



Appendix C

Public Involvement Summary





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1.0 Introduction

Engaging the public throughout the LRTP development process is vital to accurately capture the needs and collective vision for the area and region. The MPO employed a series of communication and outreach tools to solicit input and feedback during the LRTP process. Press releases, news articles, TV interviews, and social media posts garnered awareness about the project schedule, public input opportunities, and other benchmarks in the development of the LRTP. Committee meetings, in-person and virtual workshops, and an online survey were held to provide interactive and varied opportunities to provide feedback and input on current and future transportation needs. A project website was also developed for consistent, accessible information and updates and was able to serve as a repository for maps, documentation, and agendas. All these outreach methods were developed to engage the public and ensure that the LRTP was a community effort.

Between August of 2018 and the adoption of the LRTP in December 2020, there were 1,322 citizens that participated in the LRTP update, in-person and virtually, to offer their input on future transportation needs in the MPO's region. There were 67 public meetings and workshops held throughout Lee County during the LRTP update, including 2 virtual workshops, 63 Committee and Board meetings with the LRTP update on the agenda, and 2 community meetings with Bonita Chamber and Estero Council of Community Leaders.



67

Events & Meetings

- Community Meetings (2)
- Virtual Workshops (2)
- Committee and Board Meetings (63)



1,322

Participants

- Online Survey (178)
- Committee and Board (939)
- Virtual Workshops (86)
- Community Meetings (119)



8

Outreach Methods

- ✓ Virtual Workshops
- ✓ In-Person Community Meetings
- ✓ Online Survey
- ✓ Press Releases and Newspaper Articles
- ✓ TV and Radio Interviews
- ✓ Social Media Posts and Advertisement
- ✓ Committee and Board Meetings
- ✓ Project Website

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The following sections provides detailed descriptions of the outreach events and input received from the public.

Table 1-1: Public Engagement Results Between August 2018 and November 2020

Method	Result
In-Person Community Meetings	119 Participants
Committee and Board	939 Participants
Public Workshop #1 and Public Workshop #2	77 Participants
Online Survey	178 Responses

2.0 Committee/Board Meetings & In-Person Meetings

Meetings were held throughout the LRTP planning process to update the Board and committees about the LRTP process and seek input about future transportation needs and solutions in the MPO's region. Meetings were held with the following Committees:

- MPO Board
- MPO Executive Committee
- Technical Advisory Committee
- Citizens Advisory Committee
- Bicycle Pedestrian Coordinating Committee
- Traffic Management & Operations Committee

During the initial stages of the LRTP process, in-person community meetings were held with the Bonita Chamber and Estero Council of Community Leaders. Additionally, each member jurisdiction was consulted individually during the project development and prioritization process for the Needs and Cost Feasible Plan to ensure that the 2045 LRTP reflected community transportation needs and goals.

Throughout the LRTP development, comments were received through email or in-person during MPO Board or Committee meetings. A full list of the comments received and their impact in developing the 2045 LRTP are included in **Appendix 1**.

3.0 Virtual Workshops

3.1 Lee MPO: 2045 Long Range Transportation Plan Workshop #1: Needs

Project Name: 2045 Long Range Transportation Plan
 Meeting Title: Needs Workshop (Workshop #1)
 Date/Time: Thursday, June 25, 5:30 p.m.
 Location: Via GoToWebinar





The project team hosted a virtual meeting to present a basic overview of the Long Range Planning Process and current status of transportation in Lee County. A press release was distributed to the media and a link to the meeting was shared with the Lee MPO’s Transportation Advisory Network. A link accompanied with suggested sharing and social media language was sent to the Lee County government and its municipalities.

A total of 76 individuals registered for the virtual meeting; 47 individuals (not including panelists/organizers) attended the virtual meeting.

ORGANIZERS/PANELISTS

- Asela Silva
- Don Scott
- Ned Baier
- Ron Gogoi
- Tomas Monzon
- Tony Cappadoro
- Wally Blain
- Yvonne McClellan

ATTENDEES

- | | | |
|--------------------|--------------------|--------------------|
| Ada Vargas | Fred Forbes | Lindsay Robin, |
| Alicia Gonzalez | Henry Burden | Louis Frattarelli |
| Anne McLaughlin, | James Lear | Marelize Dingman |
| Barry Freedman | James Michael Ink, | Maricelle Venegas, |
| Bill Ribble | Jeff Saunders | Marta Gibbons |
| Calandra Barraco | Jim Gilmartin | Mary Ross |
| Carmen Monroy | Jim Wurster | Nicole Monahan |
| Christopher Posey, | Joe Gallagher | Persides Zambrano |
| Colleen Ross | Johnny Limbaugh | Scotty Wood |
| Corine Burgess | Joyce Johnson | Stephen Leung |
| David Murphy | Kathleen Hoover | Susan Clary |
| David Wagley | Kayla Burrows | Syndi Bultman |
| David Urich | Kelli Muddle | Tara Jones |
| Diana Giraldo | Kevin Hill | Thomas Kanell |
| Don Eslick | Kristen Moore | Tom Timmons |
| Fred Drovdic, | Laura Tefft | |

Organizer Yvonne McClellan began the presentation by explaining the meeting format, with emphasis on the logistics of the question-and-answer segment.

Don Scott presented background and timeline information for the 2045 Long Range Transportation Plan. He then shared factors that would influence future transportation improvements, such as environmental/natural features, population projections by geographic area, jurisdictional constraints and traffic trends.

Don showed current and existing project as well as a standalone map from the most recent (2040) Long Range Transportation Plan. This concluded the presentation segment.

Yvonne McClellan moderated the question-and-answer segment.





- Question 1 (Thomas Kanell, read by Don Scott): What is the timetable for the COA and TDP update?
 - Don answered that the Comprehensive Operations Analysis should be done by the middle of July. The Transit Development Plan should be done by the end of September.
- Question 2 (Thomas Kanell, read by Don Scott): Who is the steering committee for the COA and the TDP?
 - Don shared that FDOT, MPO, Lee DOT, Lee County Planning, Workforce Development and Lee Tran are represented on the steering committee.
- Question 3 (Thomas Kanell, read by Don Scott): Who are the project managers for Tindale Oliver?
 - Don shared the project manager is Joel Rey with Tindale Oliver.
- Question 4 (Thomas Kanell, read by Don Scott): How will the COVID-19 epidemic affect the results, accuracy, and timing of this report?
 - Don said he needed some clarification on the end of the question, but that COVID has impacted the timing of meetings. The data collection is from prior to the pandemic. Ridership has definitely been impacted and probably will be for some time moving forward. This might not have been the type of information Mr. Kanell was looking for.
- Yvonne tried for a third time to unmute Mr. Kanell, but the audio continued to be unclear
- Question 7 (Louis Fratarelli): Mr. Fratarelli is the Chair of the Transportation Council for the ECCL. They support the extension of Alico Road to State Road 82. Does the panel feel it is going to happen, if so when, and so forth?
 - Don said it is in the 2040 cost-feasible plan so that indicates it should be in the 2045 plan. This was a topic as recently as last month with the Executive Committee. There are several moving parts and everyone is trying to speed it up, but it is a pretty expensive project.
- Question 8 (Louis Fratarelli): What is the panel’s position on the M-CORES proposal?
 - The MPO hasn’t weighed in on it. Even the M-CORES stakeholders don’t have all the information.
- Question 9 (David Urich): Mr. Urich said it’s very important to connect the end of Kismet Parkway to Burnt Store Road to allow the El Dorado and Van Buren neighborhoods to have a normal neighborhood hook up instead of a bypass.
 - Don explained this was included in one of the model runs but he didn’t see the comparison nor have a cost estimate yet. He should have the information by the next meeting.
 - Wally Blain added that the model resulted in about 500 to 1,000 daily trips shifted from Diplomat Parkway corridor north to connect along Kismet Parkway over to US 41. There was some traffic shift but not a major one.
- Question 10 (Jim Wurster): Mr. Wurster is on the CAC. Communities along both the I-75 and Tamiami Trail corridors in Bonita Springs have been hotspots for development. The noise created by this is detrimental. How do we get put on a schedule for noise walls?
 - Don admitted he is not an expert on noise so they might need to bring somebody in to talk about that. There will be some criteria for determining if an area is eligible for a noise wall. There aren’t many areas that meet the requirements on 41.
 - Mr. Wurster said his community is hiring a noise consultant but it is expensive.

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- Don agreed funding is an issue.
- Question 11 (Marta Gibbons): There is no expansion scheduled for the corridor of Pine Island Road between Veterans Parkway and Stringfellow Road. Does that mean it will never be an expansion? There isn't much land to expand on, but there is talk of a bike trail and pedestrian path.
 - Don agreed the roadway is constrained but that doesn't preclude having a pathway or sidewalk, or smaller improvements.
 - Ned Baier added that the DOT has funded a feasibility study on that segment of Pine Island Road for an off-street trail with bicycle/pedestrian improvements as required.
 - Marta asked if the public would have an opportunity to be involved before it is constructed, or if it is a done deal.
 - Don said there's a lot of work to be done first, and there will probably be a public workshop.
 - Yvonne indicated there were no more questions, and unmuted all attendees.
- Dave Urich commented that Littleton is the better route than Diplomat.
 - Wally Blain explained that the travel demand model doesn't have every local neighborhood collector – just the higher functioning collector and the arterial road system. It's based on travel patterns and household trip characteristics. It's an estimating & forecasting tool but the results can't be taken as absolutes.
- David Murphy with the Lee County DOT commented on the Pine Island Feasibility Study. Nothing has started with that project except finding a consultant. The scope of services and fee have not occurred yet. They will start with collecting data, then have public information meetings. Also, Lee County DOT and Lee County have budgeted money for a designer of the Alico Extension so we are moving forward on that. It's a high priority.
 - Don Scott elaborated that the Alico Extension does a lot for Daniels Parkway, Treeline Road and State Road 82 in anticipation of Lehigh Acres' growth in that direction.
 - Persides Zambrano from the City of Cape Coral shared that the City did an analysis between Diplomat and Kismet and the findings Wally mentioned are consistent with their findings at the time. She will share the results with Wally; the consultant recommended Diplomat at the East/West connector in the North Cape.
 - Wally expressed his appreciation for the information.
- Question 12 (Diana Giraldo): When stating bicycle pedestrian networks would be included as required [for the Pine Island Feasibility Study], what does "as required" mean?
 - Don explained that each of the jurisdictions has certain facilities that they have identified as needed in their Master Plans, in addition to FDOTs plan, so that's kind of what he was getting at.
 - Ned contributed that multi-modal facilities are important ingredients and are required by state and federal guidance to be in the MPO's long range transportation plan.
- Question 13 (Joe Gallagher): What is the long-range plan for improving north/south routes in the southern part of Lee County?
 - Don indicated the FDOT is conducting the Southwest Connect PD&E Study to consider a section of up to 10 lanes. Old 41 is also under an FDOT PD&E Study that involves the Lee and Collier MPOs. There is also a 24-foot lane space for potential transit in the I-75 corridor.





- David Murphy asked if there was also a PD&E Study at US 41 and Bonita Beach Road; Don said there is.
- Question 14 (Diana Giraldo): Are the linear parks adjacent to railroad tracks, and a vision for greenways and trails, part of the plan?
 - Don said there is money to look at the rail corridor in the Bonita and Estero area for a greenway there. It's being scoped and will be reviewed by late summer.
 - David Murphy added that the Village of Estero completed a bicycle and pedestrian master plan last year, identifying rail corridor to be developed.
- Question 15 (Barry Freedman): If you're planning to reach all the way to Alico Road with rail-to-greenway conversion, what's the timing and what's the need to run it right through the middle of a residential community on a golf course?
 - Don shared the timing is less of a focus, the more important piece is trying to connect with the John Yarborough trail. There is an alternative that has been proposed, possibly Estero Parkway to Three Oaks and then up and over to the Land Opportunity Trails instead of the SUN Trail Network.
 - Mr. Freedman followed up by asking if there is a possibility of using a utility corridor, which would be farther west?
 - Don asked Ned if that was in the master plan.
 - Ned said the utility corner just west of US 41 was examined and it is in the Estero Bike Ped Master Plan as a north/south option.
 - Ron added that there are challenges to each of the corridors. The rail corridor and the utility corridor both run through gated communities, but the feasibility study is exploring options.
- Question 16 (unknown): What about reversible lanes on I-75?
 - Don explained that the I-75 PD&E study he mentioned for managed lanes is also looking at other options. We know there is more traffic going south in the morning and north in the evening, but not as much of a split as you would want to see for reversible lanes.
 - Getting back to an earlier question from Mr. Kanell about the impacts of Coronavirus – I did see gas taxes in April were down almost 12 percent. The decrease might show up even more in May. This is a potential decrease in revenue, but we are starting from a better point than we had during the last decrease.
 - Louis Frattarelli shared that his group is in support of the earlier conversation regarding the conversion of various corridors to bike trails.
 - Seeing no more questions Yvonne asked if there was anything Don would like to add.
 - Don suggested keeping track of the FDOT as there is a lot of coordination with them. He also brought up autonomous connected electric and shared vehicles. The last LRTP mentioned they might be coming in the future; this time around, there's a little bigger effort because one of the models they've run incorporates an autonomous vehicle component. FRAME is looking at how to prepare US 41 from the technology standpoint. There's also been a push with one of the legislative bills that passed last year to look at more electric vehicle charging stations, and there's some money out there to put them in certain locations – not just for personal use, but in consideration of how far an electric vehicle can get during a hurricane evacuation. There's been a lot of review of white papers on autonomous shared vehicles.
 - Ron shared that FRAME stands for Florida Regional Advanced Mobility Element.

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- Yvonne mentioned Don had touched on the impact of the virus on traffic and revenues, and asked if he wanted to elaborate on that.
- Don continued with the discussion of gas tax revenues, explaining that the growth of autonomous vehicles may mean a reduction in revenues. From the pandemic side of it, rates are anybody's guess but it's hitting a variety of funding sources in addition to gas tax, like driver license fees and fees from the sales of cars.
- Ned pointed out it's important to keep in mind that the revenue forecasting is for a span of 20 years. It's not a straight line, there will be highs and lows – the projects may end up off for any given point in time, but overall they generally increase and come close to the projections.
- Don supported that thought with observations from traffic volumes.
- Question 17 (unknown): Is there a Diverging Diamond Interchange plan for Lee County like the one in Sarasota on I-75?
 - Don said yes, it should be starting soon (maybe the coming year) at Colonial and I-75. As part of those improvements Cypress and Colonial will have a continuous flow intersection and the Forum is going to be a Super Street (take a right and do a U-turn to go back the other way).
 - Ron added that the intersection of SR 78 and US 41 had a control evaluation analysis conducted by FDOT, with the recommendation for a continuous flow intersection similar to that at Gunnery and SR 82.
 - David Murphy contributed that FDOT is also looking at a Diverging Diamond Interchange at Daniels and I-75.
 - Asela confirmed that timeline is correct.
 - Don summarized the next steps for the LRTP, with the immediate step being the cost feasible plan. This starts with looking at projects that are already in the pipeline and takes up a decent amount of the available funding. There will be more discussion about the projects that are further out. Talks with the Board will occur in September and the plan will be considered for adoption on December 18.
 - Yvonne asked for any last questions; there were none.

Don provided closing statements, reminding attendees to visit www.Leempo.com to view plan materials and to watch for upcoming advisory and board meetings. The public is welcome to contact the Lee MPO to get any other information, ask questions or provide comments. Comments will be accepted up until the December adoption.

The meeting ended at 7:00 p.m. and a closing survey was presented to participants upon exiting the session.

Question 1 asked participants to provide their home zip code. Results are shown below.

32757 (1), 33176 (1), 33606 (1), 33901 (2), 33903 (1), 33904 (1), 33905 (1), 33917 (3), 33919 (1), 33928 (1), 33952 (1), 33966 (1), 33967 (1), 33982 (1), 33991 (1), 33993 (1), 34110 (1), 34135 (1)

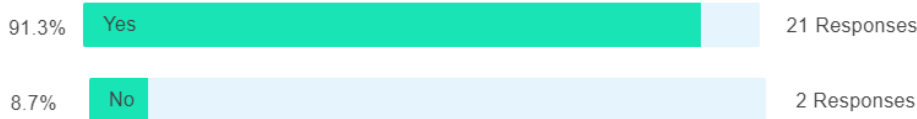
Question 2 asked if participants would like to receive updates on the LRTP and were provided the opportunity to provide an email for future notifications. More than 90% of responses were positive.





2 of 3. Would you like to receive updates about the LRTP process as it progresses, and receive notifications to future meetings?

Multiple choice with multiple answers



Question 3 asked if there were any additional questions or comments. Responses are listed below.

- Anthony Palermo: Please oppose M-Cores and support transportation options like mass transit and biking (except for the spandex wearing ones) and funding urban infill areas with prioritization of hurricane evacuation routes. And save all the bunny rabbits.
- Syndi Bultman: Are there any plans for widening Bayshore Road or adding an additional access to I-75, especially since Babcock development is increasing in size?
- David Urich: Glad to have the chance to electronically participate!
- Marta Gibbons: Appreciate this platform – meeting was well organized, panel very informative and provided important information
- A number of participants shared variations of “no” and “thank you” and “great job.”

3.2 Lee MPO: 2045 Long Range Transportation Plan Workshop #2: Cost-Feasibility

Project Name: 2045 Long Range Transportation Plan
 Meeting Title: Cost Feasibility Workshop (Workshop #2)
 Date/Time: Thursday, September 24 5:30 p.m.
 Location: Via GoToWebinar

The project team hosted a virtual meeting to present the project prioritization. A press release was distributed to the media and a link to the meeting was shared with the Lee MPO’s Transportation Advisory Network. A link accompanied with suggested sharing and social media language was sent to the Lee County government and its municipalities, as well as targeted groups:

- City of Fort Myers and City of Bonita Springs Bicycle & Pedestrian Advisory Committee liaisons
- Chambers of Commerce (11 total)
- Lee County Housing Authority
- APA Promised Lands Section and FPZA Calusa Chapter
- Streets Alive of Southwest Florida, Caloosa Riders Bicycle Club, and local motorcycle clubs

A ten-day mobile banner ad campaign was also purchased.





Register now!

**2045 LONG RANGE TRANSPORTATION PLAN
VIRTUAL PUBLIC WORKSHOP**

**THURSDAY, SEPTEMBER 24
AT 5:30 P.M.**

REGISTER HERE:
BIT.LY/LEEMPO2045WORKSHOP2

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*Tell us about the
transportation projects
you think will matter
most in the next
twenty years*

LEE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

A total of 42 individuals registered for the virtual meeting; 30 individuals (not including panelists/organizers) attended the virtual meeting.

ORGANIZERS/PANELISTS

- Asela Silva
- Don Scott
- Miranda Lansdale
- Ned Baier
- Ron Gogoi
- Wally Blain
- Yvonne McClellan

ATTENDEES

- | | | |
|---------------------|-------------------|-----------------|
| Bessie Reina | John Lynch | Noel Address |
| Bill Ribble | Kayla Burrows | Sean Pugh |
| Calandra Barraco | Lauren Hatchell | Stephen Longest |
| Chris Terrasi | Louis Frattarelli | Tara Jones |
| Colleen Ross | Marelize Dingman | Thomas Quickel |
| Colleen Norris | Marine Guirguis | Thomas Kanell |
| Darleen Loef | Marta Gibbons | Trish Lassiter |
| Diane Cammick | Mary Ross | Tyler Brown |
| Fred Drovdlc, AICP, | Michael Tisch | Wayne Gaither |
| Joe Gallagher | Nicholas Batos | William Sloup |

The meeting began at 5:30 p.m. with a brief introduction to the meeting format and platform by Yvonne McClellan, consultant from Quest Corporation of America.

Don Scott, Director of Lee MPO, then walked attendees through background information on the 2045 Long Range Transportation Plan, including the plan’s components, goals, and general timeline. The

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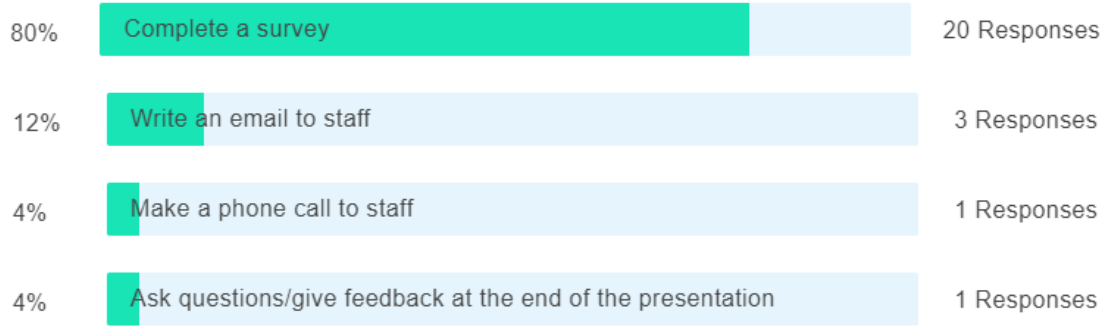




background was followed by prioritization criteria for projects. A series of four poll questions were asked during the presentation. Responses to the questions are shown below.

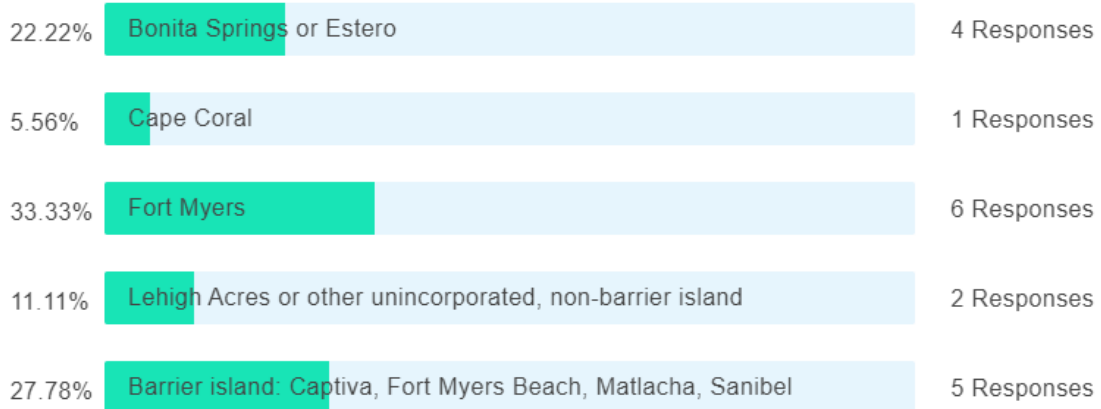
1 of 4. What is your preferred method for providing input on future transportation projects?

Multiple choice with single answer



2 of 4. In which part of Lee County do you spend most of your time?

Multiple choice with single answer



The remainder of the presentation focused on needed projects and revenue availability for various transportation segments: roadways, public transit, bicycle/pedestrian infrastructure, and freight.

3 of 4. How would you describe your attitude toward public transit (buses) in Lee County?

Multiple choice with single answer

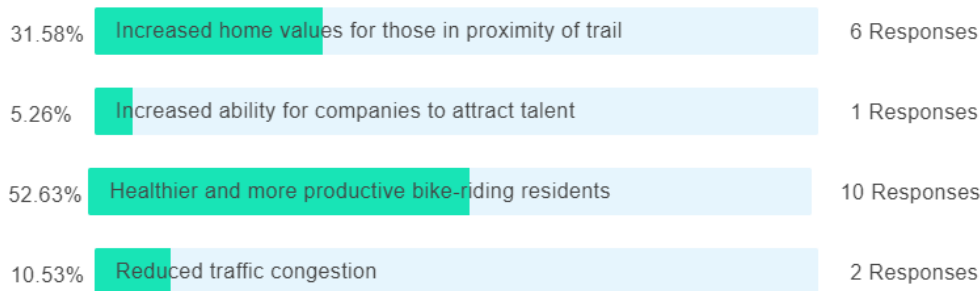




Note: No participants selected “I use the public transit system when it is convenient (less than half of my travels).” Or “I use the public transit system for the majority of my travels in Lee County.”

4 of 4. Which of these benefits from increased bicycle/pedestrian facilities do you think Lee County would most experience?

Multiple choice with single answer



The presentation then opened to questions moderated by Yvonne McClellan.

- Question 1: What are the priorities in the Bonita Springs area?
 - Don displayed the “Needs Projects” map and talked about managed lanes on Interstate 75, as well as improvements to Old 41 and quadrant improvements at interstate intersections. He also mentioned intersection improvements and an extension to Coconut.
- Question 2 (Thomas Kanell): Isn’t it true that micro transit is always less efficient than fixed route in picking up and dropping off passengers, simply by virtue of its geometry?
 - Panelist Asela Silva responded with a summary of micro transit characteristics and where the practice is most efficiently applied. LeeTran will be trying a pilot very soon to see how effective it can be.
 - Ned Baier added comments about some additional micro transit options people have indicated an interest in.
- Question 3 (Lou Frattarelli): Is the extension of Alico to Route 82 being considered?
 - Don shared that yes, the extension is on the map and will be considered cost-feasible.
 - Mr. Frattarelli followed up with a question about removing the “long-standing issue” of 951.
 - Don explained that appears in the plan from a capacity analysis standpoint but it’s probably not going to be a cost-feasible project.
- Question 4 (Noel Andress): What is the timeframe for building the bike path from Burnt Store and Pine Island Roads, and when will the design be available?
 - Don shared that the PD & E study (drawings) hasn’t yet started and might be impacted by the amount of funding available and other issues. It is probably 8 or 9 years out at best.
 - Mr. Andress followed up with a question about a possible presentation to the neighborhood association.
 - Don said that would be possible.





- Question 5 (Joe Gallagher): Are the roundabouts really safer for pedestrians?
 - Don explained why a well-designed roundabout can be safer for pedestrians. Wally provided additional comments about right turns. Asela added comments about cyclists in roundabouts.
- Question 6 (Marta Gibbons): The bike ped project from Veterans to Stringfellow is not going to take place in the next year or two, correct (the plan or the construction)?
 - Don responded that the FDOT’s average PD & E study completion window is four years.
 - Ms. Gibbons followed up with a question about promoting micro transit in the near future – does it need to be promoted, or does experience tell Don that it won’t be utilized by residents in the island areas?
 - Don reminded the attendees of Asela’s earlier mention about a pilot program in Lehigh Acres. Asela reiterated his earlier comments.
- Question 7 (Darleen Loef): In regard to the proposed I 75 extension through Prairie Pines Preserve, I see the project is not that high on the priority list. However, for those of us who live out here, the concern is the necessity of this project and how likely it is that it will come to fruition – with concerns regarding invasion through the preserve and private property at a cost to plants, animals, and the way of life.
 - Don shared that it’s not in the cost feasible list and others have told him to take it off. The public should keep in mind that even if the project is moved forward, it might not be at that location. It’s more an identification of a future need.
 - Wally added that the model the need is based on, is a regional model and it’s a regional need for an east-west connection.
 - Don continued that Charlotte County is also looking for east-west connector locations.
- Question 8 (Stephen Longest): Can you expand on how the bike path along SR 78 will affect homes and businesses in Matlacha in terms of space? Will this be in the current footprint of asphalt or in addition to? How can we find out more about this?
 - Don emphasized that it’s too early in the process for anybody to be able to answer these questions.
- Question 9 (Chris Terrasi): When they do put in a bike path, how wide would it be and would I still have room to park my car in front of my house?
 - Don reminded that those answers aren’t prepared yet. In some areas it might be wide paths, in others it might be part of the road – those will all be considered part of the study.
 - Asela expanded on the idea that the look/width of the bike path would change depending which portion of the trail you were on.
 - Yvonne McClellan promoted the web link to the survey.
- Question 10 (Marta Gibbons): How does the county/state figure out if it’s worth the money to install a continuous bike path or to have disconnected segments? Thank you for your work.
 - Don explained that’s why it’s so important for the FDOT to do the feasibility study up front to determine what’s possible and not.





- Asela added that not having a shared use path in some parts doesn't mean the project isn't good – cycling can still happen.
- Ned mentioned that the path is also for walkers (not just bicyclists) and that a portion of the billions of dollars allocated to the plan is earmarked for bike/ped improvements.

Don reiterated the timeline for the 2045 Long Range Transportation Plan and then brought up some questions to which he had prepared answers. The first question was about the impacts of the COVID on funding, and whether new revenue projections were being provided? He does not anticipate receiving updated revenues. Some of the program might be pushed into future years, and the MPO will address that as it happens. The second question was if in consideration of the growth of Cape Coral, are there plans for another way in and out of the area or improvements of existing bridges. A new bridge is not feasible but there are some improvements that could be done to existing bridges. The third question was how technology is being taken into account as part of the plan update. Mobility-on-demand had already been touched upon, but connected and autonomous vehicles, and their communication with signals, were also being considered.

Don also mentioned electric charging stations, and asked if any of the other panelists would like to add something to these topics.

Wally brought up the study that identified the top 10 state corridors needing technology or traffic signal coordination.

Ned spoke to anticipated impacts of autonomous vehicles.

Don suggested there may be more information and details on those topics in the next long range transportation plan, and added drone delivery of packages in relation to freight.

Asela added fare payment collection systems as a potential technology.

Discussion among the panelists ensued about providing this presentation to future committee meetings of the MPO and Board. The topic then transitioned to improvements for hurricane evacuations, and then regional projects.

Don closed the meeting with a reminder for attendees to contact him with their questions and feedback.

A post-attendee survey on the GoToWebinar platform produced the following feedback from the participants:

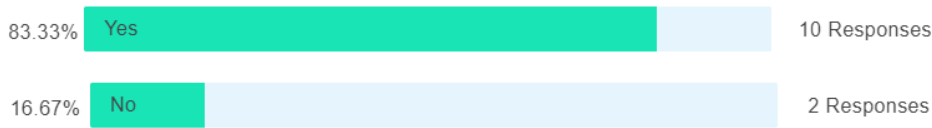
- What is your zip code? This information will help us identify areas of interest.
- 33907 (1), 33913 (1), 33917 (3), 33922 (1), 33933 (4), 33966 (1), 33991 (1), 34135 (1)





2 of 3. Would you like to receive updates about the LRTP process as it progresses, and receive notifications to future meetings?

Multiple choice with multiple answers



- Do you have any additional questions or comments? Respond here or use the comment form handout provided during the webinar.
 - From Darleen Loef: I appreciate the information that was shared this evening not only for my immediate community, but for the community at large. I have a better understanding of the needs of others in my community and want to be mindful that it's just not about me and my little area of Paradise, but the area as a whole. I feel I have better information to share with my neighbors regarding our concerns in moving forward with the Del Prado extension. It feels good to know that we do have a voice and it is heard.
 - From Joe Gallagher: Roundabout Terry/Old 41 in Bonita Springs is not safer for ped/cyclists in addition to major delays for traffic. What standards need to be met for roundabouts over traffic controlled intersections? FYI, cyclists use the pedestrian crossings(99% are not recreational long distance riders). Any transportation to airport from Bonita Springs to RSW and RSW to/from Ft Lauderdale?
 - From Marta Gibbons: Thank you for providing this service.
 - From Noel Andress: Please keep the Greater pine Island Civic Association updated on progress for the planned bike path from Burnt Store Rd to Stringfellow Rd along Pine Island Rd. Thanks Noel Andress
 - From John Lynch: interested in Matlacha bike path info

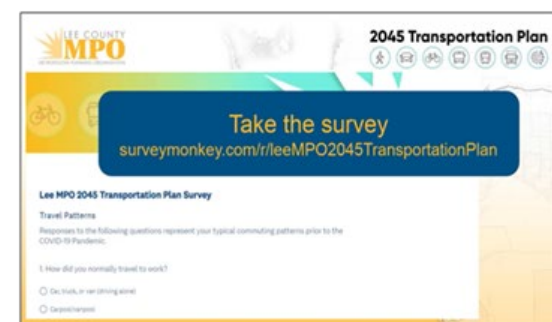
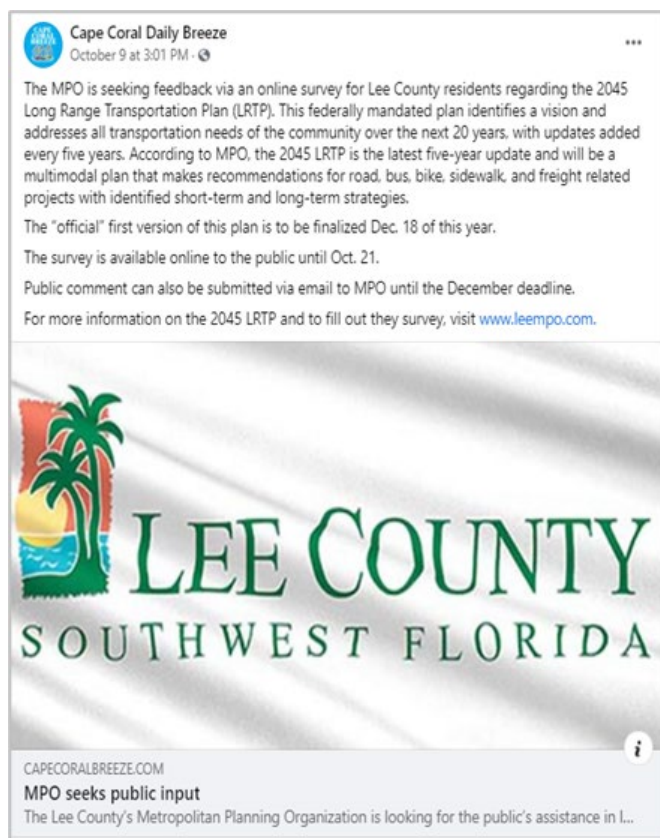




4.0 Web-Based Survey

A web-based survey was conducted to gain insights on the community's vision and priorities for the transportation network and to ensure that the 2045 LRTP reflected the needs and desires of the community. Input was collected on travel patterns and options, current travel conditions, and transportation solutions.

The survey process was conducted online and was active from September 18, 2020 until October 22, 2020. Due to the pandemic and the limited opportunities of in-person engagement, considerable effort was put into advertising the survey through virtual means, such as social media, website updates, TV and radio interviews, and news releases to increase exposure. In total, 178 surveys were successfully completed by residents and visitors who live, work or play in Lee County.





4.1 Key Takeaways

The key takeaways from the survey results are summarized below with additional information and graphs showing the full results for each question in the following sections of the report. The full list of survey questions can be found in Appendix A.

Key takeaways:

- Almost 70% of survey respondents said that they normally traveled to work by driving alone. Approximately 25% of the survey respondents indicated that their commute was over 35 minutes while almost 50% of respondents' commute times were under 30 minutes. Over half (55%) of commute distances were under 15 miles while approximately 20% of respondents said they were retired, worked from home, or were unemployed.
- Almost 50% of survey respondents indicated that they spend over 50 minutes driving on an average weekday. Approximately 35% of respondents indicated that they spent between 20-49 minutes driving and the remaining 15% indicated that they spend less than 20 minutes driving on an average weekday.
- When respondents were asked about their definition of travel delay, *high traffic volumes* and *long delays at intersections* were the most common responses.
- Respondents indicated that they would most likely use public transportation to access *recreation, shopping, work, and medical*. Only 10% of respondents said *education*.
- When asked about how frequently they received package delivery, approximately 35% of respondents indicated that they received package delivery every *1 to 2 days a week* while 20% indicated they received packages *3 to 6 days a week*. Of the respondents that indicated they drove delivery vehicles for work, respondents said that they chose the shortest and least congested route over the assigned route.
- When asked if they had flexibility to adjust the times that they traveled to/from work, 45% of respondents selected *yes*. Of the 45% of respondents that did have travel time flexibility, the majority indicated that they used this option to avoid traffic congestion.
- When asked if they had flexibility to adjust the times that they made recreational trips/errands, 90% of respondents selected *yes*. Of the 90% of respondents that did have travel time flexibility, the over 80% indicated that they used this option to avoid traffic congestion.
- Respondents indicated that bike, pedestrian, transit, and more modes of transportation would encourage them to drive less while almost 20% of respondents said there was nothing that would encourage them to drive less.
- When asked about the most critical transportation issues on the road in Lee County, *traffic congestion, driving behavior, and lack of bicycle and pedestrian facilities* were chosen the most as the top issues.
- When asked how much of a priority public transportation (bus) should be for Lee County in the future, almost 55% of respondents indicated *high* or *very high* while approximately 30% said *neither high nor low*. Over 70% of respondents indicated that non-motorized transportation (ex. walking and biking) should be prioritized as *high* or *very high* for future transportation.





- When respondents were asked about the best solutions for improving transportation in Lee County, respondents selected the *use of technology to address congestion* the most while *repair/maintain existing roadways* was selected the least. *Advance traffic control systems* were the most popular type of technology selected for integration into Lee County’s transportation system.
- Approximately 80% of respondents indicated that they thought there was a need for additional/improved transit service in Lee County in the next 25 years. *Autonomous vehicle shuttles in Downtown Fort Myers* and *regional/express bus service* were the top priorities. Approximately 80% of respondents indicated that they thought non-motorized transportation (bicycle, pedestrian, scooter, etc.) facilities need to increase over the next 25 years.
- When asked if working from home was an option, over 50% of respondents indicated that they don’t have a job that accommodates working from home. Over 60% of respondents indicated that working from home was not an option prior to the COVID-19 pandemic while almost 15% of respondents indicated that they worked from home *all of the time*. When asked if working conditions changed as a result of the pandemic, over 50% of respondents said no however, over 20% of respondents said *yes-I work from home/remotely most days*. When asked if they are likely to continue to work from home, approximately 45% of respondents said *not at all*, while 18% said all the time.
- When asked if they were less likely to use an alternative mode of transportation for commuting because of the COVID-19 pandemic, almost 60% of respondents said *no*.
- Over 90 percent of respondents were full-time residents of Lee County. The others were either part-time/seasonal residents or those who commute to work from another county.
- Just over 55% of survey respondents were between the ages of 25 and 54 and approximately 40% of survey respondents were between the ages of 55-75.

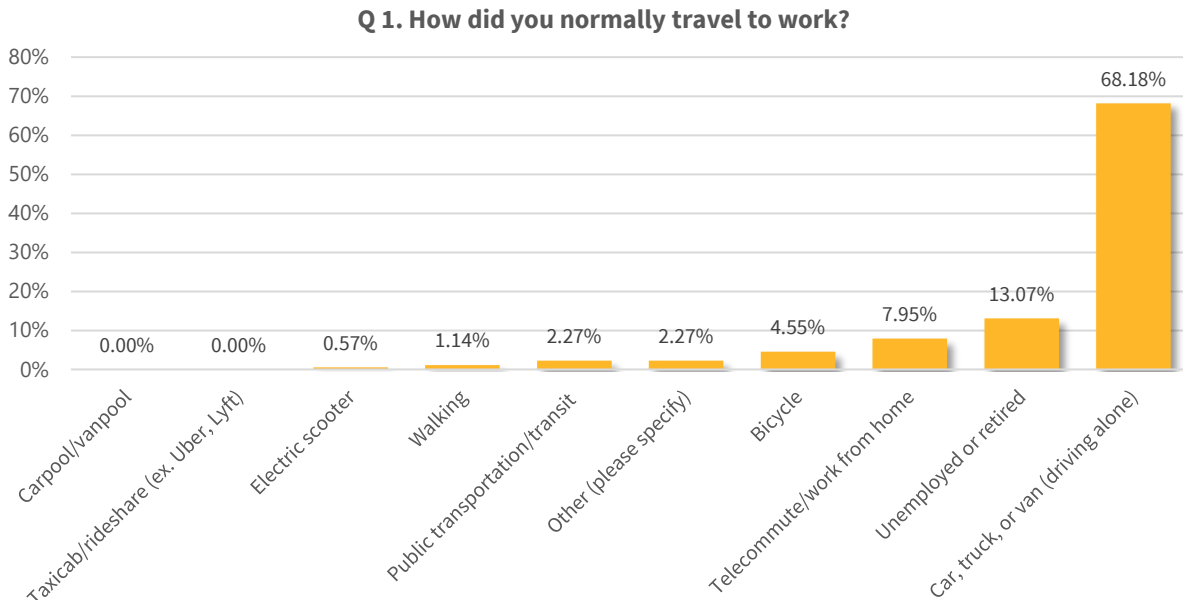




4.2 Travel Patterns

The first section of survey asked questions about respondents' typical commuting patterns prior to the COVID-19 Pandemic.

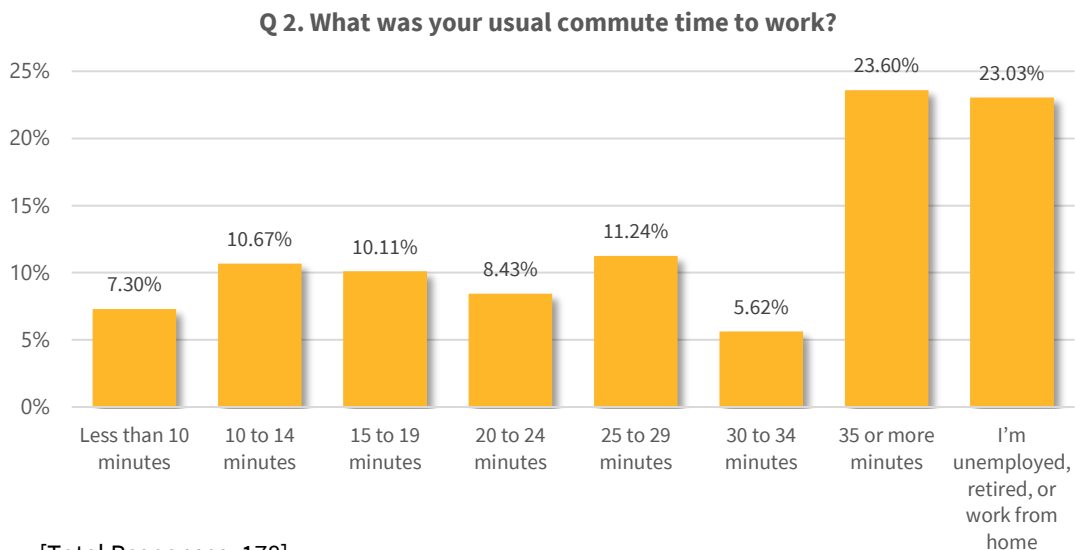
Figure 4-1: Primary Transportation to Work



[Total Responses: 178]

Of the 4 respondents who answered 'other' for Q1, the main responses included work from home and retired.

Figure 4-2: Commute Time



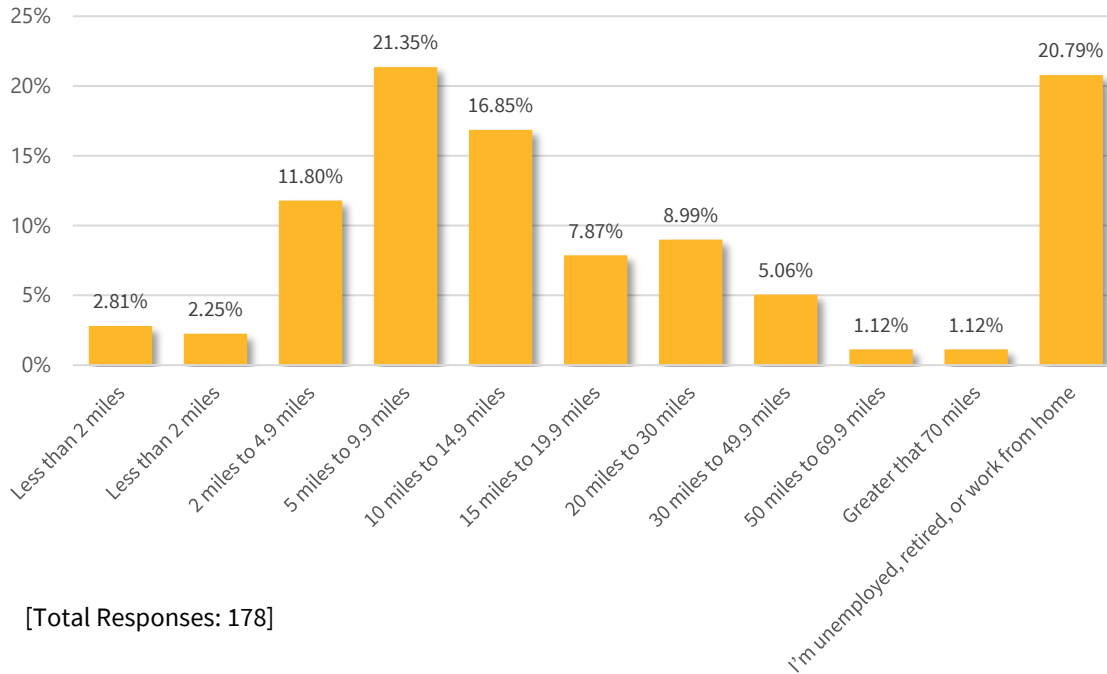
[Total Responses: 178]





Figure 4-3: Commute Distance

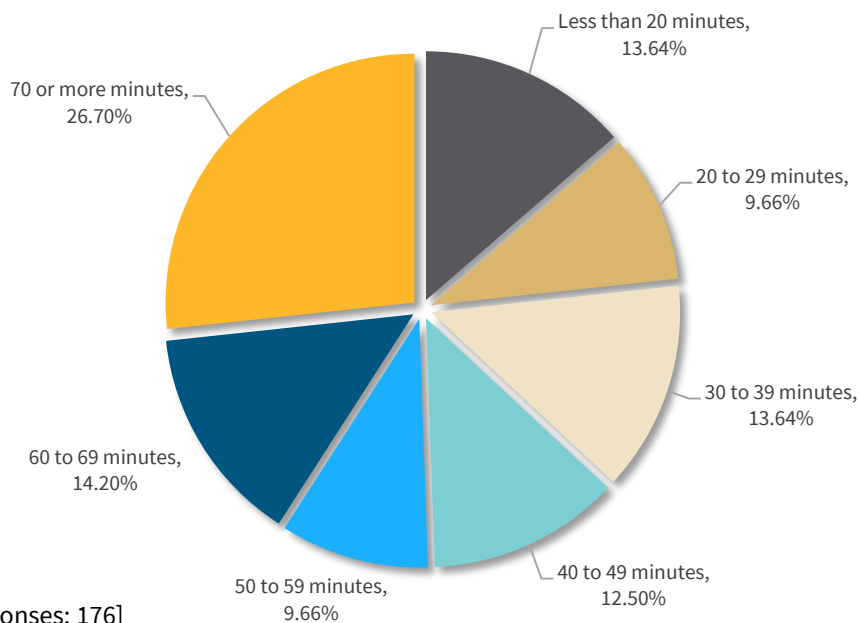
Q 3. What was your usual commute distance to work?



[Total Responses: 178]

Figure 4-4: Average Driving Time

Q4. How much time did you spend driving on an average weekday?



[Total Responses: 176]

2045 Transportation Plan





Figure 4-5: Types of Delay Experienced

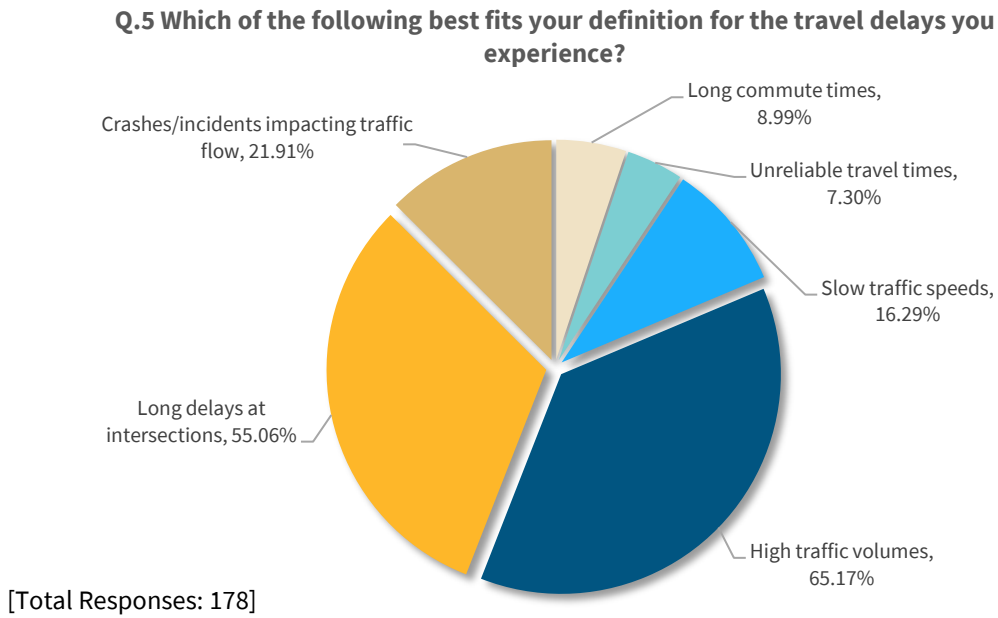
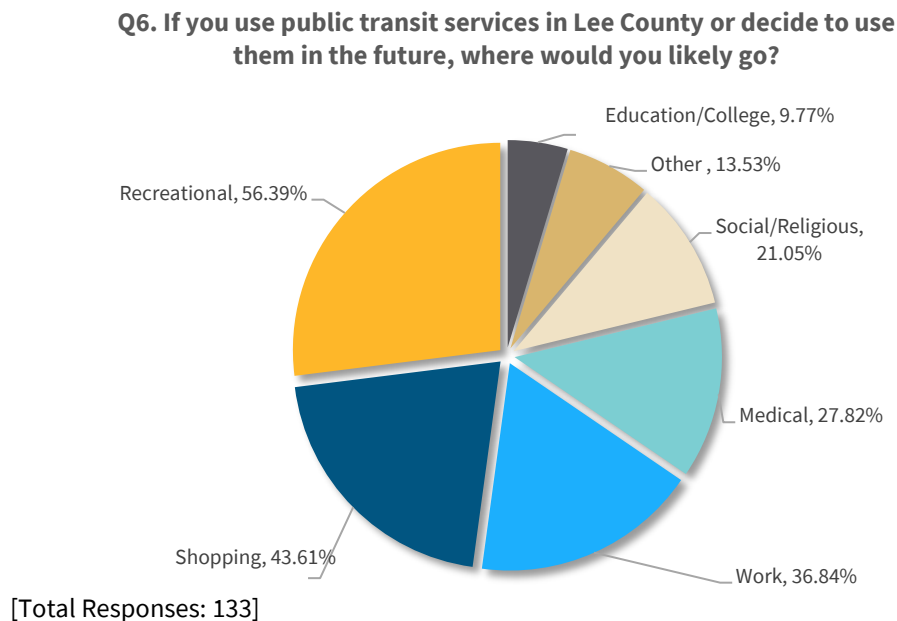


Figure 4-6: Destinations for Transit Travel



Of the 18 respondents who answered 'other' for Q6, the main destinations included airports, connections to other cities, and "I do not use transit".





Figure 4-7: Frequency of Package Delivery

Q 7. How often do you have packages delivered to your household?

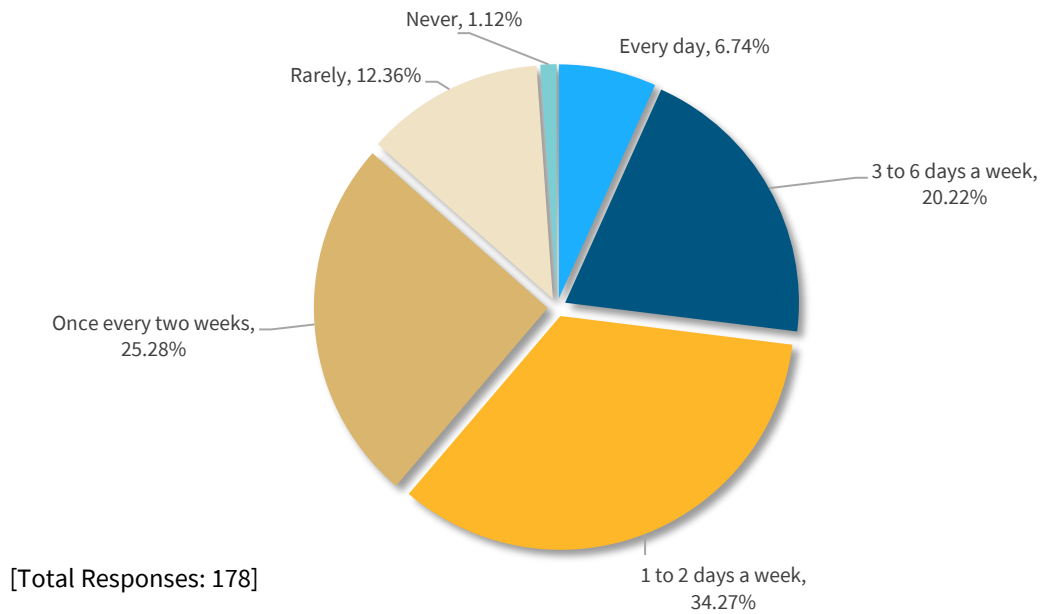
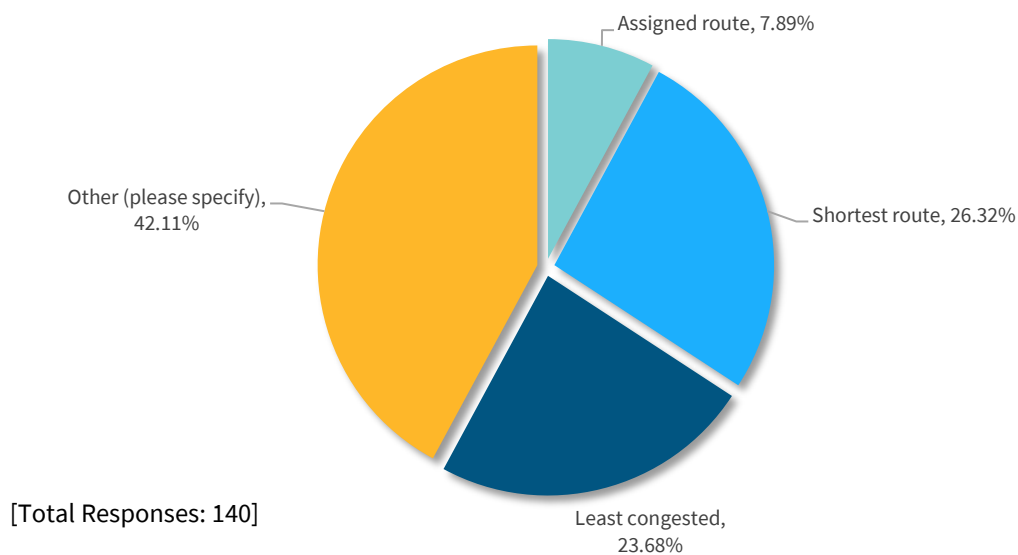


Figure 4-8: Delivery Driver Route Selection

Q8. If you drive a delivery vehicle for work, which one best describes your route selection?



Of the 16 respondents who answered 'other' for Q8, the main response was "N/A".





4.3 Travel Options and Transportation Solutions

The second section of the survey asked respondents about their travel options, the most critical transportation issues facing the region, and future transportation needs and solutions.

Figure 4-9: Work Trip Flexibility

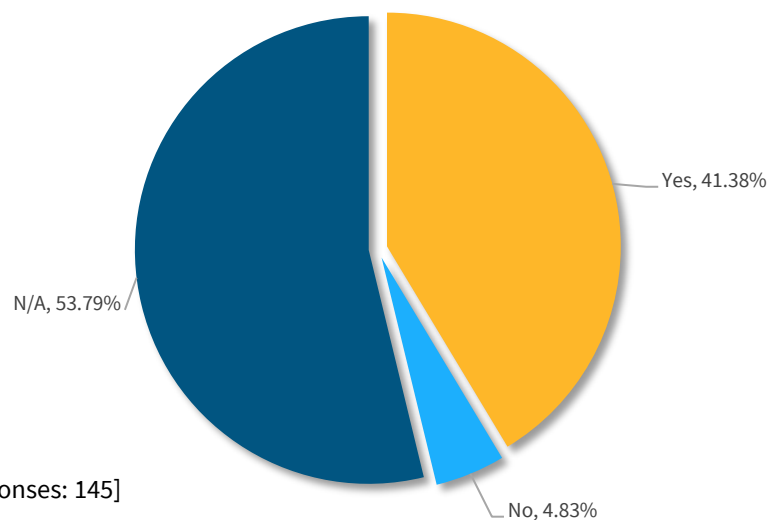
Q 9. Do you have the flexibility to adjust the times that you travel to/from work?



[Total Responses: 156]

Figure 4-10: Use of Work Trip Flexibility for Avoiding Congestion

Q 10. If yes, do you use this option to avoid traffic congestion?



[Total Responses: 145]





Figure 4-11: Recreational/Errand Trip Flexibility

Q 11. Do you have the flexibility to adjust the times that you make recreational trips and/or errands?

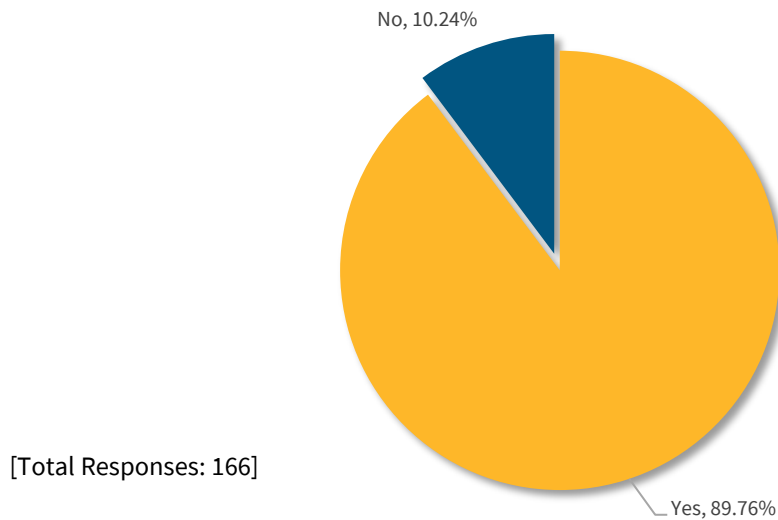


Figure 4-12: Use of Recreational/Errand Trip Flexibility for Avoiding Congestion

Q 12. If yes, do you use this option to avoid traffic congestion?

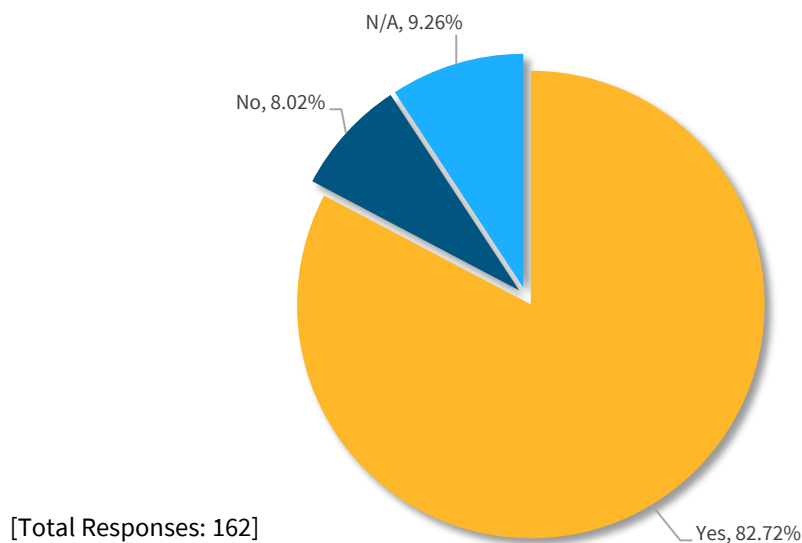
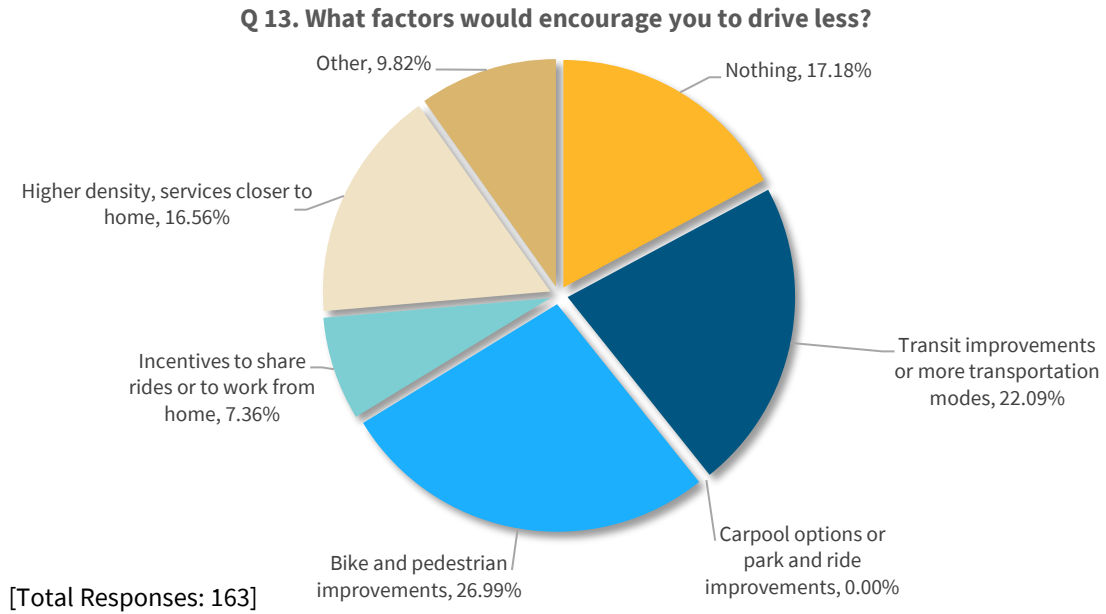


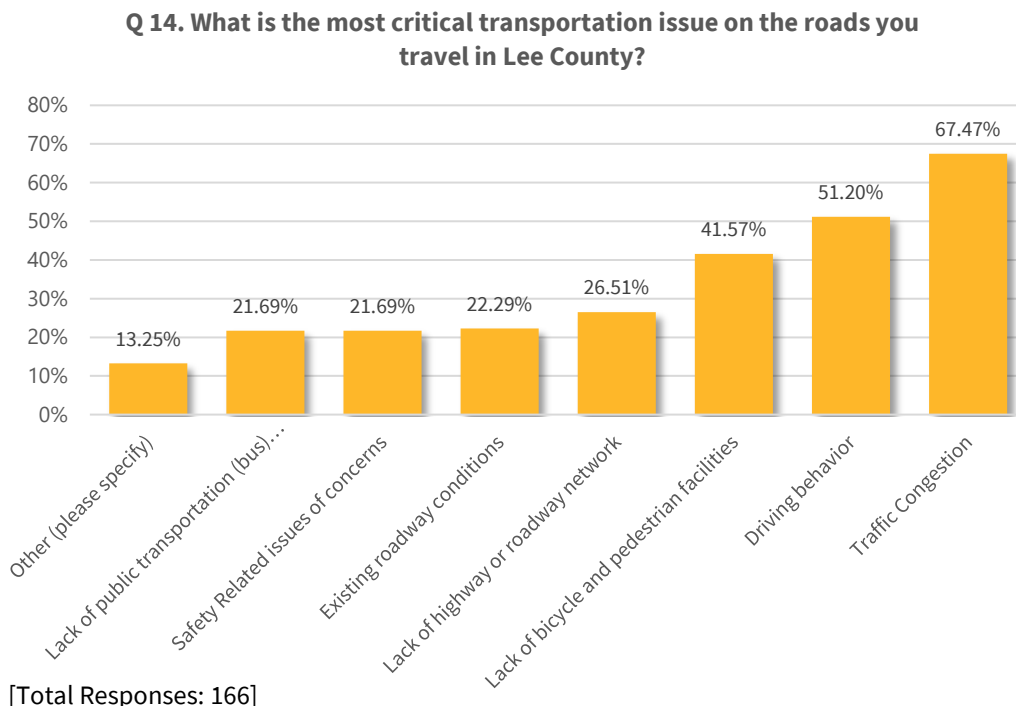


Figure 4-13: Incentives for Driving Less



Of the 16 respondents who answered 'other' for Q13, the following themes were most common in the responses: remote work; more and safer bicycle and pedestrian infrastructure; better transit (incl. bus and light rail); and high density development.

Figure 4-14: Most Critical Transportation Issue



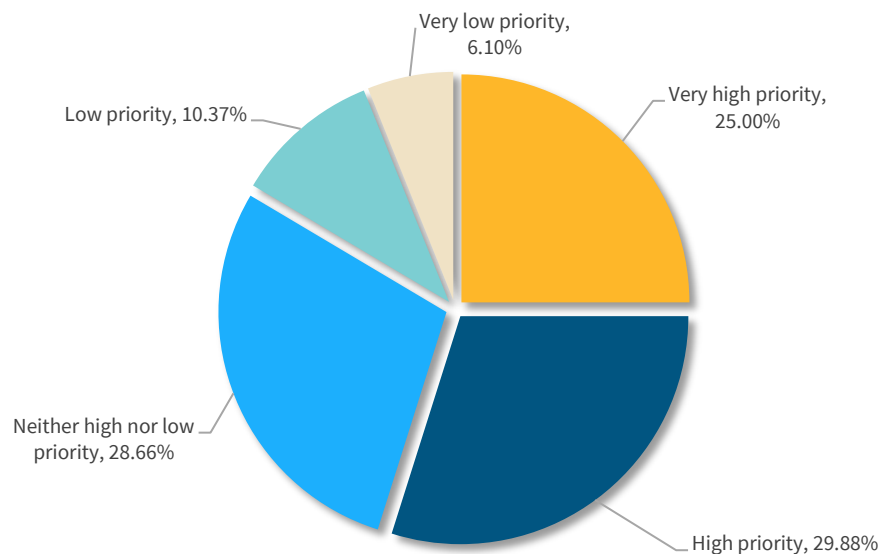


Of the 22 respondents who answered 'other' for Q14, the following themes were most common in the responses:

- Increase in traffic during tourist season
- Safety (ex. driving behavior, enforcement)
- Bottlenecks at bridges; lack of viable alternative modes of transportation (bus, light rail, walk/bike)
- Input from public in transportation decisions
- Traffic signal timing and Intelligent Transportation Systems (ITS)

Figure 4-15: Prioritization of Future Transit Needs

Q 15. In planning for the future, how much of a priority should public transportation (bus) be for Lee County?



[Total Responses: 164]





Figure 4-16: Prioritization of Future Non-Motorized Transportation

In planning for the future, how much of a priority should non-motorized transportation (ex. walking and bicycling) be for Lee County?

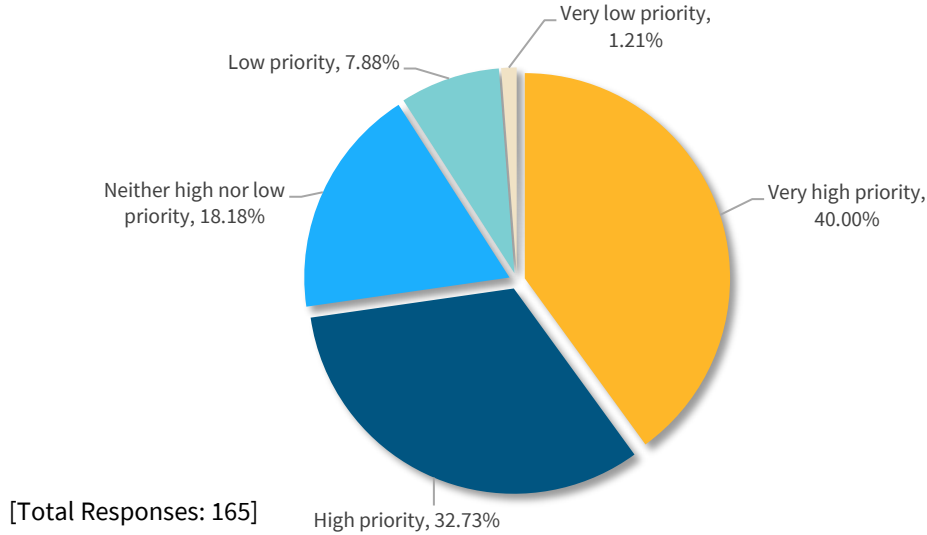
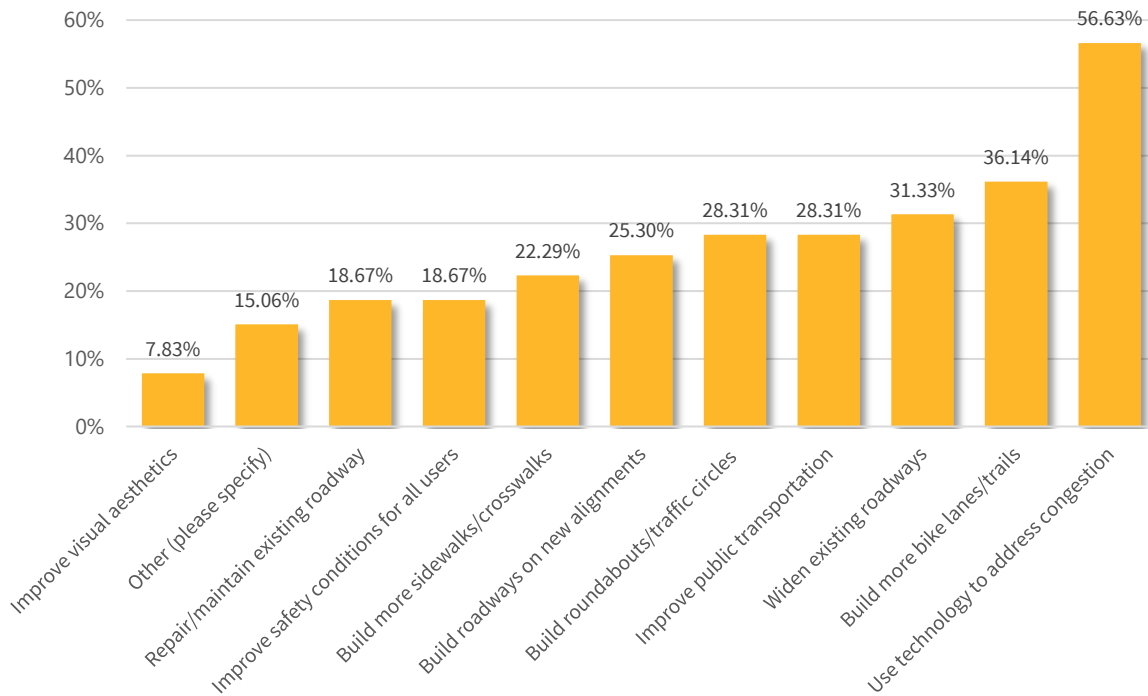


Figure 4-17: Transportation Solutions

Q 17. What are the best solutions for improving transportation in Lee County?



[Total Responses: 166]

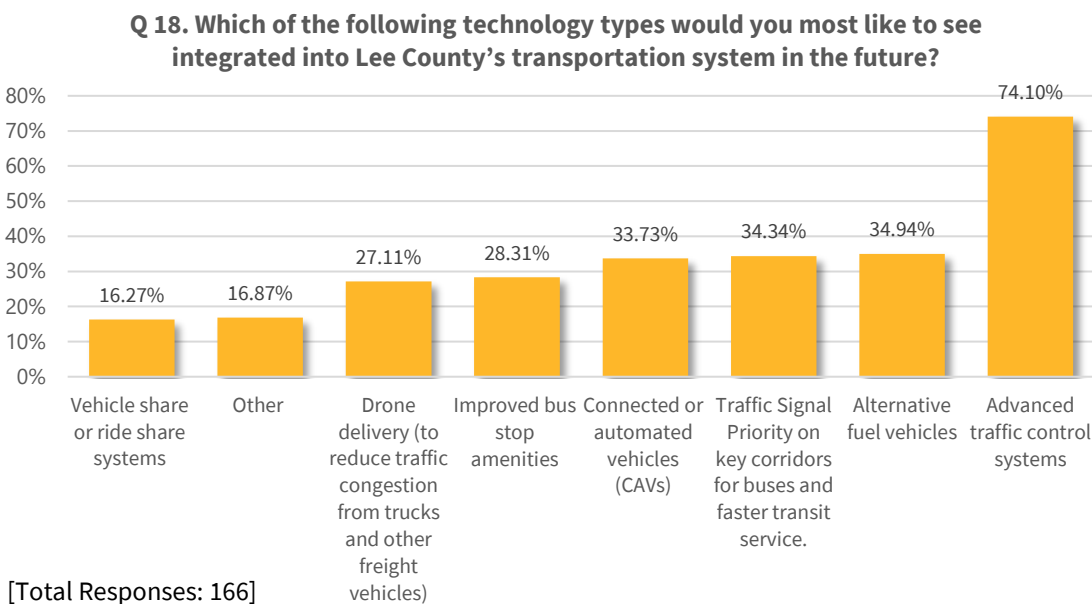




Of the 25 respondents who answered 'other' for Q17, the following themes were most common in the responses:

- Capacity projects (overpasses, new bridges, interchanges, road widening, new roads)
- Light rail and train service
- Intersection safety (right/left turns, U-turns)
- Improve transit (free service, dedicated corridors, increased frequency, bus shelters)
- Better planning for new developments (ex. consideration of transportation circulation and increased density)
- More bike/pedestrian infrastructure (ex. lighting, shade trees, off-road facilities, bike parking)

Figure 4-18: Technology Transportation Solutions



Of the 28 respondents who answered 'other' for Q18, the following themes were most common in the responses:

- Radar speed enforcement and red-light cameras
- Light rail and train service
- Improve off-road bike/pedestrian infrastructure
- ITS, signal timing and priority
- Improve transit (ex. frequency of service, bike racks on buses, free service)
- Permit low speed vehicles on county roads (ex. golfcarts)
- Van and bus service to beaches and airports





Figure 4-19: Transit Improvement Need

Q 19. Over the next 25 years, do you think there is a need for additional/improved transit services in Lee County?

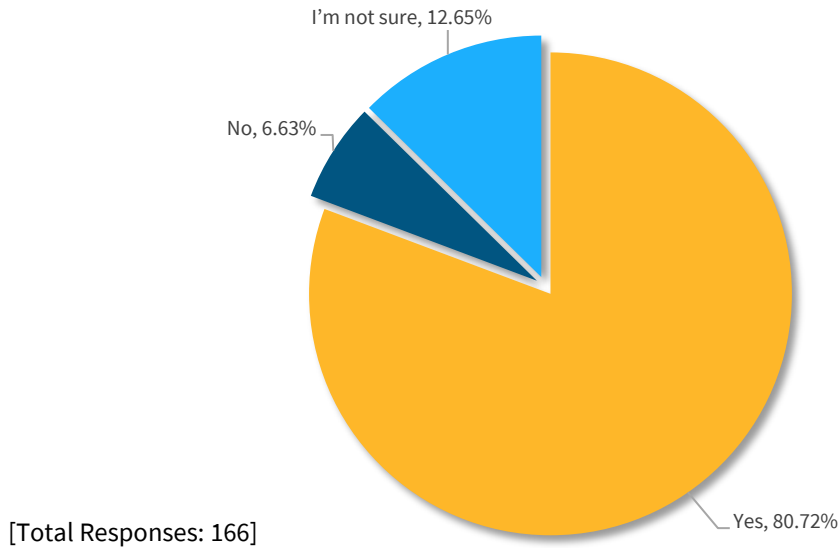
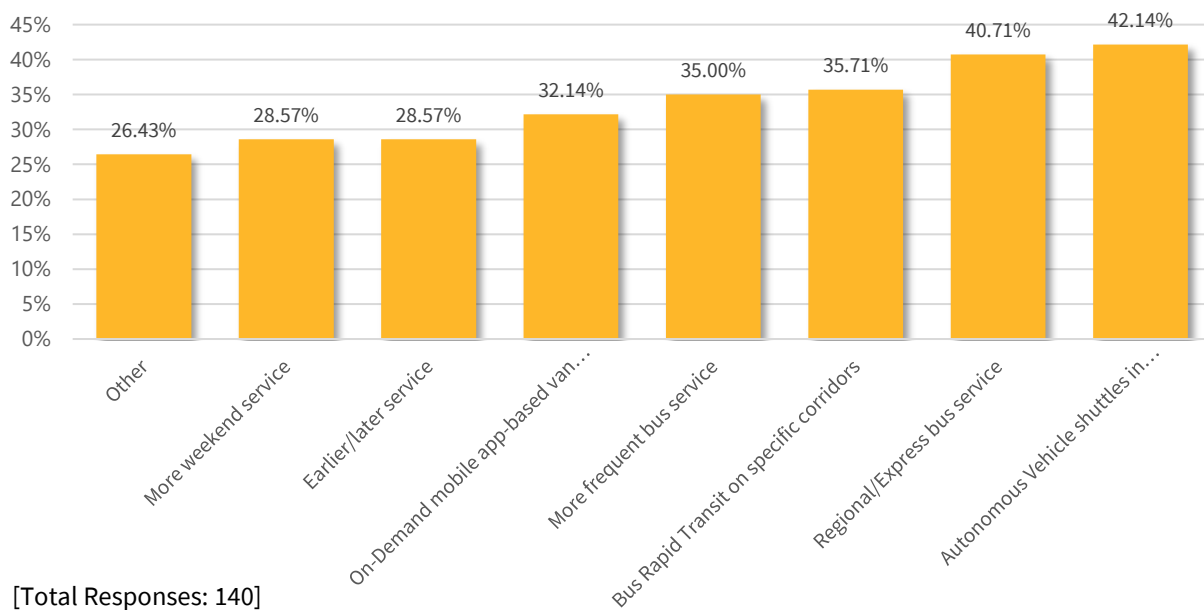


Figure 4-20: Types of Transit Service Improvement

Q 20. Lee County should consider the following public transit service priorities over the next 25 years.



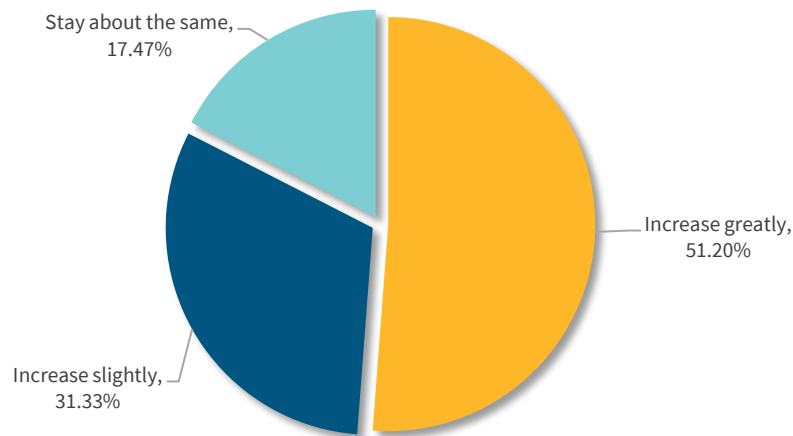


Of the 37 respondents who answered 'other' for Q20, the following themes were most common in the responses:

- Light rail (incl. Brightline and Seminole Gulf Railway)
- Dedicated lanes (incl. across bridges)
- More options for people with disabilities
- Transit amenities (ex. bus shelters, lights, free fare)
- Expand beach trolley service
- Transit access to airports
- Increase developer funded infrastructure
- Locations and corridors noted: US 41; Caloosahatchee River between Cape Coral and Fort Myers; Ft Myers to Tampa; Ft Myers to Gladiolus; McGregor to Gateway; Tamiami/Cleveland; Palm Beach Blvd; FGCU/Mall-land; Ft Myers to Naples

Figure 4-21: Non-Motorized Transportation Need

Q 21. Over the next 25 years, do you think Lee County's need for non-motorized transportation (bicycle, pedestrian, scooter, etc.) facilities will:



[Total Responses: 166]



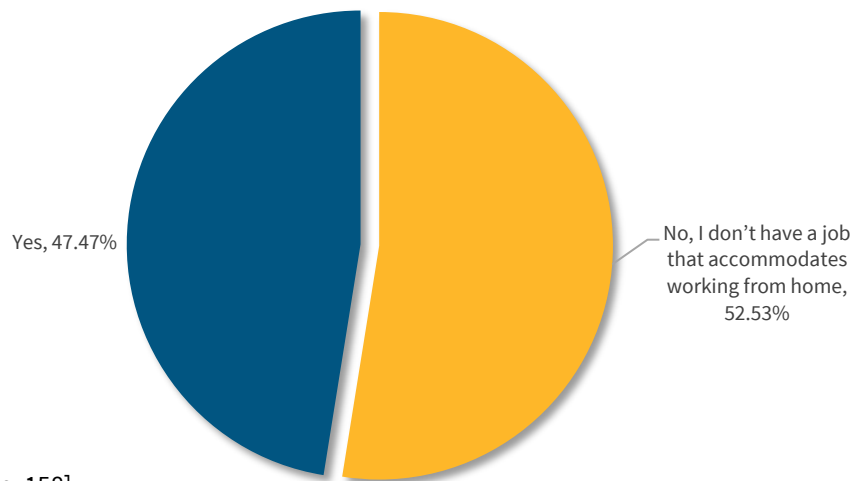


4.4 Current Travel Conditions

The third section of the survey asked how the COVID-19 pandemic impacted respondents' current travel arrangements and future work-related travel decisions.

Figure 4-22: Currently Working From Home

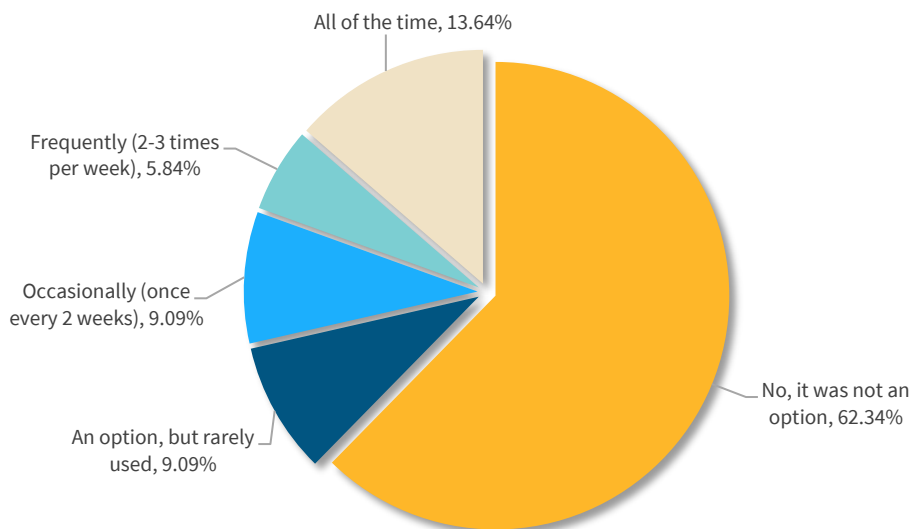
Are you currently able to work from home?



[Total Responses: 158]

Figure 4-23: Working From Home Before COVID-19 Pandemic

Q 23. Prior to the COVID-19 pandemic, were you able to work from home?



[Total Responses: 154]





Figure 4-24: Change of Working Conditions due to COVID-19 Pandemic

Q 24. As a result of the COVID-19 pandemic, have your working conditions changed?

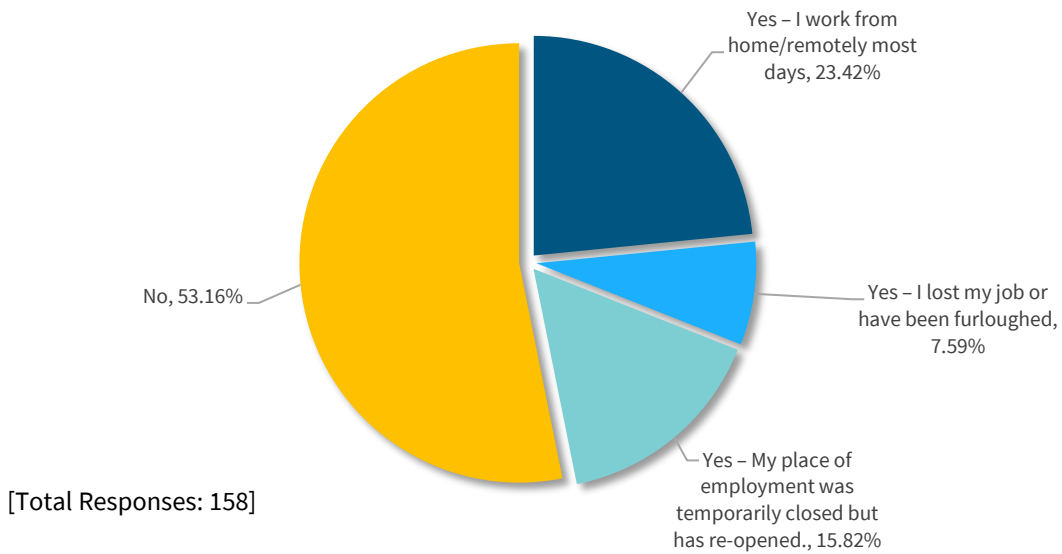


Figure 4-25: Change in Travel Behavior due to COVID-19 Pandemic

Q 25. Are you less likely to use an alternative mode of transportation for commuting to/from work because of the COVID-19 pandemic?

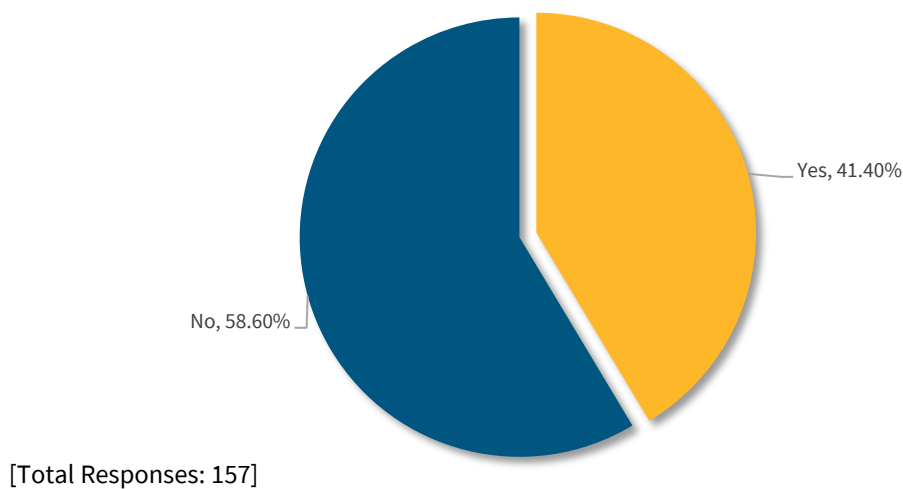
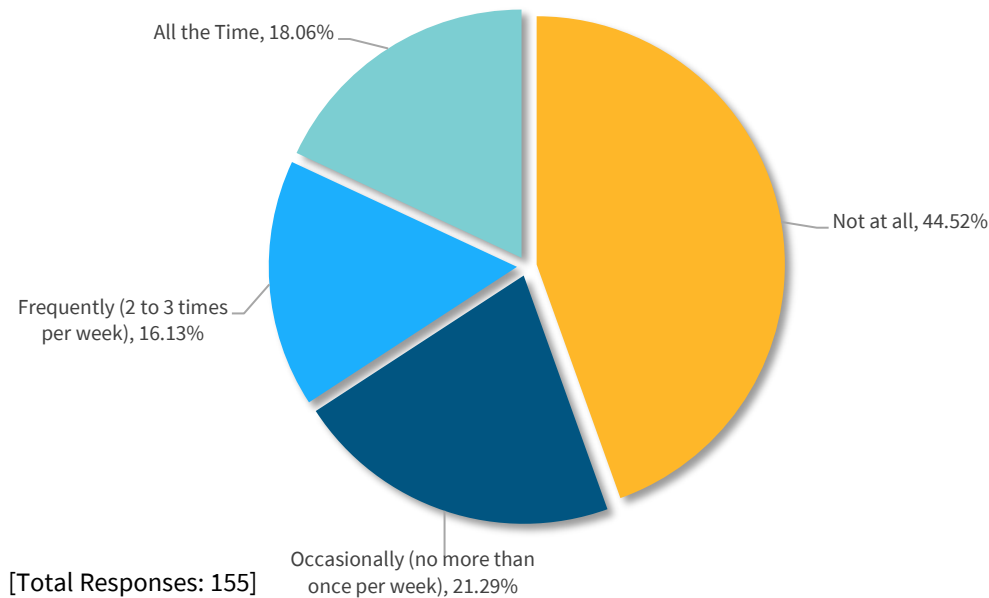




Figure 4-26: Working From Home After COVID-19 Pandemic

Q 26. Moving forward, are you likely to work from home:



4.5 Personal Characteristics

The fourth section asks about specific demographic information and where respondents were traveling to/from when commuting to work.

Figure 4-27 and Figure 4-28 on the following page show the distribution of the home and work ZIP codes provided by survey respondents. Table 4-1 shows the list and count of all home and work ZIP codes received during the survey effort.





Figure 4-27: Distribution of Survey Respondent Home ZIP Codes

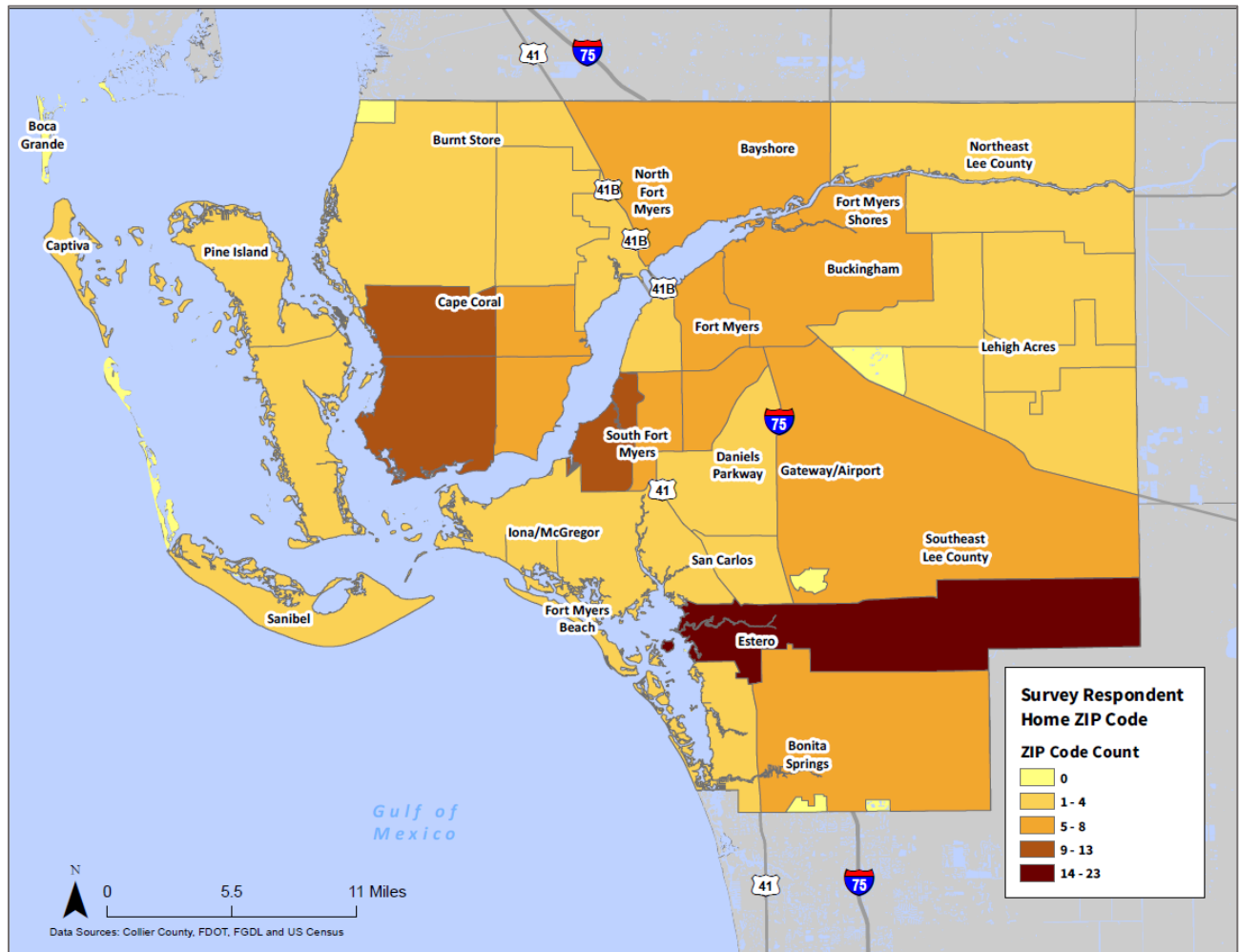




Figure 4-28: Distribution of Survey Respondent Work ZIP Codes

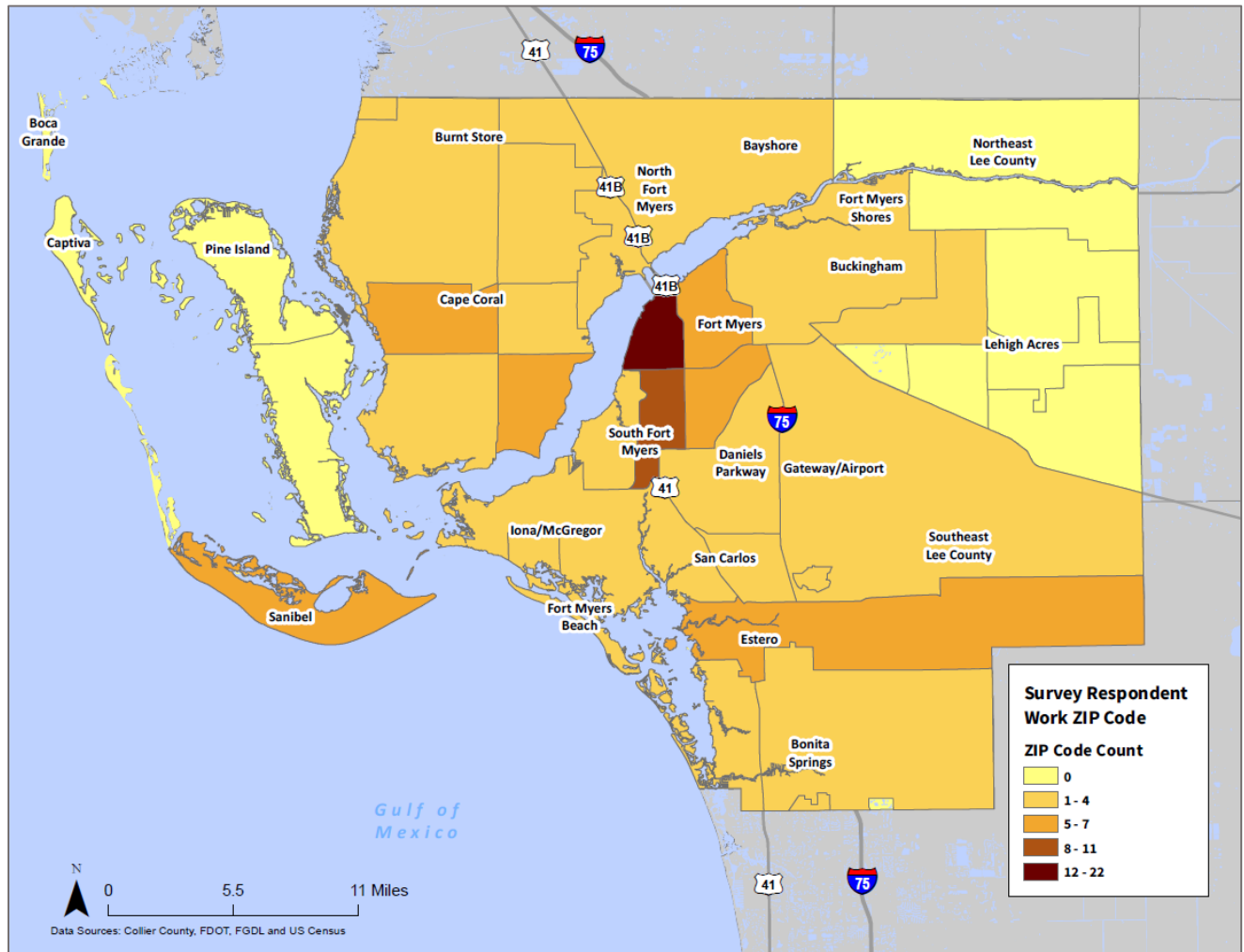




Table 4-1: All Survey Respondent ZIP Code and Count

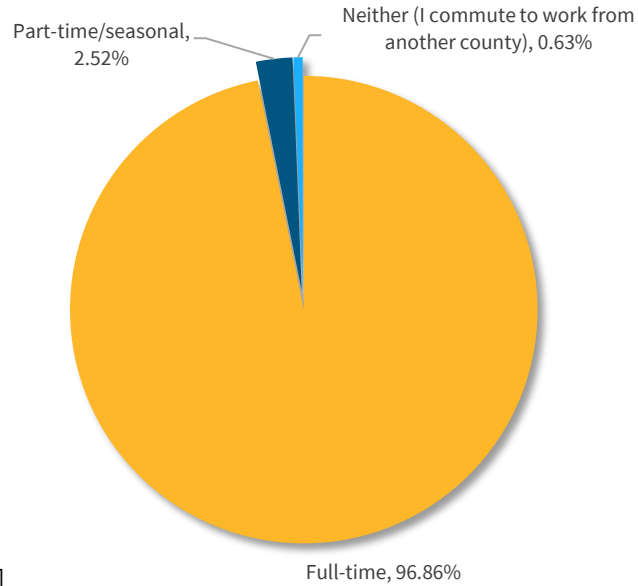
ZIP Code	Respondent Home ZIP Code Count	Respondent Work ZIP Code Count
33957	3	5
33904	8	7
33990	5	2
33991	10	5
33914	13	4
33955	0	1
33965	0	1
33903	3	2
33993	4	3
33956	1	0
33974	3	0
33931	2	1
33922	2	0
33909	3	1
33919	10	4
33976	2	0
33936	1	0
33901	3	22
33912	2	4
33907	5	11
33916	8	7
33966	7	6
33920	1	0
33971	3	1
33972	1	0
33905	6	2
33917	6	3
33913	6	4
33967	4	1
33908	4	2
34134	2	3
33928	23	6
34135	5	4
34110	0	1





Figure 4-29: Full-Time vs. Part-Time Resident

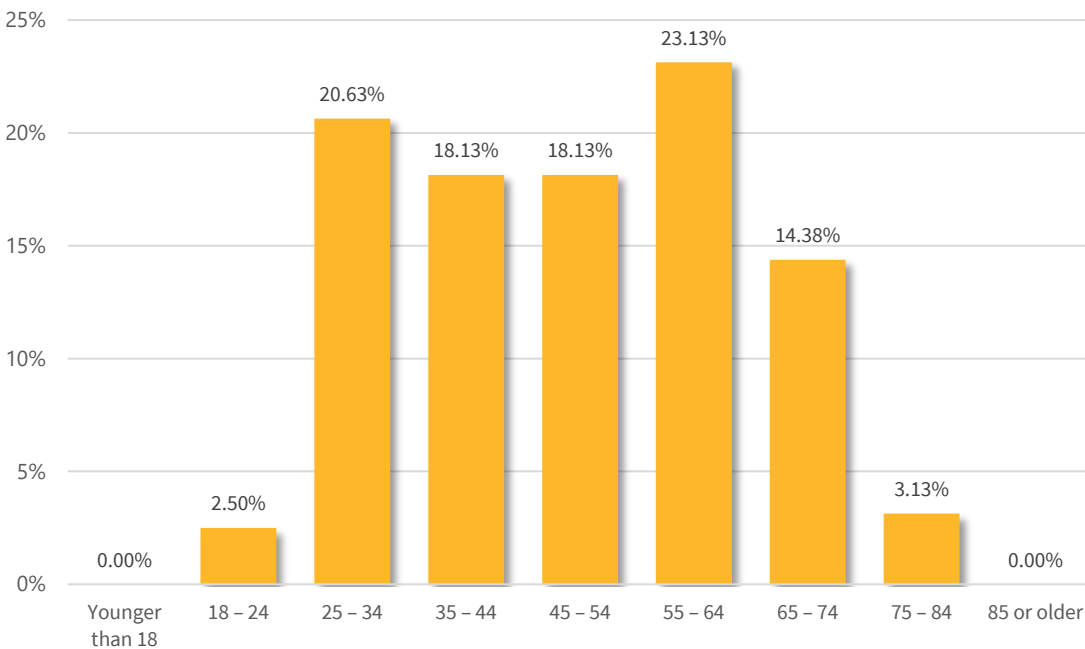
Q 29. Are you a full-time or part-time resident of Lee County?



[Total Responses: 159]

Figure 4-30: Age Group Distribution

Q 30. In which of the following categories does your age fall?



[Total Responses: 160]





This section provides a summary of the results from the final survey question asking for respondents to provide any additional thoughts or comments on traffic congestion in Lee Count. Of the 83 responses that were received, the main themes include:

- Consideration of transportation (all modes) access and circulation in planning for new development.
- Additional separated, protected, or off-street bicycle and pedestrian facilities.
- Enhanced intersection safety for pedestrians and cyclists such as lights or signals that acknowledge bicyclists.
- Facilities for low speed vehicles (ex. motorized scooters, golf cards, e-bikes).
- Safety concerns including speeding, distracted driving, lack of enforcement.
- Improved signal timing and ITS.
- Sound barriers to reduce traffic noise from roadways.
- Roadway maintenance including potholes and road striping.
- Congestion and bottlenecks on bridges.
- Increase roadway capacity by constructing additional lanes, new bridges, road extensions.
- Improve access and parking to/from beaches.
- Implement complete streets improvements in and around activity centers (incl. roundabouts, landscaping).
- Transportation demand management strategies (ex. incentives for people to work from home/change modes of transportation).
- Invest in light rail (incl. Seminole Gulf Railway, Brightline)
- Improve bus services and lower cost/free service for patrons.

Specific locations/corridors mentioned include:

- Cape Coral Bridge congestion
- Daniel's Pkwy congestion
- Connection between Cape Coral and Iona/McGregor
- Direct access to Alico Rd (Sunshine Connector)
- Planation Road dangerous for pedestrians and cyclists
- Colonial Blvd and Six Mile
- Southern Lee County is a funnel point
- I-75 onramps at Vanderbilt Beach Rd and Veterans Memorial Blvd
- Bonita Beach congestion and parking
- Right turn at Summerlin onto Gladiolus
- Roadway maintenance in Lehigh Acres





4.6 Survey Questionnaire

Travel Patterns

Responses to the following questions represent your typical commuting patterns prior to the COVID-19 Pandemic.

Question 1: How did you normally travel to work?

- Car, truck, or van (driving alone)
- Carpool and/or vanpool
- Public transportation and/or transit (example bus, shuttle)
- Walking
- Bicycle
- Electric scooter
- Taxicab or rideshare (example Uber, Lyft)
- Telecommute and/or work from home
- Unemployed or retired
- Other (please specify)

Question 2: What was your usual commute time to work?

- Less than 10 minutes
- 10 to 14 minutes
- 15 to 19 minutes
- 20 to 24 minutes
- 25 to 29 minutes
- 30 to 34 minutes
- 35 or more minutes
- I'm unemployed, retired, or work from home

Question 3: What was your usual commute distance to work?

- Less than 2 miles
- 2 miles to 4.9 miles
- 5 miles to 9.9 miles
- 10 miles to 14.9 miles
- 15 miles to 19.9 miles
- 20 miles to 30 miles
- 30 miles to 49.9 miles
- 50 miles to 69.9 miles
- Greater than 70 miles
- I'm unemployed, retired, or work from home

Question 4: How much time did you spend driving on an average weekday?

- Less than 20 minutes
- 20 to 29 minutes
- 30 to 39 minutes
- 40 to 49 minutes
- 50 to 59 minutes
- 60 to 69 minutes





- 70 or more minutes

Question 5: Which of the following best fits your definition for the travel delays you experience?
(Select 2 options to continue)

- Long commute times
- Unreliable travel times
- Slow traffic speeds
- High traffic volumes
- Long delays at intersections
- Crashes/incidents impacting traffic flow

Question 6: If you use public transit services in Lee County or decide to use them in the future, where would you likely go? (Select all that apply)

- Work
- Shopping
- Medical
- Education/College
- Social/Religious
- Recreational
- Other (please specify)

Question 7: How often do you have packages delivered to your household?

- Every day
- 3 to 6 days a week
- 1 to 2 days a week
- Once every two weeks
- Rarely
- Never

Question 8: If you drive a delivery vehicle for work, which one best describes your route selection?

- Assigned route
- Shortest route
- Least congested
- Other (please specify)

Travel Options and Transportation Solutions

Question 9: Do you have the flexibility to adjust the times that you travel to/from work?

- Yes
- No

Question 10: If yes, do you use this option to avoid traffic congestion?

- Yes
- No





Question 11: Do you have the flexibility to adjust the times that you make recreational trips and/or errands?

- Yes
- No

Question 12: If yes, do you use this option to avoid traffic congestion?

- Yes
- No

Question 13: What factors would encourage you to drive less?

- Nothing
- Transit improvements or more transportation modes
- Carpool options or park and ride improvements
- Bike and pedestrian improvements
- Incentives to share rides or to work from home
- Higher density, services closer to home
- Other (please specify)

Question 14: What is the most critical transportation issue on the roads you travel in Lee County?
(Please choose your top 3 answers)

- Lack of highway or roadway network
- Lack of bicycle and pedestrian facilities
- Lack of public transportation (bus) service and amenities
- Safety related issues or concerns
- Existing roadway conditions
- Driver behavior
- Traffic Congestion
- Other (please specify)

Question 15: In planning for the future, how much of a priority should public transportation (bus) be for Lee County?

- Very high priority
- High priority
- Neither high nor low priority
- Low priority
- Very low priority

Question 16: In planning for the future, how much of a priority should non-motorized transportation (example walking and bicycling) be for Lee County?

- Very high priority
- High priority
- Neither high nor low priority
- Low priority
- Very low priority

Question 17: What are the best solutions for improving transportation in Lee County? (Please choose 3 answers - you cannot advance to the next page if you choose more than 3)





- Widen existing roadways
- Build roadways on new alignments
- Use technology to address congestion (example traffic signal timing, digital information signs)
- Build roundabouts/traffic circles instead of stop signs or traffic signals
- Repair/maintain existing roadway system
- Improve public transportation
- Improve safety conditions for all users
- Build more sidewalks/crosswalks
- Build more bike lanes/trails
- Improve visual aesthetics
- Other (please specify)

Question 18: Which of the following technology types would you most like to see integrated into Lee County's transportation system in the future? (Select all that apply)

- Connected or automated vehicles (CAVs) (example self-driving cars, communicating vehicles)
- Improved bus stop amenities (Fare Payment using mobile devices, real-time information displays)
- Traffic Signal Priority on key corridors for buses and faster transit service.
- Advanced traffic control systems (traffic signal integration, real-time digital information)
- Vehicle share or ride share systems (example cars are provided on-demand to reduce unused time and space in parking lots)
- Drone delivery (to reduce traffic congestion from trucks and other freight vehicles)
- Alternative fuel vehicles
- Other (please specify)

Question 19: Over the next 25 years, do you think there is a need for additional/improved transit services in Lee County?

- Yes
- No
- I'm not sure

Question 20: Lee County should consider the following public transit service priorities over the next 25 years. (Select all that apply)

- More frequent bus service
- Bus Rapid Transit on specific corridors (Please indicate which corridors below)
- Autonomous Vehicle shuttles in Downtown Fort Myers
- On-Demand mobile app-based van service for first-mile/last-mile connections
- Regional/Express bus service
- More weekend service
- Earlier/later service
- Other (please specify)





Question 21: Over the next 25 years, do you think Lee County’s need for non-motorized transportation (bicycle, pedestrian, scooter, etc.) facilities will:

- Increase greatly
- Increase slightly
- Stay about the same
- Decrease slightly
- Decrease greatly

Current Travel Conditions

Due to the COVID-19 pandemic, working arrangements and travel has significantly changed for many people. The following questions are intended to understand how these changes have impacted current arrangements and the potential to influence future work-related travel decisions.

Question 22: Are you currently able to work from home?

- No, I don’t have a job that accomodates working from home
- Yes

Question 23: Prior to the COVID-19 pandemic, were you able to work from home?

- No, it was not an option
- An option, but rarely used
- Occasionally (once every 2 weeks)
- Frequently (2-3 times per week)
- All the time

Question 24: As a result of the COVID-19 pandemic, have your working conditions changed?

- Yes – I work from home/remotely most days
- Yes – I lost my job or have been furloughed
- Yes – My place of employment was temporarily closed but has re-opened.
- No

Question 25: Are you less likely to use an alternative mode of transportation for commuting to/from work because of the COVID-19 pandemic?

- Yes
- No

Question 26: Moving forward, are you likely to work from home:

- Not at all
- Occasionally (no more than once per week)
- Frequently (2 to 3 times per week)
- All the Time





Personal Characteristics

Question 27: What is your current home ZIP code?

Question 28: What is your current work ZIP code (office location even if you work from home during the pandemic)?

Question 29: Are you a full-time or part-time resident of Lee County?

- Full-time
- Part-time/seasonal
- Neither (I commute to work from another county)

Question 30: In which of the following categories does your age fall?

- Younger than 18
- 18 – 24
- 25 – 34
- 35 – 44
- 45 – 54
- 55 – 64
- 65 – 74
- 75 – 84
- 85 or older

Question 31: If you would like to receive email updates from the MPO, please provide your email address below:

Question 32: Please share any other thoughts or comments related to traffic congestion in Lee County:

For complaints, questions, or feedback on the accessibility of this survey, or for special requests under the Americans with Disabilities Act, please contact the MPO Staff.





Appendix 1: Public Comments Received



TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
TAC	August 2, 2018	<p>For the SIS presentation these were the questions and comments:</p> <ul style="list-style-type: none"> • A question was asked about the planned SR 80 improvements. • A comment was made about the lack of I-75 improvements that make parallel improvements to the interstate more important. • A comment was made that the possible impact of connected vehicles may lead to less impact on the Interstate/network. • A question was raised about what was being done about the congestion on Daniels and at the Interchange. • A comment was made about the lost opportunity for the Hanson corridor to provide relief to the east. • Comments were made about the increase of ridesharing trips on the system and that a bus pass is cheaper than owning a car. • A question was asked about getting CR 951 back on the Plan. • A question was asked if this locks in the SIS projects through the 2045 time frame.
		<p>For the 2045 LRTP update agenda item the questions and comments were:</p> <ul style="list-style-type: none"> • A comment was made that the number of units off Corkscrew Road is higher today then what was in the 2040 plan. • A comment was made that the 2010 validation was within 3 percent for the City of cape Coral. • A question was asked about the plans for the Punta Gorda airport.
CAC	August 2, 2018	<p>For the SIS presentation these were the questions and comments:</p> <ul style="list-style-type: none"> • A question was asked about I-75 going from 6 lanes to 10 lanes. • A question was asked about I-75 and if there were water retention issues. • A comment was made about the multi-modal corridor in the middle and the constraints from that at the Caloosahatchee River Bridge. • A question was asked about the managed lanes if that is the same as toll lanes. • A question was asked about whether the needs are being met in reference to the cost feasible plan and the assumption of revenues received. • A comment was made that the federal and local gas taxes are not indexed to inflation.
MEC	August 8, 2018	<p>For the 2045 SIS presentation these were the questions and comments:</p> <ul style="list-style-type: none"> • A question was asked about I-75 and how much of it is 6 lanes. • A question was asked about the project schedule for the PD&E study. • A question was asked about the earliest that there would be 10-lane sections. • A comment was made that I-75 in Sarasota has worse congestion than we do. • A question was asked about speeding up the process. • A question was asked about the design phase after 2025. • A question was asked about where the right-of-way estimate came from and what the elected officials could do to help.
		<p>For the review of the 2045 federal and state revenues the questions and comments were:</p> <ul style="list-style-type: none"> • A question was asked about the funding process. • A question was asked about what committed means. • A question was asked about when the Big Carlos Bridge would start, if the funding was in place and the cost.

TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
TAC	September 6, 2018	<p>For the approval of the SE scope the questions and comments were:</p> <ul style="list-style-type: none"> • A question was asked about adding a line in the scope about addressing autonomous vehicles.
		<p>For the review of the 2045 federal and state revenues these were the questions and comments:</p> <ul style="list-style-type: none"> • A question was asked about revenues on one of the tables if the numbers are inflated. • A comment was made that there is a huge growth projected for Florida. • A question was asked about the light rail considerations with regard to alternative transportation.
		<p>For the discussion on the guidance on assessing the impacts of ACES the questions and comments were:</p> <ul style="list-style-type: none"> • A question was asked about how they define electric vehicles. • A question was asked about an electric charging fee. • A comment was made about the increase in VMT's with the increase of AV's. • A question was asked about who would set the speed limit and gaps when the AV's reach 70%. • A comment was made that the AV manufacturers are looking for federal guidance so that the regulations are the same. • A comment was made that complete streets doesn't consider AV's. • A question was asked about how AV's are handling snow and or difficult terrain, like mountains. • A question was asked about how much vehicle prices would rise and a comment was made that maybe we don't own the vehicles. • A comment was made about the modeling and testing that will be done on the validate model with known conditions; however, the report suggests revisions to items the County does not have data to support.
CAC	September 6, 2018	<p>For the approval of the 2045 SE scope the questions and comments were:</p> <ul style="list-style-type: none"> • A comment was made that the MPO should consider at least two scenarios for the AV analysis. • A comment was made about the population projection issues that have been encountered in the past.
		<p>For the review of the 2045 federal and state revenues these were the questions and comments:</p> <ul style="list-style-type: none"> • A comment was made about the larger projects that are funded including the Big Carlos Bridge and SR 31.
		<p>For the discussion on the guidance on assessing the impacts of ACES the questions and comments were:</p> <ul style="list-style-type: none"> • A question was asked about shared use and did that mean Uber and other companies like that. • A question was asked how the MPO will address these impacts. • A question was asked why lanes would be specified for AV's if they are single occupant. • An article was discussed that was forwarded to the committee which indicated no one can be certain what changes will occur. • A comment was made that who knew we would be having this conversation two years ago. • A poll was taken of the members, by a show of hands, how many had used a ride sharing company service – almost everybody in the room raised their hand. • A question was asked if these trips were growing and commented most of them occur at the airport and downtown.

TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
MEC	September 12, 2018	<p>The comments and questions were:</p> <ul style="list-style-type: none"> • A comment was made that the projected growth for Lee County is double what FDOT is using on the trend analysis spreadsheet for the I-75. • A question was asked about submitting questions to FDOT to review and answer ahead of the next meeting. • A question was asked about the impacts on the developments adjacent to I-75. • A comment was made that the process should not be reactive and that the funding is an important issue that should be started now. • A question was asked about the 10-lane roadway and if it will be elevated.
MPO	September 21, 2018	<p>The comments and questions were:</p> <ul style="list-style-type: none"> • Questions were asked about where FDOT District Five and Seven are. • A question was asked if there was a certain setback that was required from the I-75 right-of-way.
TAC	October 4, 2018	<p>For the transit recommendations video item that was presented by the member of the public, the questions and comments were (at A Better LeeTran):</p> <ul style="list-style-type: none"> • A comment was made that the LeeTran uses the pulse system and that the earlier presentation pointed out examples that would not work. • A question was asked about how you would slow down trips to meet up for transfers. • A comment was made that there is another alternative for transit in Lee County. • A question was asked if Collier Transit had done an analysis of before and after the pulse system.
MEC	October 10, 2018	<p>For the 2045 SIS Cost feasible Plan (questions were provided and FDOT had a conflict and came to the November meeting to discuss):</p> <ul style="list-style-type: none"> • A question was asked if there are CCTV cameras on I-75. • A question was asked if the tolls would be e-pass or toll booths. • A comment was made that there will be accidents by motorists confused about the lanes at I-75 and Colonial.
		<p>For the discussion on the guidance on assessing the impacts of ACES the questions and comments were:</p> <ul style="list-style-type: none"> • A comment was made that the automakers are close to mainstreaming autonomous vehicles. • A question about insurance concerns. • A comment on increasing road taxes for non AV users to encourage people to use AV's. • A question was raised about what the MPO needs to do to address this. • A question was raised about needing something on the road to monitor AV's. • A comment was made about an existing vehicle that will not stop at a red light unless there are cars stopped at the light. • A comment was made that this may make transit obsolete. • There was a comment made about London and congestion pricing in the center of the city. • A comment was made that data collected from the information boards on the highway could provide more useful information on traffic conditions. • A question was asked about what state is the most advanced with this.
		<p>For the Federal Long Range Plan Update requirements:</p> <ul style="list-style-type: none"> • There was a comment about concentrating the efforts on completing one project at a time.

TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
BPCC	October 23, 2018	<p>The questions and comments were:</p> <ul style="list-style-type: none"> • A question was asked whether the intention was to build sidewalks where pathways had originally been planned. • A question was asked about the difference in cost between sidewalks and pathways. • A question was asked about differentiating between recreational and transportation uses on the pathways and sidewalks.
MEC	November 14, 2018	<p>The questions and comments were:</p> <ul style="list-style-type: none"> • A question was asked about the areas of I-75 that are projected to fail. • A question was asked about the timeline for the I-75 PD&E studies. • A question was asked about when the I-75 Colonial Blvd project would begin. • A question was asked if electric and biodiesel has impacted gas tax collections.
TAC	December 6, 2018	<p>The question and comments were:</p> <ul style="list-style-type: none"> • A question was asked about the review of the numbers and if there were numbers that did not match up. • There was a comment made about 2010 using census data but what was used for 2015.
CAC	December 6, 2018	<p>The question and comments were:</p> <ul style="list-style-type: none"> • A question was asked about how the hotel percentages are calculated and a comment was made that it is an annual rate. • A question was asked about the seasonal and international visitors and if they are factored into the data. • A question was asked about the impact of the data and a comment was made that hotels generate more trips. • A question was asked if the model is run for last March are the counts within ten percent. • A question was asked about the BEBR projections of the past and if they were incorrect when they were made during a recession. • A question was asked about the employment rates in 2010 versus 2015.
TAC	January 3, 2019	<p>Review of the 2015 base year data:</p> <ul style="list-style-type: none"> • There were no comments on the base year data but there was a comment about the widening of SR 80 and the need for no parking signs along the right of way of SR 80.
CAC	January 3, 2019	<p>Update on the Review of the Base Year SE Data for the regional Model:</p> <ul style="list-style-type: none"> • There were questions and comments raised on how the model takes into account seasonal residents versus the use of permanent population and employment numbers.
Leadership Bonita Presentation	January 18, 2019	<ul style="list-style-type: none"> • A question was asked about what is going to be done to I-75 in the future and comments were made about the peak hour congestion. • A comment was made about the traffic crashes and driver distraction. • A question was asked about the Colonial Blvd and I-75 interchange improvements. • A question was asked about the bridges and congestion coming out of Cape Coral. • A comment was made about the congestion on US 41.
TAC	February 7, 2019	<ul style="list-style-type: none"> • A question was asked about removing the 1st and 2nd Street projects from the State/Federal project list as this project is now being done by local funding. • A question was asked about moving up the design phase for the SR 78 Santa Barbara to East of Pondella project as this is the segment with the most congestion.
CAC	March 7, 2019	<ul style="list-style-type: none"> • A comment was made about moving up the Burnt Store Road Van Buren to the Charlotte County line Project.
TAC	May 2, 2019	<ul style="list-style-type: none"> • There were comments and suggestions about resiliency and coastal high hazard areas and what some of the local jurisdictions are doing.

TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
CAC	May 2, 2019	<ul style="list-style-type: none"> • A comment was made to support more resiliency be included in the Plan due to hurricanes and sea level rise. • A comment was made about the language referring to the study period. • A question was asked about objective 5, if non-auto items would go to the top of the list.
MEC	May 8, 2019	<ul style="list-style-type: none"> • A question was asked about the 2040 revenues and the fact that Estero was not separated out from the County. • A question was asked about how much of the revenue is attributable to impact fees. • A question was raised about the verification of the local revenues with the local governments. • A question was asked about the LeeTran funding and if that can be used for capacity and congestion. • A question was asked about federal funding and if it is received for capacity. • A comment was made that the BOCC renewed the gas tax for another 30 years. • A comment was made about the trend of buying SUV's and trucks.
ECCL Transportation Presentation	May 16, 2019	<ul style="list-style-type: none"> • A question was asked about the timing of I-75/Corkscrew Road improvements and other planned improvements in the area and what they were. • A question was asked about the CR 951 extension and what is currently shown in the plans for that roadway. • A question was asked about how the impacts of AV's were being considered.
MPO	May 17, 2019	<ul style="list-style-type: none"> • A comment was made on the Littleton and Kismet connection and linking that to Burnt Store Road. • A comment was made on alternatives to a new interchange with I-75 and what improvements could be made.
MEC	June 12, 2019	<ul style="list-style-type: none"> • There was a question regarding the safety and security goal. • There was a question asked about the goal regarding the mitigation of stormwater impacts and how would that relate to what could be funded. • A comment was made about the stormwater impacts and that this is an attempt to identify trouble areas and propose solutions. • A question was asked about enhancing the travel and tourism goal and what projects would achieve that. • An example was given of the travel and tourism goal and how it relates to complete streets and increasing activities, like biking. • A comment was made about the difficulty on the debate about autonomous vehicles and the difficulty in addressing the issue.
TAC	August 1, 2019	<ul style="list-style-type: none"> • A comment was made about including vision zero in the objective about reducing fatalities and injuries. • A question was asked about addressing autonomous vehicles.
CAC	August 1, 2019	<ul style="list-style-type: none"> • A comment/concern was raised about the loss of revenue due to gas taxes not being collected on electric vehicles. • A suggestion was made to improve resiliency in objective #9 which could allow for better preparation. • A comment was made that Miami is raising certain roads to address this issue. • A comment was made that standardization needs to be done at a higher level and that it should include sea level rise. • A suggestion was made to revise goal #4 to say changing environment. • A comment was made that efforts in objective #7 is not necessary.

TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
TAC	September 5, 2019	<ul style="list-style-type: none"> • Comments were made about the completion of roadway projects and their impact on the transit element. • A comment was made about the connection of what has been identified in the TSMO Plan and what transit improvements may be made to those identified congestion areas. • A comment was made about providing service for first mile/last mile issues.
CAC	September 5, 2019	<ul style="list-style-type: none"> • Comments were made about the impact of ride sharing services and first mile/last mile services and including the impact of ride sharing in the scope.
MEC	September 18, 2019	<p>Presentation on the current LRTP activities and overall schedules:</p> <ul style="list-style-type: none"> • There were comments made on the growth projections and since it is an estimate why does it matter if it is a little different as it will change over time. • A question was asked if a larger population would impact the funding we receive. • A question was asked about who comes up with the population estimates. • A question was asked about what percent per year growth do the results show. • A comment was made that certain years are much higher than other years, peaks and valleys. • A comment was made that people are leaving New York, lowering their population and coming here and what is the impact of those numbers. • A comment was made that the Charlotte County BEBR projections look low. • A question was asked about how much land is available to support this population and comments were made about the pre-platted communities of Lehigh and Cape Coral. • A comment was made that development rights come off the land purchased for 2020 conservation and that about 21% of the land is in conservation/preservation. • A question was made about ways to relieve congestion on constrained roadways such as intersection improvements. • Comments were made about projects that could be done like the CFI, turn lanes and bridges at locations that do not have them now. • A comment was made about Cape Coral Parkway and an upcoming 60 day pilot project not allowing left turns during peak hour along with lengthening of turn lane storage. • A question was asked about the Hanson Ext out to Ortiz and widening of Ortiz if that will help. • A comment was made about the Three Oaks Parkway north to Daniels, helping with parallel routes to I-75. • There was a question asked about the indexing of gas taxes and a comment about the FAC and League of Cities supporting indexing of the other gas taxes that are not indexed. • A question was asked, are they suggesting that the CAV additions will add a lot of capacity. • A question was asked about the installation of electric charging stations and who is responsible for installing those. • A comment was made about the installation of 22,000 charging stations. • A comment was made about the super charger and charging for that. • A question was asked about the difference between connected vehicle to autonomous vehicles. • A question was asked about the average cost per mile for a mile of roadway. • Comments were made about how long construction takes and how many days of construction are there really in a year when you consider rain delays etc., versus what happens during peak season and dealing with the additional traffic. • A comment was made about doing the construction at night.
TAC	October 3, 2019	<p>Review and approve the updated constrained roadways list:</p> <ul style="list-style-type: none"> • Comments were made about Daniels Parkway, Cypress lake near US 41, San/Cap Road, Sanibel Drive, Cape Coral Parkway and Veterans, Del Prado north of SR 78, Kismet, Hancock Bridge Parkway, Fowler Street, Lee Boulevard and McGregor Boulevard. <p>Review and provide input on the existing plus committee facilities agenda item:</p> <ul style="list-style-type: none"> • A comment was made about updating the First and Second Street projects that will be started by 2023 and updating the Hanson Street project that is underway. • A comment was made about an update to the Sunrise project in Lehigh Acres.

TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
CAC	October 3, 2019	Review and approve the updated constrained roadways list <ul style="list-style-type: none"> • A comment was made about changing the limits of the constrained section of McGregor Boulevard.
		For the Information on the Long Range Plan Task and Schedule Item <ul style="list-style-type: none"> • A comment was made about a recent meeting in Charlotte and their discussions about the population projections. • There were comments and questions made about the BEBR population projections and the Integrated Growth Model and other model used to estimate the future growth. • There were comments made about the current population estimates and the status of current road projects. • Comments were made about planning for ACES. • A question and comment were made about planning for seasonal population increases.
MEC	October 9, 2019	<ul style="list-style-type: none"> • A question was asked about further clarification regarding the definition of constrained corridors. • A question was asked if a road segment is included on the list, does that prevent it from improvements. • A question was asked if there is an action plan for improvements to road segments on the list. • A comment was made that improvements could be like the Continuous Flow intersection improvements. • A question was asked about the history of Stringfellow being on the list. • A question was asked that if a roadway is constrained does that limit development on that roadway.
TAC	November 7, 2019	<ul style="list-style-type: none"> • A comment was made for resiliency to include the evacuation zones from the public safety maps to assist in the prioritization. • A suggestion was made to include the damage done to the roads as another measurement. • Comments were made about changing the weighting criteria and also including something regarding technology improvements for ACES.
CAC	November 7, 2019	<ul style="list-style-type: none"> • A question was asked about what areas are considered the environmental justice areas. • A question was asked about where the activity centers are.
ECCL Presentation by the MPO Consultant	November 9, 2019	Presentation on future growth projections for population, housing, commercial services, office uses, and industrial space to 2030: <ul style="list-style-type: none"> • A question was asked about how the growth projections in the County were developed and what is being seen beyond that time frame.
MEC	November 13, 2019	<ul style="list-style-type: none"> • Comments were made about increasing the weighting for capacity, safety and project commitments and if it is necessary to reduce that from bike/ped and transit improvements and social/cultural effects.

TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
TAC	December 5, 2019	<ul style="list-style-type: none"> • A question was asked about the growth projections and what they are used for. • A question was asked where 300,000 additional population will be added in the County. • A comment was made that most of that will be in Cape Coral and Lehigh Acres. • A comment was made about a lot more people from up north moving down here. • There was a comment made that BEBR estimates are based on historical trends and that if you look at Hendry County they are only adding 10,000 to the 30,000 residents in 20 years or in Charlotte where there was no growth shown beyond what was being done in Babcock the last time around. • A question was asked if Sun Seekers was included in the development numbers. • A comment was made that it is updated every 5 years to take into account changes that have occurred and that the CIGM works from build out backwards to the year being analyzed. • A comment was made that it includes the development amount for large developments, but will they actually build that number is the question, that is based on approved zonings. • There was a comment made that Cape Coral was comfortable with the projections for their City, but it is easier as it is pre-platted. • A question was asked what the build year and amount for the County is. <p>Review and comment on the updated LRTP scoring criteria:</p> <ul style="list-style-type: none"> • A comment was made that the County could provide the information on the activity centers. • Comments were made about making safety the primary priority and raising the weighting. •
CAC	December 5, 2019	<p>Review of the 2045 LRTP population and housing projections:</p> <ul style="list-style-type: none"> • A question was asked about how far you can go back with the models to look at these population projections. • An individual asked where the 1,155,000 number in 2045 come from. • A question was asked why there are different data collection methods and is it based on money that you will receive. • A comment was made about the BEBR's methodology with high growth areas. • A comment was made suggesting more than one scientist work on the issues and estimates, not the same old way of looking at it. • A question was asked about looking at the difference between what is left to develop versus a trend that keeps going. <p>Review and comment on the updated LRTP scoring criteria:</p> <ul style="list-style-type: none"> • A question was asked about the thresholds for the EJ income levels. • Questions were asked about the scoring levels and the proposed changes that were brought up.
MEC	December 11, 2019	<p>Review and discuss the preliminary 2045 population and housing projections:</p> <ul style="list-style-type: none"> • A question was asked if the upcoming census would provide an opportunity to adjust projections. • A question was asked about how many dwelling units per year are being built and the related growth. • A comment was made about annexations and the changes in population if those have not occurred for years. • A question was asked if the projections look at the future land use map. • A comment was made about the future development versus the congestion in those areas.

TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
		Review and comment on the updated LRTP scoring criteria: <ul style="list-style-type: none"> • A question was asked about how the safety criteria and if it considers lighting as a solution. • A question was asked about the ACES innovations criteria and whether it is also considered safety and should it be raised. • A question was asked how often the criteria is updated. • A question was asked how this compares to the amount of money that comes in. • A comment was asked about how we can resolve the issues with the crashed/incidents that are on the Mid-Point and Cape Coral bridges and the congestion that this causes. • A comment was made about rear end crashes, distraction and merging issues caused by the congestion. • A comment was made about the Cape Coral Bridge heading west and the congestion/incident issues with the 4 lanes having to merge down to 2 lanes and coming up with solutions.
TAC	January 2, 2020	Review of the 2045 LRTP population and housing projections <ul style="list-style-type: none"> • There were comments made about the projected build out of the county to include 1.4 and 1.5 million units between 2060 and 2070. • Comments were made about the difference between employees and workers within the columns of data. • A question was asked about the area of growth in Collier County. • A comment was made about the number of workers in Lee County working in other counties versus the number of workers in Lee and Charlotte working in Lee County. • A question was asked about the difference between the model projections and the BEBR median numbers.
CAC	January 2, 2020	Review of the 2045 LRTP population and housing projections <ul style="list-style-type: none"> • A question was asked about the number of dwelling units and how many are there now. • A question was asked about the seasonal population and how the number of dwelling units are accounted for in this count. • A comment was made about the increase in the Sanibel population during season and that it was three times as much. • Comments were made about the hospital and restaurants where you can't build for the peak to address that surge.
MEC	January 8, 2020	Review of the 2045 Socio-economic data for the LRTP update <ul style="list-style-type: none"> • A question was asked if the City's information lines up with city boundaries on the map. • A question was asked about the cost estimates and how the funding is applied once the need is determined. • A question was asked why the state cannot help with the funding of the needs.
MPO	January 17, 2020	Status and presentation on the 2045 Long Range Plan activities <ul style="list-style-type: none"> • A question was asked about how we know there are going to be more electric vehicles out on the system.
Leadership Bonita Presentation	January 17, 2020	MPO background, existing and future projects and the development of the Long Range Plan <ul style="list-style-type: none"> • There were questions about future population and growth areas. • A question was raised about the improvements for residents coming out or going to Cape Coral, like the bridges. • A question was raised about the north south roadways between Lee and Collier. • Comments were made about where people live versus where they work. • Comments were made about affordable housing. • A question was asked about the planned improvements to I-75.

TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
City of Cape Coral Transportation Advisory Commission	February 19, 2020	Cape Coral Bridge replacement agenda item <ul style="list-style-type: none"> • Comments were made about another/new bridge connection and improving capacity at the current bridge crossings.
Joint Lee and Charlotte Punta Gorda MPO Board	February 21, 2020	Former Lee Citizens Advisory Committee (CAC) Member Dave Urich provided comments on Agenda Items 6 and 7: (1) Babcock Ranch needs a direct connection with regional major highways and suggested connecting Cook Brown Road to Oil Well Road in the near future, given the development of a potential I-75 interchange 20 years from now. (2) Mr. Urich opposed using Notre Dame Blvd, a very residential street, as a connector between Burnt Store Road and US 41. He stressed a better alternative would be to utilize an existing nearby easement. He recommended checking for easement availability and associated costs. He thanked the MPO Boards for receiving his comments. For the 2045 Long Range Plan regional model coordination <ul style="list-style-type: none"> • A question was asked about the regional model run schedule that was provided by FDOT and what is required of the MPO's and MPO Board to provide back to FDOT as part of that process.
TAC	March 5, 2020	Update on the Long Range Plan Development Activities <ul style="list-style-type: none"> • A question was asked about the Challenger extension and including that in a model run. • A question was asked where the CR 951 extension is located in the plan. • A comment was made about the additional lane in each direction on Daniels near the Interchange. • A question was asked about the Alico Extension and the widening of Sunshine up to SR 80 as part of that project. • A question was asked about including the Sunrise extension near the two new schools that were discussed previously.
CAC	March 5, 2020	Update on the Long Range Plan Development Activities <ul style="list-style-type: none"> • Comments were made about the project costs and the comparison of our costs now versus what it was five years ago.
MEC	March 11, 2020	Status of the LRTP Development Activities <ul style="list-style-type: none"> • A member asked a question that if the cost feasible information was relative to the amount of revenue and then asked about the timeline for the budget development. • A member question was asked whether there was a cost for roundabouts in the program. • A member comment was made about the Littleton/Kismet connection and the project changes that resulted lower project costs. • Member comments were made about the discussed the traffic patterns on the Cape Coral bridges and bypass suggestions.

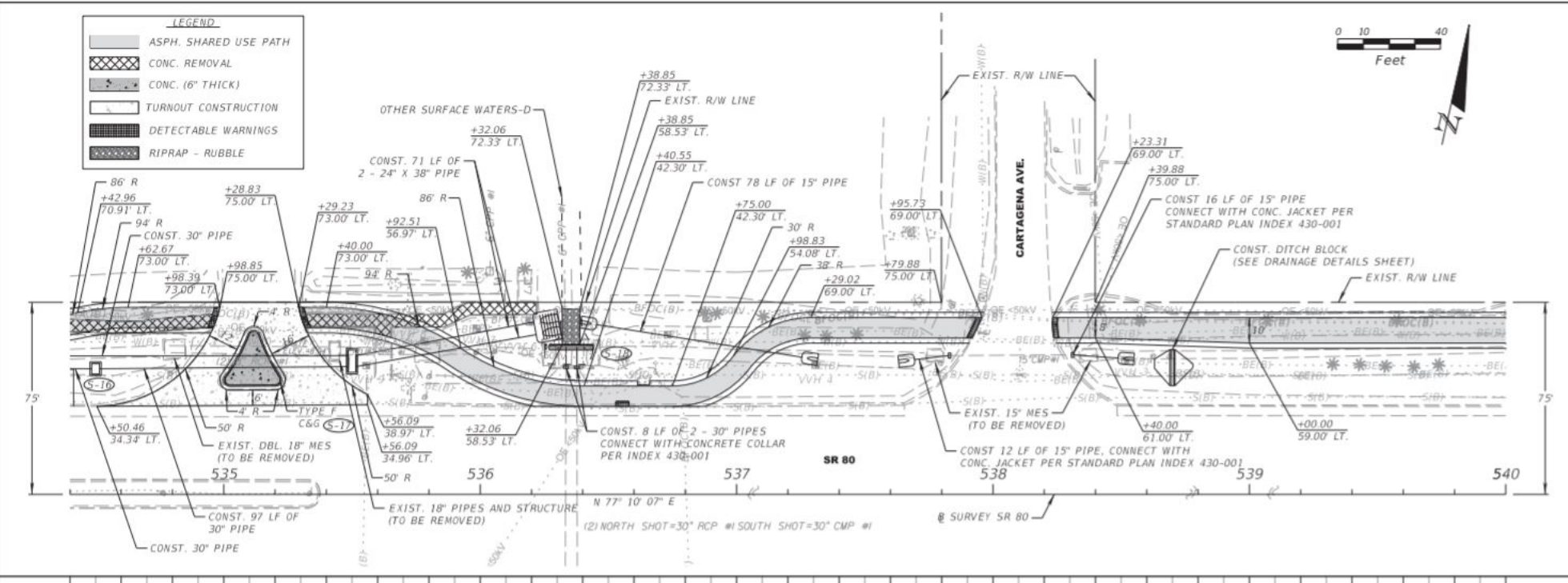
TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
TAC	May 7, 2020	<p>LRTP Update</p> <ul style="list-style-type: none"> • A public comment was made about the east west roadway needs in north Cape Coral, using Mellow/Slater to get out to the I-75/SR 78 interchange using existing roadways, the Littleton corridor versus Diplomat as it goes over to Bus 41 and the need to connect Burnt Store Road to Kismet over the Gator slough and presentation graphics can be found here: http://leemppo.com/wp-content/uploads/2019/06/D-Urich-Presentation-Slides.pdf • A comment was made by a committee member about including Edison Avenue extension to Ortiz on the map. • A question was asked about the status of the Colonial and Summerlin study. • A comment was made about the First and Second Street projects and that follow up information would be sent on them. • A comment was made about the Lockett Road extension and questioning the traffic for the project Road. • A question was asked about the public comment about connecting Kislent to Burnt Store Road and whether that was looked at previously. • A comment was made about connecting the I-75/Tuckers Grade Interchange over Notre Dame in Charlotte County to Burnt Store Road.
CAC	May 7, 2020	<p>LRTP Update</p> <ul style="list-style-type: none"> • Comments were made about the east west roadway needs in north Cape Coral, using Mellow/Slater to get out to the I-75/SR 78 interchange using existing roadways, the Littleton corridor versus Diplomat as it goes over to Bus 41 and the need to connect Burnt Store Road to Kismet over the Gator slough. The public comment presentation can be found here: http://leemppo.com/wp-content/uploads/2019/06/D-Urich-Presentation-Slides.pdf • A member of the public, gave public comment as a reminder of Mr. Thomas Kanell's plan for LeeTran and his website, www.abetterLeeTran.com. • A question was asked by the Chair if the Kismet Burnt Store Road connection would be run as part of the model runs. • Comments were made about the Hanson Street Extension and the continuation of Coconut south to US 41/Old US 41 in Bonita Springs.
MEC	May 13, 2020	<p>Status of Long Range Plan Development Activities</p> <p>The presentation can be found here: http://leemppo.com/wp-content/uploads/Agenda-Item-5-LRTP-Development-Activities.pptx</p> <ul style="list-style-type: none"> • Comments were made by the members about the funding expectations based on the current conditions and what should be done for the revenue projections for the Long Range Plan. • A comment was noted that for the recovery, there are extreme opinions but they are taking the middle ground approach to it. • A comment was made that they would like a month or two of information post COVID to see about the conditions.
MPO Board	May 15, 2020	<p>Review and Approve the Goods Movement Scope:</p> <ul style="list-style-type: none"> • A public comment was made about not hearing about public involvement for businesses that are stuck using non-conforming grandfathered access where they might be able to have some kind of input along the development of the project so that would be appreciated if that could be a consideration especially if there are federal funds involved.
		<p>Review and Approve the Bicycle Pedestrian Long Range Plan Element:</p> <ul style="list-style-type: none"> • A public comment was made that he had reviewed task five and did not see public involvement opportunities and they are required for all federally funded projects under NEPA so I would recommend that the Board review the agenda item further before moving forward to make sure it is compliant with federal law. • A question was asked about who does the public outreach.
		<p>Public comments on items not on the agenda:</p> <ul style="list-style-type: none"> • Public comments were made about the east west needs in north Cape Coral, using Mellow/Slater to get out to I-75/SR 78 interchange using existing roadways, the Littleton corridor versus Diplomat as it goes over to Bus 41 and the need to connect Burnt Store Road to Kismet over the Gator Slough. His presentation can be found here: http://leemppo.com/wp-content/uploads/2019/06/D-Urich-Presentation-Slides.pdf


TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
MPO TAC	June 4, 2020	<p>2045 SIS Cost feasible Plan</p> <ul style="list-style-type: none"> A public comment was made about removing the Del Prado Interchange project. His public comment presentation can be viewed here: https://leemppo.com/wp-content/uploads/Dave-Urich-Presentation.pdf A public comment on Agenda Item #2/LeeTran and his request for LeeTran to evaluate his pulse system proposal for Lee County as part of TDP/Transit Element Development. The public comment presentation can be viewed here: https://leemppo.com/wp-content/uploads/Thomas-Kanell-Public-Comment.pptx
MPO CAC	June 4, 2020	<p>2045 SIS Cost feasible Plan</p> <ul style="list-style-type: none"> A public comment was made about removing the Del Prado Interchange project. His public comment presentation can be viewed here: https://leemppo.com/wp-content/uploads/Dave-Urich-Presentation.pdf A public comment on Agenda Item #2/LeeTran and his request for LeeTran to evaluate his pulse system proposal for Lee County as part of TDP/Transit Element Development. His public comment presentation can be viewed here: https://leemppo.com/wp-content/uploads/Thomas-Kanell-Public-Comment.pptx
		<p>FDOT presentation on the 2045 SIS Cost feasible Plan: The members discussed the gas tax fluctuations, the appropriateness of updating the SIS plan on a one year cycle, sea level rise impacts, access to the survey link and public participation. His presentation can be viewed here: https://leemppo.com/wp-content/uploads/Agenda-Item-11-Draft-CFP-Presentation-Lee.pptx</p> <p>Update on the development of the 2045 LRTP:</p> <ul style="list-style-type: none"> A presentation was give on the development and can be found here: https://leemppo.com/wp-content/uploads/Agenda-Item-12-LRTP-Update.pptx. There was a question asked about the public comment that was raised earlier about this item and whether the connection of Burnt Store Road to Kismet was being analyzed.
MEC	June 10, 2020	<p>LRTP Revenue projections The committee members discussed the consequences of being too conservative with the revenue estimates, amending the revenue estimates, what impacts there are to the planned infrastructure, how the gas tax projections exceeded the previous projections over the last five years, what adjustments should be made based on history, the need to include the County’s Growth Increment Funding estimates, the upcoming Lee County budget meeting, the impact fee collections and projects funded with them, the projected increase in driving as there is a decrease in flying that will impact the gas tax collections, the quarterly funding numbers, the rise in gas prices, the lag in timing from what is reported for collections versus when the gas tax is actually paid and the need to examine the gas tax collections at the next meeting. Direction was also given to include the Growth Increment Funding in the revenue estimates.</p> <p>Update on the Development of the Long Range Plan:</p> <ul style="list-style-type: none"> A member comment was made about the need to support the Alico Road extension project as it provides improvements to many parallel facilities. This included additional comments on the Lehigh population projections and buildout, challenges for the project, where it connects, how long is it, what right of way is in hand and the widening of Airport Haul Road. Comments made about the Del Prado Extension results on the new model run.
MPO Board	June 19, 2020	<p>Status of the LRTP The presentation can be found here: https://leemppo.com/wp-content/uploads/Agenda-Item-11-LRTP-Update-1.pptx</p> <ul style="list-style-type: none"> A member of the public gave a public comment on his request to remove the Del Prado Interchange project. His public comment presentation can be viewed here: https://leemppo.com/wp-content/uploads/Dave-Urich-Presentation.pdf Mr. Scott then read a public comment from Ms. Lark Campisano, a member of the public, on her concerns relating the Del Prado Interchange project and her request to remove the project. Her comment can be accessed here: https://leemppo.com/wp-content/uploads/Agenda-Item-11-Public-Comment.pdf Ms. Darleen Loef, a member of the public, gave a public comment on her request to remove the Del Prado Interchange project from the LRTP.

TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
TAC	August 6, 2020	<p>Update and provide input on the 2045 LRTP The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-9-LRTP-Update.pdf</p> <ul style="list-style-type: none"> • A committee member asked if there were federal funds available for the environmental analysis. There were comments made about the analysis that was done on the impacts of delaying the project. • A committee member comment was made about the model run number three and that there was more traffic at the county line with Charlotte. • There was a discussion about the technology and how it was going to be included in the LRTP. • A question was asked about the City of Fort Myers projects that might have an impact and there was a discussion about sending the CIP information. <p><i>The same presentation was made to the CAC on the same date but there were no comments.</i></p>
MEC	August 12, 2020	<p>Provide input on the LRTP revenue project assumptions The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-3-LRTP-Revenues.pdf</p> <ul style="list-style-type: none"> • The committee discussed the growth increment funding, the Lee County capital revenues, the current gas tax revenue projections, the projections beyond five years, road impacts and the guidelines for use of revenue types.
BPCC	August 25, 2020	<p>Update on the development of the 2045 LRTP elements The presentation can be found here: https://leempo.com/wp-content/uploads/LRTP-Update-Highway.pdf</p> <ul style="list-style-type: none"> • A committee member asked about the bridges proposed for widening and if cantilevers were still a possibility. There was a comment made about looking at the options at the incorporation of bicycle pedestrian facilities. • A public comment was made about Pine Island Road project that started this year and what was the status of it. • A comment was made about the plans for the McGregor near Whiskey Creek and commented about the cantilevering off the bridge on McGregor. In addition, there were comment about the Winkler right turn lane and coordinating with Streets Alive for education of the public on the Winkler Challenger round-a-bout. Also, there were comments made about the Oasis Apartment sidewalks.
TAC	September 3, 2020	<p>Update and provide input on the 2045 Long Range Plan The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-10-LRTP-Update.pdf A presentation was also given on the Goods and Freight element and that presentation is here: https://leempo.com/wp-content/uploads/LRTP-Update-Freight.pdf</p> <ul style="list-style-type: none"> • The committee made comments about the images/projects for NE 24th Avenue roadway improvement, cost calculations and inclusions for local funds and the five year program format. • A public comment was read into the record that the I-75/Del Prado interchange should be removed from the plan based on the environmental impacts and other alternatives. The comments can be found here: https://leempo.com/wp-content/uploads/9-3-2020-Re-Del-Prado-Extension-75-LARK-CAMPISANO.pdf
CAC	September 3, 2020	<p>Update and provide input on the 2045 Long Range Plan</p> <ul style="list-style-type: none"> • A public comment was read into the record that the I-75/Del Prado interchange should be removed from the plan based on the environmental impacts and other alternatives. The comments can be found here: https://leempo.com/wp-content/uploads/9-3-2020-Re-Del-Prado-Extension-75-LARK-CAMPISANO.pdf • A presentation was given on the update of the LRTP that included the priority list, the scoring criteria, current priority programming, SIS cost feasible plan, revenues and the transit plans. The presentation can be found here : https://leempo.com/wp-content/uploads/Agenda-Item-10-LRTP-Update.pdf <p>A presentation was also given on the Goods and Freight element and that presentation is here: https://leempo.com/wp-content/uploads/LRTP-Update-Freight.pdf</p> <ul style="list-style-type: none"> • A question was asked by a committee member about the rail line and delivering commodities • A public comment asked about SR 80 and the project status in the needs plan.

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MEC	September 9, 2020	Review and Provide input on the LRTP update The presentation can be found here: https://leemppo.com/wp-content/uploads/Agenda-Item-3-LRTP-Update.pdf <ul style="list-style-type: none"> • A question was asked if the LRTP addresses the capacity of Cape Coral and asked about adding another bridge south of the Cape Coral bridge for people heading to Bonita and Naples. • Comments were made that the City of Cape Coral was working on creating jobs within the city but it is still a bedroom community where they still need capacity increases to get in and out of Cape Coral and want to make sure that is being discussed.
		Update on the FDOT SIS Cost Feasible Plan The presentation can be found here: https://leemppo.com/wp-content/uploads/Agenda-Item-4-FDOT-SIS-Update.pdf <ul style="list-style-type: none"> • A question was asked if an interchange improvement would have to fit in the managed lane footprint or if a cheaper version could be done that may not fit in the footprint.
MPO	September 18, 2020	Development of the LRTP The presentation can be found here: https://leemppo.com/wp-content/uploads/Agenda-Item-8-LRTP-Update.pdf <ul style="list-style-type: none"> • A question was asked if there was an increase in flights into the airport due to Wal Mart, Fed Ex etc. making more home deliveries during the pandemic.
		Approved TSM&O plan The presentation can be found here: https://leemppo.com/wp-content/uploads/Lee-MPO-TSMO-MP_9_18-Presentation-.pdf <ul style="list-style-type: none"> • A public comment on the TSM&O Plan was submitted and it can be found here: https://leemppo.com/wp-content/uploads/MPO-9.18.20-SASWFL-Public-Comment-Diana-Giraldo.pdf
TAC	October 1, 2020	2045 LRTP Cost Feasible Plan projects The presentation can be found here: https://leemppo.com/wp-content/uploads/Agenda-Item-6-2045-LRTP.pptx <ul style="list-style-type: none"> • The use of toll money • The modeling of different options for the Cape Coral bridges • The feasibility of adding a new bridge connection to Cape Coral and the lack of a network on the Fort Myers side • Environmental issues • Residential impact concerns • Adding an additional lane to the westbound span of the Cape Coral Bridge • A question was added about the Kismet Parkway extension over the Burnt Store Road and that Diplomat Parkway and whether it should be taken out about the Needs plan.
		Review of the AV/CV Modeling Document that will be a part of the LRTP and it can be located here: https://leemppo.com/wp-content/uploads/Agenda-Item-7-ACES-Paper.pptx There were no questions.

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CAC	October 1, 2020	<p>Preliminary 2045 LRTP Cost Feasible Plan projects The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-6-2045-LRTP.pptx</p> <ul style="list-style-type: none"> • A question was raised about the funding and timing of the Burnt Store Road project. • Comments were made about the need to include the CR 951 Extension in the needs Plan and issues with what happened when the Coconut Road Interchange when it was removed from the Plan. • Comments were made about the proposed changes to the First and Second Street one way pairs.
		<p>Review of the AV/CV Modeling Document The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-7-ACES-Paper.pptx</p> <ul style="list-style-type: none"> • Coordinating with other areas • The testing of autonomous semi-trucks on the Turnpike • What steps will be taken to obtain full automation with semi-trucks • Personal autonomous vehicle costs • Additional trips due to increase in freight by online shopping • Impacts of Amazon distribution center opening in Collier on trips that currently go from Lee to Collier each day • Increase in local trips due to services like Shipt and local grocery store deliveries • Concerns for the future impacts due to increased delivery and personal trips with people that currently don't travel • Potential changes to the road footprints to accommodate autonomous/mobility on demand vehicle pick-ups and drop-offs
MEC	October 14, 2020	<p>Provide input on the draft cost feasible plan and a review of the projects The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-3-2045-LRTP.pptx</p> <ul style="list-style-type: none"> • A question was asked if CR 951 Extension could be removed as the expansion of I-75 eliminates the need. It was noted that the Collier County elected officials were not interested in pursuing the CR 951 Extension. The individual asked if the commissioners could coordinate and see what their opinion is on it remaining in the Needs Plan. The committee continued the discussion on the CR 951 Extension including existing constraints on Logan Boulevard in Bonita, history of the project, the demand due to increasing growth, and adding lanes to I-75.
MPO	October 16, 2020	<p>Provide input on the draft cost feasible plan and a review of the projects The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-6-2045-LRTP.pdf</p> <ul style="list-style-type: none"> • A question was asked about removing the CR 951 extension from the Plan and the impact of I-75 improvements.
		<p>Review of the AV/CV Modeling Document The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-7-CAV-Modeling.pdf</p> <ul style="list-style-type: none"> • Comments were made on the possibility that autonomous and electric vehicles will not come to fruition, modeling, vehicle collisions, self-driving semi-trucks, and the possible malfunctions of technology.

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BPCC	October 27, 2020	<p>Review of the Bike Ped cost feasible projects and update on the LRTP development The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-6-2045-LRTP-1.pptx</p> <ul style="list-style-type: none"> • A question was asked about the 6-lane widening of SR 80 from SR 31 to Buckingham Road and there was a discussion about it being currently shown as 25-30 years out. There was a discussion about other examples in the area and cost versus worth of projects. • The widening of SR 80 and other roadways in the state • Higher speeds • The potential for making the lanes smaller • The pathway/sidewalk project on Pine Island Road • The schedule. <p>Comments were made on the SR 80 projects along with a PowerPoint that was shown at the meeting can be found here: https://leempo.com/wp-content/uploads/Public-Comment-for-BPCC.pdf and https://leempo.com/wp-content/uploads/Public-Comment-for-BPCC.pptx</p> <ul style="list-style-type: none"> • The first attachment describes what may be required to widen SR80. <p>42982315201-Amendment-DrainagePermitPlans.pdf 46 / 163</p>  <ul style="list-style-type: none"> • I am an advocate of safe and complete streets. • Perhaps the 4-lane to 6-lane widening will, <ol style="list-style-type: none"> 1) Shift the proposed for 2021 0', 8', 9', and 10' wide sections of Shared Use Path along the North side with many sharp 20' radius S turns to the South side of SR80 like it was approved in the TIP back in 2017.

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		<p>2) Construct a 6' concrete sidewalk along the North side like FDOT strongly recommended to the BPC back in 2014 and 2015 because a feasibility study proved it was not safe or feasible to construct a Shared Use Path along the North side of SR80.</p> <ul style="list-style-type: none"> The other attachments show how a Path will abut the SR80 due to a concrete outfall 14'10" from the EOP. It looks like an onramp and offramp. (graphics attached to the e-mail are shown below) <div data-bbox="677 447 1998 1003" style="text-align: center;"> <h3>US 19 TYPICAL SECTIONS</h3> <h4>66th Street North of Gandy Boulevard</h4> </div> 
TAC	November 5, 2020	<p>Transit Development Plan The public comments can be found here: https://leempo.com/wp-content/uploads/Thomas-Kanell-Public-Comment-1.pdf The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-9-2045-LRTP1.pdf</p> <ul style="list-style-type: none"> Comments were made about the Babcock development. Comments were made about the proposed bicycle facilities app, base data needed and the continued requests for hard copy maps for distribution. Comments were made regarding the City of Fort Myers projects, adding the roundabout at Seaboard. Comments were made about the Burnt Store Road projects, the PD&E time frames, construction time frames, funding, the Century Link building issues in Charlotte County, possible solutions, scheduling meeting to discuss, planning consistency, the timing of Burnt Store projects and what phases may be easier to move forward. There were questions about the time frame for six laning of Pine Island Road in Cape Coral and the impacts of parallel facilities, the modeling of other options, the possibility of expanding Hancock, possible improvements to Pondella and 24th, increased traffic congestion, newly approved apartment off SR 78 in Cape Coral and the use of NHS funds. A question was asked if the Burnt Store information was included in the document to the committee.
CAC	November 5, 2020	<p>Draft 2045 Summary Report The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-9-2045-LRTP1.pdf</p> <ul style="list-style-type: none"> A question was asked if projects are re-prioritized when there is a decrease in funding and comments were made about splitting up the larger projects, like Burnt Store project being broken down into two mile segments. A question was asked about the new project for the City of Fort Myers, the roundabout at Seaboard and First Street. A question was asked if the micro-transit time frame for one of the first proposed projects is in 2022 and what type of vehicles will be used.

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MEC	November 18, 2020	<p>Draft 2045 Summary Report The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-3-2045-LRTP.pdf</p> <ul style="list-style-type: none"> • Comments were made about the comparison of this plan to the last plan and questions that were asked from public comments received. • A comment was made about what area of the LRTP documentation should the Committee members focus on. • A question was asked about using an app countywide similar to what Sanibel provides, to notify residents of congestion. • Additional committee comments were made about apps similar to Google/Wave, all solutions costing money, education program on Sanibel, live traffic updates on apps and apps being quick/inexpensive. • Examples were given of existing camera locations like the Chiquita Lock for boat traffic and cameras at key locations. There were comments made about bringing all the camera views together in a central viewing platform/app since there is a lack of funding for roadway expansion to address increasing population. • Comments were made about using technology to assist with traffic, the FDOT cameras, connecting the existing cameras, using them to help drivers change when they go, toll facilities, transponders and toll-by-plate. • A question was asked if there was a ranking of the most congested areas in Lee County.
BPCC	November 24, 2020	<p>Draft 2045 Adoption Summary Report The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-7-2045-LRTP.pptx</p> <ul style="list-style-type: none"> • A question was asked about the Fort Myers Bike Ped plan update. • Comments were made about the Cape Coral bridge project; what improvements would be included as part of that project and recent discussions/presentations that are being made at the BOCC.
TAC	December 3, 2020	<p>Endorsement of the 2045 LRTP Adoption Summary report The presentations are included below (overall LRTP first and the Goods and Freight second): https://leempo.com/wp-content/uploads/Agenda-Item-6-2045-LRTP-1.pdf https://leempo.com/wp-content/uploads/Agenda-Item-6-Freight-Slides.pdf</p> <ul style="list-style-type: none"> • There was a question about how many comments were submitted for each topic/item and quantifying it for the Board. • There were questions about the location of 951 and about Rail line and Brightline. • A request was made to remove Kismet from the maps as it was no longer in the project list. • A comment was made about including a connection of Sunshine to SR 80 in the Needs Plan. • A question asked about Joel to Leeland facilities and the need to include the reconstruction of the project, not widening for now, but in the future that it would be needed. • A question was asked about the bridge on Pine Island and where it is located. • A comment was made on the Metro phases. • There were comments made about the Metro project and the Old US 41 project. • A comment was made that Ortiz was a major corridor and it is moving up. • There were comments made about the Alico project and the Corkscrew planned projects.

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		<p>Mr. Scott continued his presentation with slides on SIS Cost Feasible Plan and bike ped projects.</p> <ul style="list-style-type: none"> • A question was asked about the private funded project connecting from Ben Hill project and Alico Road. • A comment was made that, on the bike ped map, there are sidewalks on Chiquita. • A question was asked about the bridge in Lehigh near Sunshine where the new schools are being built. • Comments were made about how long it would take but it would take a long time in this process, and the preference is that it would be a vehicular bridge. • A comment was made about the pedestrian/bicycle bridge being constructed on Bell and other bridges in Lehigh. • There were comments about air cargo.
CAC	December 3, 2020	<p>Endorsement of the 2045 LRTP Adoption Summary Report The presentation can be found here: https://leemppo.com/wp-content/uploads/Agenda-Item-6-2045-LRTP-1.pdf</p> <ul style="list-style-type: none"> • There were comments made about the Burnt Store project timeline, the Cape bridges, the SR 82 project that was able to be moved up due to funding that came available. • There were comments made about the capacity in Matlacha and what was included in the modeling. • A question was asked about how seasonal population, like Sanibel, is being addressed in the model. • Comments were made in factoring in vacation rentals, Uber/Lyft trip counts, and factoring in future development. • Comments were made about autonomous vehicles (AV) versus bus rapid transit and replacing Lehigh circulation routes with similar system as proposed for downtown Fort Myers. • Comments were made about the Indianapolis examples, ridership and operational costs of transit, and hours of operation of transit. • A question was asked about the Terry/Pine roundabout project and comments were made about the project. • Comments were made about the use of rail to alleviate traffic on roadways. • Comments were made about the possible use of SRTS funding for the Sunshine connection bridge project, pooling different funding sources together for the Sunshine bridge project, the total amount of SRTS funding for District One, the cost differences between pedestrian and vehicle bridge, and involving the School District/Board members. • Comments were made about the project and the additional income being received by the School District due to the voter approved sales tax increase and using those funds. • A question was asked about the comments regarding the Del Prado Extension. • A question was asked about the widening of SR 78 and does that improve with the other improvements in the Plan in this area.
MEC	December 9, 2020	<p>2045 LRTP Public Comments and Current Updates The presentation can be found here: https://leemppo.com/wp-content/uploads/Agenda-Item-3-2045-LRTP1.pdf Response to questions received for the LRTP can be found here: https://leemppo.com/wp-content/uploads/E-mail-responses.pdf</p> <ul style="list-style-type: none"> • Comments were made about SR 82 improvements, the connection of Green Meadow Road and modeling. • A question was asked about the location of the schools in Lehigh. • Comments were made about the impact fees collected, other funding sources, the census results and that current funding level still based on 2000 census. • Comments were made about the population increases and the possibility of new Federal Bill.
TMO	December 9, 2020	<p>2045 LRTP and review of the Adoption Summary Report The presentation can be found here: https://leemppo.com/wp-content/uploads/Agenda-Item-9-2045-LRTP.pdf</p>

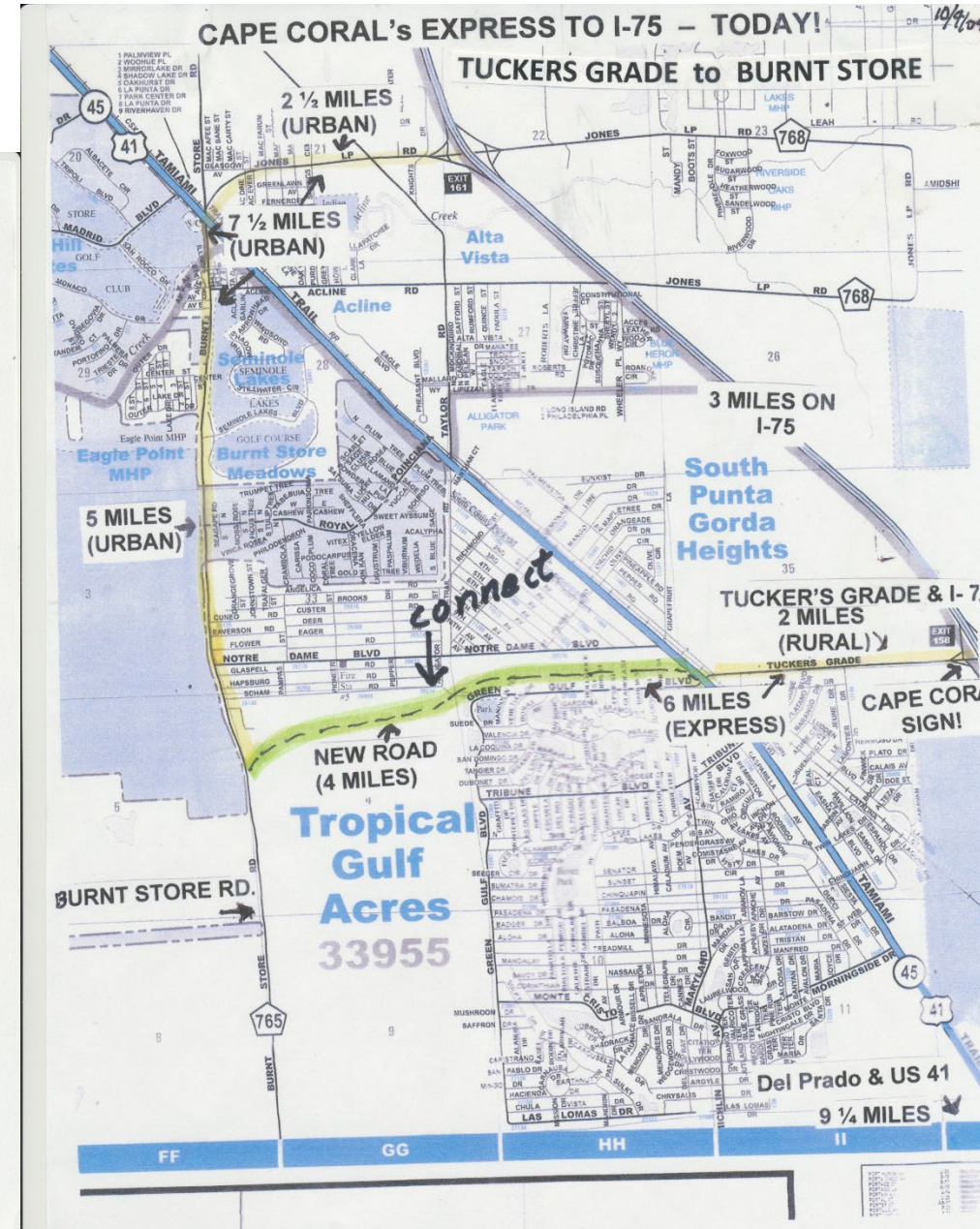
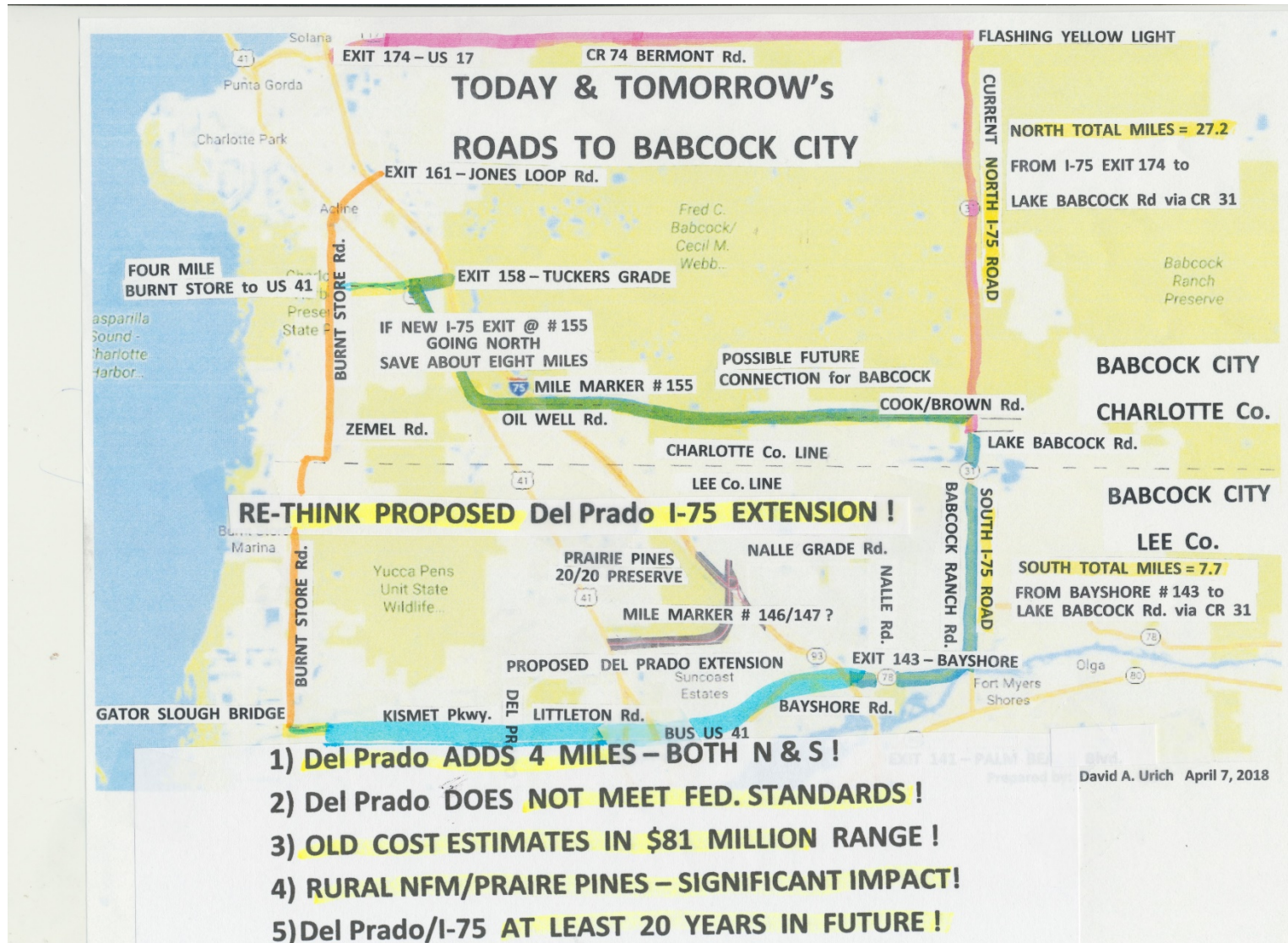
TYPE OF MEETING	DATE	COMMENTS RELATED TO LEE COUNTY 2045 LRTP
MPO	December 18, 2020	<p>Adoption of the Plan The presentation can be found here: https://leempo.com/wp-content/uploads/Agenda-Item-4-2045-LRTP.pdf</p> <ul style="list-style-type: none"> • Comments were made about the new Lehigh schools projected opening dates. • Comments were made about the Sunshine connection to SR 80 and that staff needs to involve residents of the area in the planning process due to previous reactions of residents to this project. • A comment was made about the footbridge in Lehigh that was destroyed during Hurricane Irma, issues in getting the funding for the new footbridge, involving LA-MSID in the footbridge project discussion. • Comments were made about the local impact fees distribution, the language added by FDOT that includes using impact fees from development projects in the area that are paying impact fees. Comments were made about the Lucketts Road extension project in the needs plan and modeling different scenarios in that area. • A comment was made that the Lucketts Road project would eliminate the need for the SR 80 connection project to address the continued growth in Lehigh. This included determining if Lucketts or SR 80 connection is least disruptive, and route/location of projects. • Since the early 1960's our patrons have been able to legally park pickup trucks and SUVs in front of our businesses along SR80. • To accommodate a Bike Path (FPID: 429823-1) the State has informed us the largest size vehicle customers will now be able to park in our existing parking spaces are 4-door sedans. • With the proposed widening of SR80 from 4 lanes to 6 lanes, should we expect to be suddenly informed our customers need to scale down to compact cars, or even smaller? • Thank you for your time.

David Urich Comments regarding Del Prado and Cape Coral Connectivity in General

Date	Comments
May 8th, 2019	Mr. Urich commented that any benefit that would come from construction of a new Del Prado Interchange is already available on existing roads. This is why he advocates for future improvements instead of Del Prado Interchange.
May 13th, 2019	Mr. Urich feels that the Del Prado/I-75 Interchange is "outdated & unaffordable" and some alternatives need to be studied that might solve some connectivity issues in the near term.
	First suggestion is is the need to complete the Western connection from Kismet Pkwy in the North Cape to developing Brunt Store Rd. Due to the lack of a Western connection of Kismet to Brunt Store - east/west cross Cape traffic is forced to use residential Van Buren Pkwy to get to and from Brunt Store Rd. There needs to be a bridge over Gator Slough to complete that Littleton/Kismet east-west expressway.
	The other two suggestions are in Charlotte County, but have direct impact on the connection of Tuckers Grade Interchange to Development Burnt Store Rd. One easement that Mr. Urich Favors is re-building Notre Dame residential street into the connection. The other road shows Jones Loop I-75 Inchange is getting more urban and that Cape Coral could have an express today to Tuckers Grade by completing a new four mile connector on the existing easement. While Tuckers Grade is a full interchange, the Cecil Webb Preserve to the east will not produce an Eastern need for traffic flow.
February 29th, 2020	Mr. Urich, regarding Notre Dame Blvd, commented that folks seem to feel that speeding well over the post 35 MPH is a real problem. He thinks they all were more or less not in favor of using Notre Dame. One man said that there was a sale sign on US 41 for the property that Mr. Urich suggested. He said that a "Firzone" sign for 88 acres just south of Notre Dame was present.
March 6th, 2020	Mr. Urich explained how he had met with Carlos Fritzone and his partners own the 88 acres to the West of US 41/Tuckers Grade, and presented a possible southern alignment from the end of his property to Burnt Store Rd. Mr. Urich commented that this seems more financially feasible since it would save on ROW acquisition as well as use about four miles of existing roadway.
March 9th, 2020	Mr. Urich now favors a some version of the utilization of the Frizone 88 acres that would use two miles of new access road from Tuckers Grade to Western end of the Frizone 88 acres. It would save ROW and some costs to use Western Notre Dame for the connection to Brunt Store Road. He is asking for a cost/feasibility study of this alignment.
	Mr. Urich still favors a connection utilizing Cook-Brown Rd connected to Oil Well Rd, get to Babcock traffic to US 41 on that existing Oil Well Rd. I-75 overpass, thus allowing connection to Tuckers Grade exit #158. He says in the future the need for a new I-75 interchange will be determined any future factors and need.
	Mr. Urich had some thoughts on deleting the proposed Del Prado Extension. The City of Babcock has committed to SR 31 improvements to Bayshore. Presently, one can use existing roads from I-75 Exit 143 (Bayshore) to get to Babcock in just 7.7 miles. According to Mr. Urich calculations, it would be about 4 miles longer if Del Prado Extension were to be built for millions.
March 18th, 2020	Mr. Urich feels that it is time to delete the Proposed I-75 Interchange. Currently Babcock City has agreed to widen SR 31 to Bayshore at the Civic Center - using existing roads (7.7 miles) to get from Bayshore Exit #143 to get to Babcock.
	From his analysis, the original Cost estimates for Del Prado I-75 expected Babcock to pay for the NFM new roads needed to access the Proposed Interchange. It appears to be four miles longer and is too close to existing Bayshore Interchange to meet Federal Standards.

Date	Comments
	In addition, Mr. Urich including a proposed Alternate Interchange at about Mile Marker #150 in Charlotte County which would meet Federal Standards at some future date. Again he requested a study regarding "Unaffordable and Unapprovable Del Pradgo Proposed Interchange.
March 30th, 2020	Since 3/16/2018, Dave Urich has been asking for new directional signs at Del Prado and US 41 - both to Bayshore and Tuckers Grade I-75 exits. It is only 11.4 miles to Tuckers Grade. He also explains that the old proposed Del Prado new interchange would be 15.4 miles via that new connection. He also brought up a proposal to connect Tuckers Grade to Burnt Store Rd, which would help Hurricane evacuation for Cape Coral and Pine Island. Lastly, he talks about the future need for a Gator Slough Bridge to properly connect Kismet to Burnt Store Rd.
March 30th, 2020	<p>Mr. Urich talks about an alternative new I-75 interchange at Mile Marker #150. He explains some of the serious problems with the old Del Prado proposal. The cost estimates for this plan on the Charlotte County Line in Lee County were not included in the old \$81 million Del Prado estimates. Next, he goes on about Cook-Brown Road to Oil Well Road - as well as the fact that the Babcock Community has made a commitment to widen SR 31 from their entrance down to Bayshore Rd. at the civic center. This existing road is only 7.7 miles from Bayshore Exit #143 to Babcock Community.</p> <p>Lastly, he brings up the fact that Cape Coral is already connected to Bayshore via Mellow/Slater - even with directional signs in place to guide folks today. This route to south I-75 saves some 4 miles instead of the "outdated Del Pradgo I-75 proposal!"</p>
March 30th, 2020	<p>Mr. Urich touched upon the 2040 LRTP which shows Notre Dame Blvd. as the projected connector from US 41 - Tuckers Grade to Burnt Store Rd. This chart proposed a modification of the 2045 Charlotte LRTP to include a new two miles direct connection to extend Tuckers Grade Road via land taken from the 88 acres from Carlos Frizone. Next, he shows a draft of the alignment. Then he suggests the connection to Cook-Brown Road to Oil Well Rd. to allow access to US 41 and thus Tuckers Grade. Finally, Mr. Urich shows a chart from 12/15/2014 that creates a route from Babcock to Tuckers Grade Interchange #158 for northern Babcock travel.</p> <p>Mr. Urich feels that the Lee MPO should see to the installation of I-75 directional signs on the SW corner of Del Prado and US 41 to guide both north and south folks to the two nearest exits of Bayshore or Tuckers Grade.</p> <p>He feels that it is past time to eliminate the outdated and unaffordable projected new Del Prado I-75 Interchange. The costs appears to be over \$100 million and it adds four travel miles in both north and south travel routes. Not to mention that Babcock no longer needs Del Prado - having agreed to SR 31 improvements.</p> <p>In Mr. Urich's opinion, Charlotte MPO needs to connect a new two mile road to Notre Dame to access Burnt Store Road. This is essential for hurricane evacuation for both Cape Coral and Pine Island.</p> <p>He believes that the Babcock community would be well served with the proposed connection of Cook-Brown Rd. to Oil Well Rd. allowing access to US 41 and thus Tuckers Grade Interchange.</p>
April 4th, 2020	Since 3/16/2018, Dave Urich has been asking for new directional signs at Del Prado and US 41. They should direct traffic to existing I-75 exits of Bayshore (#143) and Tuckers Grade (#158). It is only 11.4 miles north to Tuckers Grade from this intersection. One can just stay on Del Prago east from this intersection to get to Bayshore. Once you get to Mellow Drive - there has been an I-75 directional sign to turn right on Slater. Then there is a second I-75 sign at the end of Slater Rd. to turn left on Bayshore to get to Exit 143. The north US 41 route to Tuckers is only 11.5 miles.

Date	Comments
	<p>Lastly, Mr. Urich shows the future need to include a Gator Slough Bridge to complete the connection of Kismet to Burnt Store Rd. Current construction is properly connecting Littleton to Kismet. This Gator Slough Bridge is going to be needed in the future and will eliminate traffic in a neighborhood. This is being sent to Cape TAC due to the fact that the requested signs are on Cape property on the SW corner of US 41 and Del Prado Blvd. This is essentially at no costs to help tourists and other find the nearest current exits to I-75. Those whom have GPS devices already are being told of this existing route, but many still need signs to negotiate unfamiliar roads.</p>



SIS Presentation Questions:

- What can we do to help FDOT advance the Construction of I-75 as the year of failure is projected within the next 6 to 10 years but the Construction is planned beyond 2045?

The Planning and PD&E revaluation study for I-75 in Lee and Collier Counties set to start at the beginning of next year will ultimately determine the level and detail of the improvements required along the corridor including the interchanges. The cost of the improvements will be identified as part of the PD&E study and will be used by the Department in determining what level of funding is required for all phases beyond PD&E.

The MPO can assist the Department by providing all required data including socio-economic data to develop reasonable traffic projections which will be used in identifying the improvements along the I-75 corridor. Also, the MPO can coordinate with the Department throughout the Planning and PD&E phases and serve as a champion of the study to ensure successful completion of the study.

- Why is the Right-of-Way cost estimate for I-75 in Lee and Collier Counties so high when we have a minimum cross section of 324', which was previously identified as sufficient (and is 24' more than I-4's minimum cross section of 300')? The SIS right-of-way estimate is over \$400 million and we previously understood that the widening from 4 to 6 lanes that occurred nine years ago included funding to buy the ultimate needed right-of-way. We understand that the funding didn't make it all the way, as the money ran out, but we thought the purchases got further than what is being shown for funding (particularly for the Collier section as the acquisitions started from the south and worked north).

The Right-of-Way (ROW) cost estimate for I-75 in Lee and Collier Counties is for the ultimate ten-lane facility and is based on the Long-Range Estimate (LRE) cost estimating tool. The ROW estimate also includes the cost for the Environmental phase (assumed at 3% of the construction cost) and the cost of 15 acres of off-site Storm Water Management Facilities (SMF) per-mile (even though some of the ultimate additional SMF ROW was obtained during the previous IROX project, their sizes may no-longer fit current permitting requirements). The upcoming Planning and PD&E revaluation study for I-75 will ultimately determine the level and detail of the improvements required along the corridor including ROW. As the project progresses through PD&E, the cost estimate for any required ROW and Environmental mitigation will be further refined. Additionally, the SIS CFP is adjusted on an annual basis as well as statutorily updated every 3-5 years. Changes in the cost estimates for any required ROW and Environmental mitigation will be reflected in the Plan.

- How can we help reduce the Right-of-Way impacts/cost to use some of that money to improve interchange operations?

As stated in the previous response, the ROW cost is an estimate. This estimate will be further refined during the PD&E.

- Why is the growth factor that is used in the projected year of failure so low, at 1-1.5%? The minimum growth factor in the spreadsheet indicates 2% and our population growth and I-75 traffic count trends are closer to 2.5% per year growth? Is this consistently applied across the state?

The future year 2045 AADT used in the latest projected year of failure analysis was obtained based on a comparison of growth rates resulting from model volumes, trends, and Bureau of Economic Business Research (BEBR) Population projections. The analysis used 2016 as the base year to interpolate between 2016 and 2045 AADT to obtain year of failure for each segment of I-75. It should be noted that the base year was moved from 2014 to 2016 because there was a spike in traffic growth between 2014 and 2016 associated with the economic recovery. Therefore, a base year of 2016 was used to minimize anomalies resulting from this spike in traffic. This resulted in slightly lower projected growth rates for the study area than those of previous analysis base upon a 2014 base year. Also, please consider that the upcoming express lanes study will re-evaluate and further refine projected traffic along the I-75 corridor in a Corridor Traffic Analysis Report.

- In the near term, what can we do to help FDOT reduce the amount of incidents that block lanes and cause secondary crashes that results in long back-ups on the Interstate? As an example of what is occurring, from the 2016 yearly operations report, there were 488 lane blocking incidents on I-75 in Lee County. In addition, from a Signal 4 analysis, there were 862 crashes on I-75 in Lee County last year which is showing about a 15% increase per year in crashes over the last five years.

Traffic Operations:

- *Continue to provide coordination between the Lee County Traffic Operation Center (TOC) and the FDOT SWIFT Center to help alleviate traffic congestion in relation to lane blocking events.*
- *Continue to participate in the Traffic Incident Management Team Meetings for Collier-Lee-Charlotte Counties to participate in best practices related to clearing roadway crashes with the objective of improving detection, verification, response,*

and clearance times to expeditiously remove a motor vehicle incident from the roadway while providing the best real-time information to motorists.

- *Continue to actively manage the traffic signals within Lee County Advanced Traffic Management System (ATMS) to keep traffic flowing on the arterials.*
- *Expand the Lee County ATMS to bring additional traffic signals onto the system and provided added functionality using arterial dynamic message signs, CCTV cameras for visual coverage of roadways, and detection devices to monitor the traffic flows from the Lee County TOC.*

Systems Planning:

- *Develop policies requiring Integration of multimodal transportation elements into development design, especially in areas where there is projected growth which will impact the Interstate*
- *Preserve the functionality and operational safety of the Interstate by limiting access and excessive turning movements in close proximity to the Interchanges*
- **Can you describe what the I-75 Project Development and Environment Study will include in regard to project traffic/origin destination data, interchange improvements, possible interim main line improvements, new interchanges, potential noise walls, funding options, public involvement etc.? Also, can you tell us if a toll feasibility analysis will be done as part of the PD&E study.**

For this project, a systems approach will be utilized to develop and analyze project traffic. The project traffic and origin destination information will provide the foundation for potential express lanes limits, points and types of ingress and egress, and associated design and operational concepts, which will be considered in the Toll and Revenue study to be performed by Florida's Turnpike Enterprise. For the interchanges, we will be considering alternatives that accommodate the express lane concepts and resolve any existing or future safety or operational concerns. The district will be working with Central office to develop a financial management plan that will define appropriate funding options. This financial management plan is a living document that will be update throughout the project. We will follow the latest guidelines for noise abatement. We are planning an extensive public involvement plan for this project, which will include public officials, stakeholders, local and traveling public, and all other interested parties.

- Are the right-of-way and construction phases for SR 31 from SR 80 to SR 78 included in the 2024 to 2029 time frame (as this project is not included in the 2029-2045 Plan and the Project Development and Environment Study is starting this year)?

District One will be requesting advancement of right-of-way and construction in the upcoming SIS 2nd Five-Year Plan Work Program Development Cycle.

- What are you planning to do on SR 82 from Fowler to Michigan Link, as this is a constrained corridor but there is Design money shown in the Plan?

Based on the analysis completed as part of the 2045 SIS Multimodal Unfunded Needs Plan and 2045 SIS Long Range Cost Feasible Plan, SR 82 from Fowler Street to Michigan Link Avenue is projected to fail by year 2021. Since this is a constrained corridor, the PD&E study planned for the corridor will ultimately determine the improvements including Transportation Systems Management and Operations (TSM&O) treatment. The Department recognizes that the corridor has predominantly commercial land uses and will ensure that the ultimate improvements resulting from the PD&E study will minimize disruption to businesses and the traveling public.

(Inquiry in the body of Don Scott's email dated 9-14-18) One other item that we talked about was the tolling of the Interstate and what other options we might have to make it more feasible. About ten years ago, when we had Lee and Collier Expressway Authority meetings, Turnpike did a toll feasibility study that indicated that they could not raise enough funding to construct the needed improvements if there were six free lanes (general use) and four toll lanes (express lanes). Would there be any options to build something different than what is being done in other parts of the State to provide more funding to get it earlier (i.e. four general use lanes and six toll lanes which is what they were alluding to at the time)?

Per Florida statutes, the Department can only toll lanes added to a facility. (i.e. the six general use lanes will remain and cannot be converted into express lanes.) We understand that having a feasible project is important. There have been recent policy changes that support the implementation of express lanes.