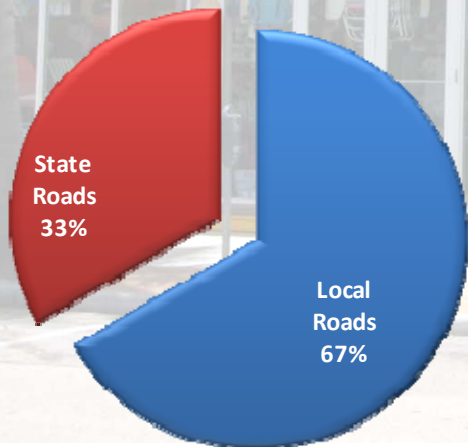
### All Reported Bicycle Crashes by Roadway Jurisdiction (2007-2010)



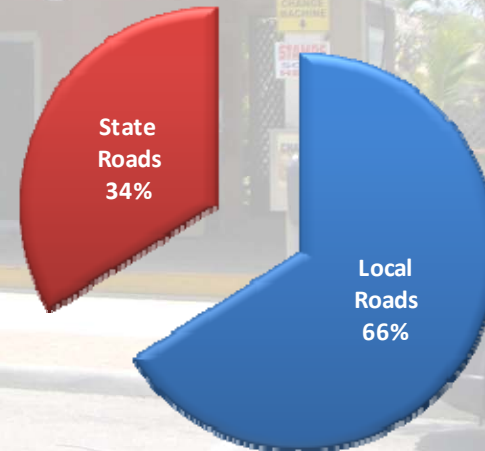
### All Reported Pedestrian Crashes by Roadway Jurisdiction (2007-2010)



### Fatal & Severe Injury Bicycle Crashes by Roadway Jurisdiction (2007-2010)



### Fatal & Severe Injury Pedestrian Crashes by Roadway Jurisdiction (2007-2010)



## Crashes by Pedestrian Action (2006-2010)

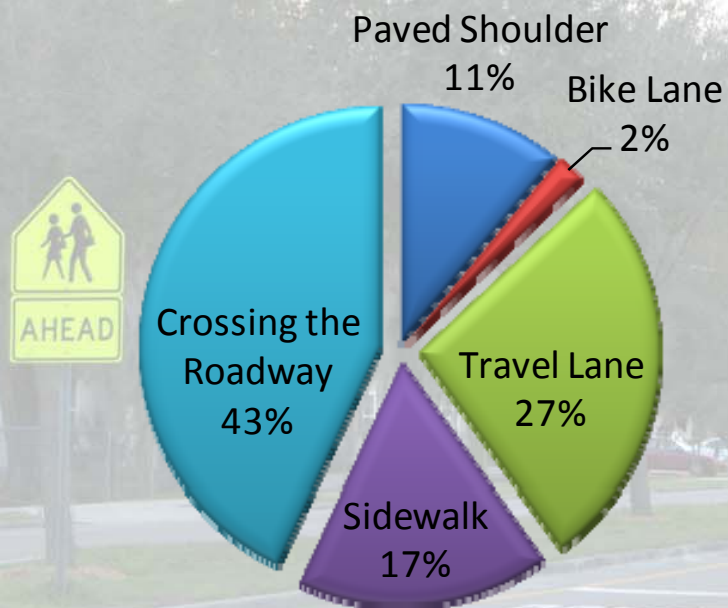
Half of all reported pedestrian crashes occur when a pedestrian is attempting to cross the roadway. Of those crashes, most occur mid-block. Half of all pedestrian crashes occur when a pedestrian is walking along the roadway.



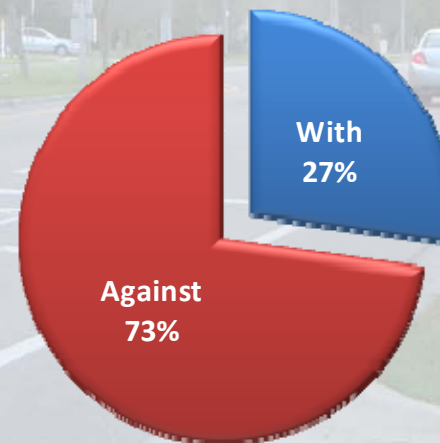
## Crash Attribute: Bicycle Direction/Impact Location

The majority of all reported bicycle crashes occur when a bicyclist is crossing a road. This can be attributed to a combination of factors such as wrong way riding, vehicles not coming to a complete stop at intersections and distracted driving.

### Bicycle Crashes by Impact Location (2007-2010)



### Bicycle Crashes by Bicycle Direction (2007-2010)



# Outreach Efforts

## Technical Stakeholder Training

December 11 & 12, 2012

9:00 AM—5:00 PM

Lee County Tax Collector's Office—3rd Floor Conference Room  
2480 Thompson Street  
Fort Myers, Florida 33901

Two days of technical stakeholder training were held as part of the Lee Countywide Bicycle & Pedestrian Safety Action Plan. These courses were designed to target the needs of local practitioners, law enforcement officers, and community members by identifying effective techniques to address bicycle and pedestrian safety issues. It is also intended to assist agencies in further enhancing existing bicycle and pedestrian safety programs and activities, including identifying safety problems, analyzing crash information, and selecting optimal solutions. Attendees were engineers, planners, traffic safety and enforcement professionals, public health and injury prevention professionals, and decision makers who have the responsibility of improving pedestrian and bicycle safety at the local level. Strategies focused on four themes: engineering/infrastructure, education, enforcement and emergency medical services. The following subjects were covered as part of this training:

- **Walking/Riding Along The Road:** Understanding the intent of a pedestrian/bicyclist, How do bicycle and pedestrian facilities improve safety and mobility.
- **Crossing Principles:** Why do people cross the roadway? Pedestrian/bicyclist traffic generators and land use patterns.
- **Crossing Countermeasures:** How can we prevent people from crossing, how can we make it easier for them to cross at existing designated crosswalks, and how can we make it safer for them if they do decide to cross at an undesigned location.
- **Intersection Geometry:** Intersection design greatly impact pedestrian and bicycle safety both at and adjacent to the intersection; intersections are planned conflict points and a pedestrian or bicyclist must judge traffic approaching from every direction.
- **Interchanges & Roundabouts:** Alternative intersections can be designed to support pedestrians and bicyclists.

- **Transit & Road Diets:** Transit supports and facilitates pedestrian/bicycle mobility. Every transit stop is a potential crossing location. When vehicle traffic is below the roadway's existing capacity, removing/reducing the number of lanes may mitigate speeding traffic and provide right-of-way for enhanced pedestrian facilities.
- **Law Enforcement & Education:** Engineers rely on laws to be followed and enforced. Law enforcement relies on the courts to uphold citations. All safety partners must be educated on the laws and principles behind safety. All stakeholders should work together to realize a change.
- **Funding:** What are our options for funding at the local, state and national level? Infrastructure improvements, education activities, enforcement campaigns.





# Outreach Efforts

## Technical Stakeholder Workshop

January 8, 2013

1:00 PM—5:00 PM

Florida Department of Transportation—District 1 SWIFT Office  
10041 Daniels Parkway Ft. Myers, Florida

A half-day workshop was conducted as part of the Lee Countywide Bicycle and Pedestrian Safety Action Plan. The purpose of the workshop was to identify the safety issues and crash patterns specific to Lee County and discuss potential strategies that address these issues. Stakeholders were asked to provide input with regard to the types of strategies that will provide the greatest impact in Lee County. Potential strategies addressed infrastructure needs, educational outreach efforts and enforcement support.

It was determined that the goal of this action plan be to reduce fatal and severe injury crashes by 5% within a one-year timeframe. For each following year, the goal reduction will increase by one percentage point.

A wide range of potential strategies were proposed and discussed, however this effort focused only on strategies that would provide the greatest impact on reducing fatal and severe injury crashes based on crash patterns in Lee County.



Based on this focus, strategies were selected and incorporated into the Action Plan presented on page 7 of this document. The following key points were discussed:

- The installation of additional facilities is needed to elevate bicycle and pedestrian mobility in the county. However, patterns in the crash data lead us to believe that efforts should also be focused on addressing systemic problems where risky behavior or under-design leads to fatalities and severe injuries. For example, approximately half crashes occur when a pedestrian or bicyclist crosses the path of a motor vehicle. This plan seeks to address those systemic issues in Lee County—such as ensuring pedestrians can cross the street safely—that will likely prevent a fatality or severe injury in the future.
- Focus on short-term actionable tasks that can be completed.
- There are many safety partners and groups, but a coordinated plan is needed. Assign responsibilities and tasks to each stakeholder group.
- Excessively high vehicular speeds on urban arterials degrade the pedestrian and bicycle experience and threaten safety. Engineering efforts should focus on redesigning roadways to encourage lower design speeds in urban areas. Education and Enforcement should support these endeavors by ensuring that all road users respect one another and that they share the road.
- Context-sensitive complete streets should be a countywide objective.
- Traffic laws are the underpinnings of engineering standards. Many legal assumptions about pedestrian and bicycle behavior are made during the roadway design process. These assumptions are made based on the traffic safety laws that guide each road user's behavior. Good engineering designs can be rendered meaningless when traffic safety laws are not followed, enforced or upheld. Provide training to law enforcement and judiciary to ensure that they understand the relationship between traffic laws, road user safety and engineering standards.

# Outreach Efforts

## Public Workshop

April 17, 2013

5:00 PM—7:00 PM

United Way Facility

7273 Concourse Drive Ft. Myers, FL 33908

An evening workshop was held on April 17, 2013 to present draft action items to stakeholders and interested citizens. Attendees gave feedback on each action item and discussed how to make each action item meaningful and impactful in accomplishing the goal of reducing fatal and severe injury crashes involving bicyclists and pedestrians. This feedback and guidance was invaluable to the creation of this action plan. General thoughts and concerns expressed at the workshop included:

- Data accuracy and availability should be added as a new action item.
- Focus on accountability of stakeholders in accomplishing their individual tasks. This is essential to take advantage of limited resources.
- Focus on collaboration and working together instead of working in silos—a coordinated multidisciplinary approach.
- Take ownership of the problem.
- Focus on accessibility for disabled users.
- Keep elected officials informed and engaged throughout the process.
- More emphasis on engaging law enforcement—keep them involved and informed and use their first-hand knowledge. Help them enforce pedestrian and bicycle safety laws.



# Outreach Efforts

The following stakeholders were engaged in the stakeholder outreach efforts and involved in the creation of this action plan:

	Last	First	Agency/Org.
1	Amig	Gary	FDOT District 1 Traffic Operations
2	Anderson	Jay	Stay Alive... Just Drive!, Inc.
3	Armstrong	Debbie	Collier County Growth Management Division
4	Bernardo	Kathy	CapeCoralBikePed
5	Briggs	Marion	MPO/CAC
6	Bultman	Sydni	Lee Memorial Health System
7	Butcher	Bruce	FMB PSC
8	Calvert	Daniel	Lee County Parks & Recreation
9	Clarke	Sarah	Lee DOT
10	Dolan	Michael	Naples Pathways Coalition, Inc.
11	Farheen	Swara	City of Fort Myers
12	Fewell	Donnie	Lee Sheriff
13	Frye	Nancy	Collier County
14	Gaither	Wayne	LeeTran
15	Gardner	Robert	City of Fort Myers
16	Gasperini	Gary	City of Cape Coral Public Works
17	Getch	Andy	Lee DOT
18	Gnjidic	Marinko	City of Fort Myers
19	Gogoi	Ron	Lee MPO
20	Henault	Donna	
21	Henault	George	
22	Jansen	Stephen	Lee DOT
23	Jarvi	Reed	Collier County
24	Jones	David	FDOT District 1 Safety Office
25	Kazemi	Saeed	City of Fort Myers
26	Kevow	Benny	SWF AOA
27	khawaja	Anthony	Collier County
28	Lamey	Jason	Lee County Parks & Recreation
29	Lane	Dave	
30	Layman	Sarah	Collier MPO

	Last	First	Agency/Org.
31	Letourneau	Darla	BikeWalkLee
32	Lewis	Cathie	Town of Fort Myers Beach
33	Limbaugh	Johnny	FDOT Southwest Area Office
34	Martinez	Chris	City of Cape Coral Public Works
35	Miller	Bryan	Lee DOT
36	Moser	Dan	Lee Bicycle Pedestrian Coordinating Committee
37	Muller	Russ	FDOT District 1
38	Nappi	Gabe	City of Cape Coral Public Works
39	O'Grady	Patrick	Cape Coral Police Department
40	Overmyer	Josh	Town of Fort Myers Beach
41	Papp	Lucy	Florida Highway Patrol
42	Petracca	Dennis	Lee Sheriff
43	Phelan	Rob	Lee DOT
44	Pierce	Ann	BikeWalkLee
45	Raimondo	Brian	Lee MPO
46	Reese	Michelle	Naples Pathways Coalition, Inc.
47	Rodriguez	Jay	Fort Myers Police Department
48	Scollen	Jim	Lee MPO Local Coordinating Board
49	Smith	Stephanie	City of Cape Coral Public Works
50	Taylor	Laurie	City of Cape Coral Public Works
51	Tesoro	Mark	Lee Memorial Health System
52	Tisch	Michael	Lee DOT
53	Tully	Adam	SWFRPC
54	Ulrich	Michael	Southwest Florida Council of the Blind
55	Webb	Jean	Town of Fort Myers Beach
56	Wuerstle	Margaret	Southwest Florida Regional Planning Council
57	Young	Pat	CapeCoralBikePed
58	Zambrano	Persides	City of Cape Coral Public Works
59	Pierce	Michael	Center for Independent Living Gulf Coast
60	Bullert	Benjamin	City of Fort Myers
61	Cancel	Avelino	City of Fort Myers

# Implementation of Action Items

This section outlines the current status and ongoing efforts for implementing the Action Items. The MPO staff will periodically update this section to keep the Board, Committees and the public informed of ongoing efforts the scheduling of upcoming activities and the reporting of crash analysis.

**Implementing Safety Improvements** - One of the recommendations from the CAC was to start with identifying the top ten intersections for bicycle and pedestrian crashes and then implement solutions that serve as the demonstration projects for Action Items 8, 9, 10, 11, 12, and 13 on the Action Items list. The review of those intersections will start with the scheduling of Road Safety Audits that are focused on Bicycle and Pedestrian issues. The MPO is proposing to use one of its General Planning Consultants to work with the CTST and other stakeholders to facilitate, provide recommendations and put together a report on the reviews. The list of intersections/links to start with have been reviewed by the BPCC, TAC and CAC to start with are listed below:

- US 41 and Six Mile Cypress Parkway
- US 41 and Pondella Road
- Lee Boulevard and Gunnery Road
- Colonial Boulevard and Six Mile Cypress Pkwy.
- SR 78 and Santa Barbara Boulevard
- Old US 41 and Bonita Beach Road
- US 41 and Sanibel Boulevard
- SR 80 and Marsh Avenue
- Business US 41 and Mariana Avenue
- Veterans and Santa Barbara
- College Parkway

**Crash Data Analysis** – The bicycle and pedestrian fatalities will be reported by the MPO on an ongoing basis using the daily reports and coordinating with Lee County on their data collection activities. The MPO will also analyze and report the fatalities and serious injuries from the University of Florida Signal Four Analytics Crash System on a quarterly basis to help determine focus areas



# Implementation of Action Items

and any recent trends we should be aware of. The quarterly reports will be presented at the BPC meetings for review and input.

Each year, an end of year analysis will be done to report the results and to compare them to the Action Plan Goals. The end of year reports will be presented to all of the Committee's and the MPO Board. In addition to the crash analysis, the end of year report will also include a progress report on the Action Plan items, the facilities that have been built over the last year and recommendations to incorporate in the Action Plan implementation section based on the data analysis. The crash data analysis will include updating the maps and graphics that will be included in the implementation section showing where the crashes occurred, graphs of how we compare to state and national averages and any trends/conditions that would help to update action items or to develop new ones.

**Enforcement Activities** – The Action Item list included statements on going after grants for overtime enforcement activities. From staff's discussion on this item, the addition of funding for overtime is not dealing with the problem, which is a shortage of staffing to do the enforcement activities (and there are plenty of other overtime opportunities). Staff asked about using the funding to hire officers that would conduct the enforcement activities but the caveat is that the agency would be required to keep them on long term and currently the budgets do not make this a reality. At this point staff is recommending that the implementation section include a kick-off/coordination meeting scheduled by December to identify a corridor specific enforcement activity. The focus would be on one corridor to show some positive results that might give us some momentum to increase this in the future. This should also touch on safety issues that affect drivers, bicyclists and pedestrians such as right turn on red without stopping or speeding. From the data analysis that was done previously, this should be on US 41, SR 78 (Pine Island Road), Colonial Boulevard or Del Prado Boulevard as a starting point. In addition, the coordination meeting should be an opportunity for staff to get additional information on what enforcement activities are currently being done and how effective have they been at solving some of the issues that have been identified in the Plan.

**Press Kit** – A press kit will be developed by the MPO, with the assistance of its partners, by the beginning of season.

**Bicycle, Pedestrian and Safety Improvements Funding to Supplement Resurfacing Projects** – In conjunction with the development of priorities this year, the MPO will identify a portion of the box funds that will be used to supplement resurfacing projects similar to how the Polk MPO handles this process.





*For more information on the Lee Countywide Bicycle & Pedestrian Safety Action Plan, contact:*

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Lee County Metropolitan Planning Organization  
P.O. Box 150045 Cape Coral, Florida 33915-0045  
(239) 330-2241 [dscott@leempo.com](mailto:dscott@leempo.com)