

- Isn't a multi use trail that's predominantly 8' wide, has numerous concrete sections, and FDOT engineers have determined the top speed had to be reduced to only 10 mph for safety reasons (which is slower than a beginner cyclist rides at) really only an asphalt sidewalk?
- fpn 429823-1 is a shared use path in name only because the project has cumulative design variations from the FDOT Design Manual (FDM). One of many design variations from FDM is to reduce the top speed to only 10 mph. That one design variation alone renders the project not useable for the intended purpose.
- Basically, fpn 429823-1 is over 70 sections of asphalt predominantly the width of a sidewalk when a 2010 Feasibility study even be a sidewalk wouldn't be safe in the same footprint.
- The public has known for years a shared use path will not fit along the North side of SR 80.
- The public has known for there had to be design variations from the FDOT Design Manual.
- The FDOT refused to produce the design variations from FDM for the public.
- The FDOT misrepresented the project as a, "nice wide shared use path".
- Lee MPO staff misrepresented sections of the project as 10' that were only 8' wide.
- Lee MPO staff wrongfully misrepresented the project as mostly 10' wide.
- Numerous public records requests for variations have been wrongfully denied since 2017.

**PLEASE DON'T WAIT FOR A CHILD TO DIE TO TAKE ACTION.**

This following presentation is recycled slides and aged. Needs to be substantially updated.

**73 crossings along the North side of SR80 in the Shores.**

**12 crossings along the South side of SR80 in the Shores.**

**61 crossings too many and more to come with future development.**

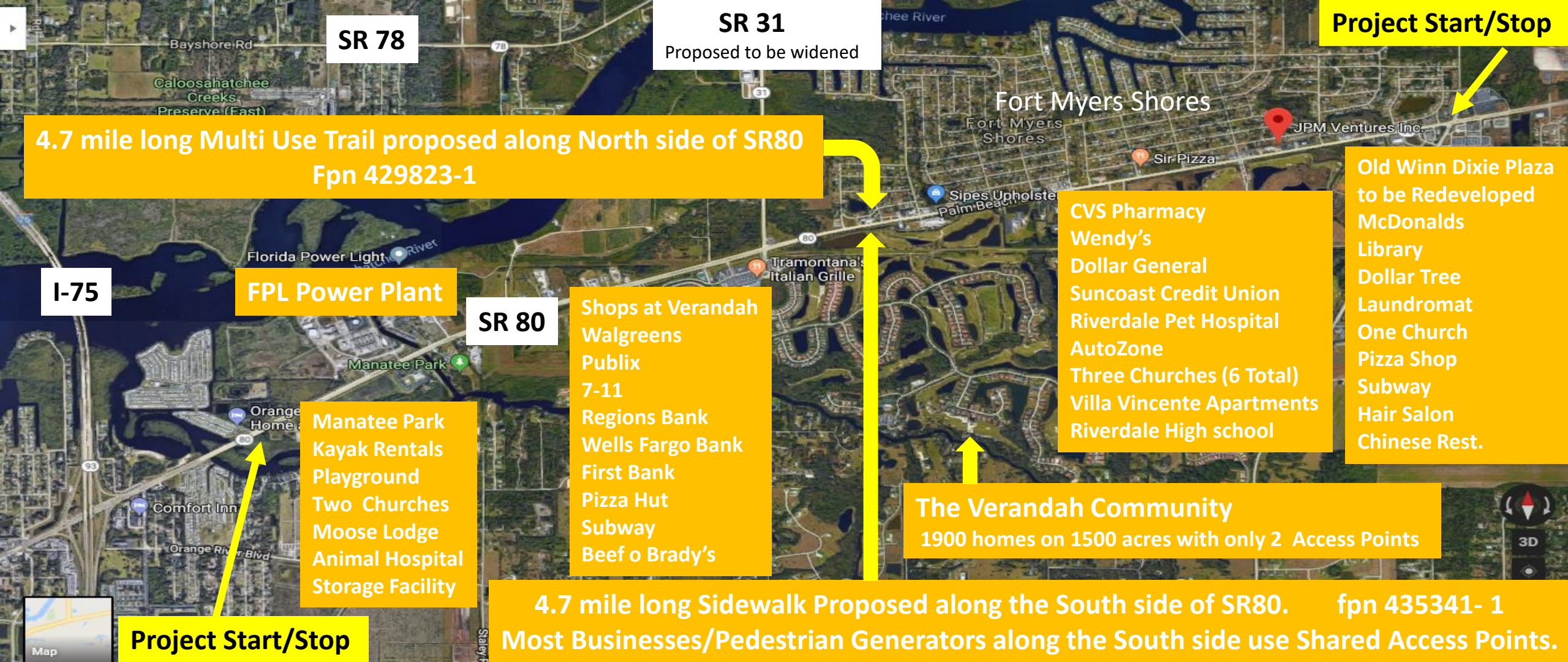


**Over 100 total crossings projected along the North side after new development.**

**If saving lives just isn't your thing,  
maybe rear end collisions and more traffic are?**







**SR 78**

**SR 31**

Proposed to be widened

**Project Start/Stop**

**4.7 mile long Multi Use Trail proposed along North side of SR80  
Fpn 429823-1**

**I-75**

**FPL Power Plant**

**SR 80**

Manatee Park  
Kayak Rentals  
Playground  
Two Churches  
Moose Lodge  
Animal Hospital  
Storage Facility

Shops at Verandah  
Walgreens  
Publix  
7-11  
Regions Bank  
Wells Fargo Bank  
First Bank  
Pizza Hut  
Subway  
Beef o Brady's

CVS Pharmacy  
Wendy's  
Dollar General  
Suncoast Credit Union  
Riverdale Pet Hospital  
AutoZone  
Three Churches (6 Total)  
Villa Vincente Apartments  
Riverdale High school

Old Winn Dixie Plaza  
to be Redeveloped  
McDonalds  
Library  
Dollar Tree  
Laundromat  
One Church  
Pizza Shop  
Subway  
Hair Salon  
Chinese Rest.

**The Verandah Community**

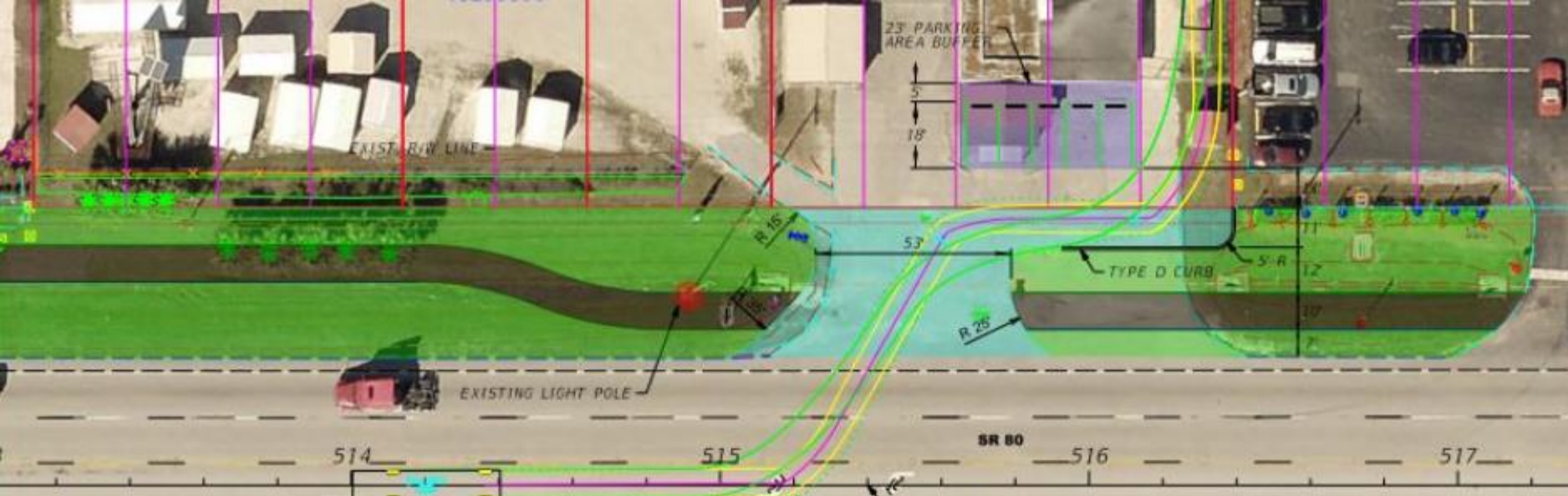
1900 homes on 1500 acres with only 2 Access Points

**4.7 mile long Sidewalk Proposed along the South side of SR80. fpn 435341- 1**  
**Most Businesses/Pedestrian Generators along the South side use Shared Access Points.**

**Project Start/Stop**

The South side has far more Pedestrian Generators and significantly higher Traffic Counts, which justifies the need for a Multi Use Trail, yet it will be safer because a Multi Use Trail can be full width and also because it was mostly developed 50 to 70 years later than the North side resulting in more than 10 times less Conflict Points due to Conforming Shared Access Points. Additionally, the population and land mass North of SR80 is fractional compared to the South side. Please consider Verandah, River Hall, Hawks Preserve, Portico, and Buckingham Communities that will benefit from a Southern alignment. There is a tremendous growth potential South of SR80 opposed to the narrow strip of land between SR80 and the Caloosahatchee River.



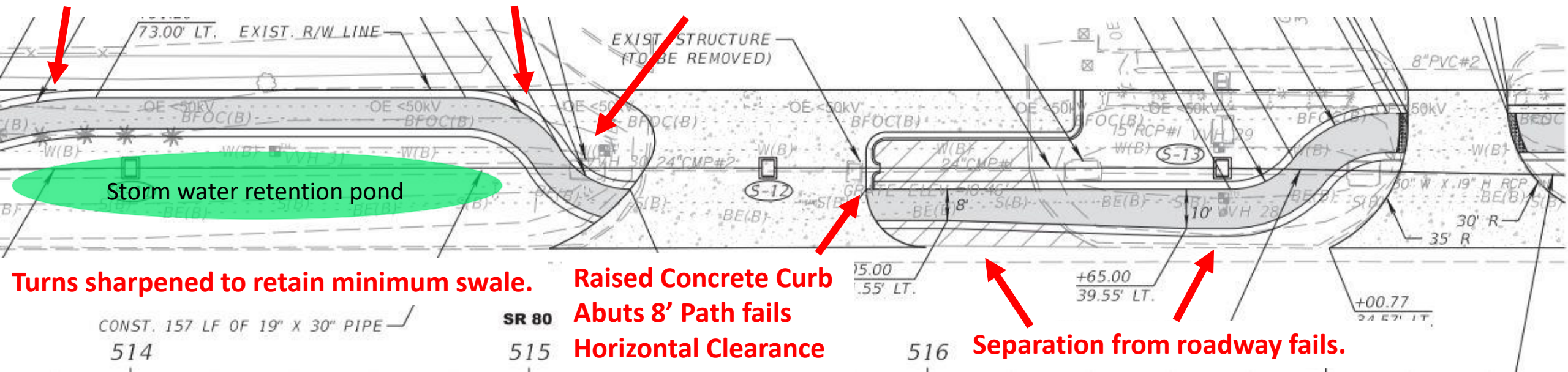


**Above image was a conceptual design for 10' wide Multi Use Trail along the North side.**

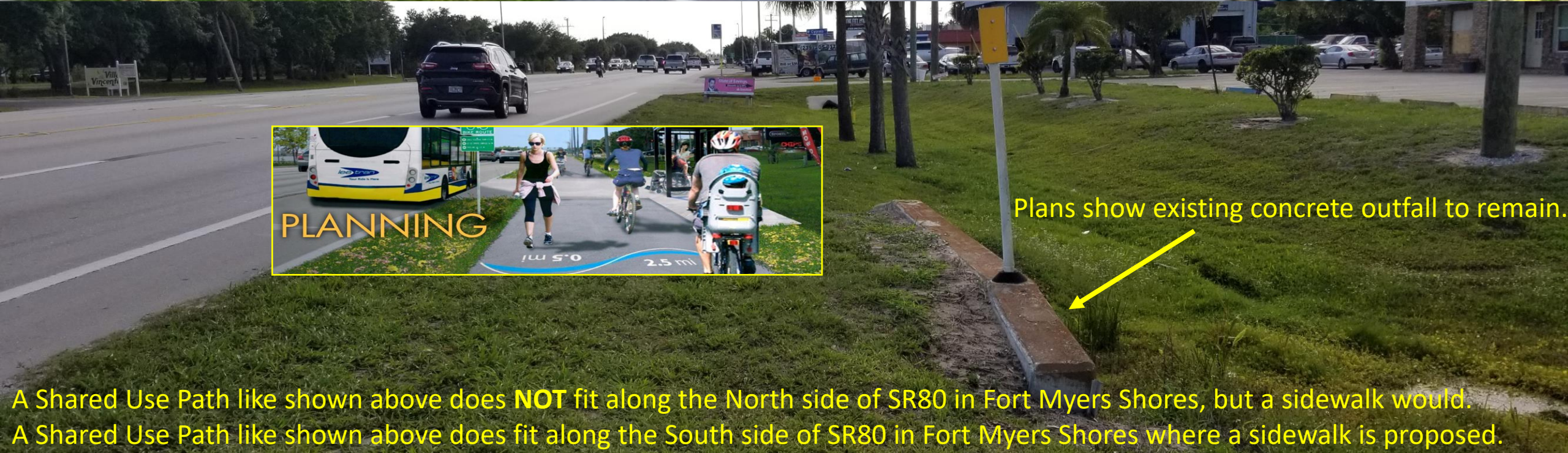
**The bottom image is reality of the same road sections after recent revisions on 5-15-20.**

**Width reduced to non-conforming 8' wide**

**Curve fails FDM by more than 4 times the FDM Minimum Radii.**











NORTH SIDE  
LOCATION



**There's not enough area to construct a Reduced Width Multi Use Trail, especially at the expense of giving up on ever constructing a Trail along the South side. A 6' to 8' wide Concrete Sidewalk is the only prudent option for the North side. Then we can request a 10' to 14' Multi Use Trail along the South side.**





**Ryan Weeks, FDOT.**

Non-Engineer Project Manager  
2014 BPCC Missed his Agenda Item.  
2015 BPCC Missed the entire meeting.

Ryan Weeks is a layman Project Manager with FDOT who is responsible for guiding tens of millions of dollars in federally funded State run projects from inception to bid.

Mr. Weeks was the sole “conduit” between all parties for information regarding the two SR80 projects. He acted as an insulator to the qualified Professional Engineers. By not having an Engineering License in the State of Florida, Mr. Weeks was not governed by the Florida Board of Professional Engineers (FBPE). Therefore, he had no accountability to be sanctioned by the FBPE for violating engineering provisions cited in Chapter 471.

**August 26, 2014:** Mr. Weeks was excessively tardy to the BPCC meeting failing to make his presentation on time to convince the MPO Bike Ped Coordinating Committee (BPCC) to approve only constructing a **6’ wide concrete sidewalk along the North side of SR80.**

Mr. Weeks was entrusted by the State to convey a very clear message to the local BPCC that a Multi Use Trail was NOT feasible to construct along the North side of SR80 because it would not be safe, and it would cost several millions of dollars additional to construct. Besides failing to attend the meeting on time, when he appeared at the end of the meeting he did not bring a PowerPoint, which left the BPCC extremely misinformed.

**August 26, 2014:** Mr. Weeks informed the BPCC there would be adverse impacts to stakeholders along SR80 with non-conforming driveways, but they laughed about it.

**May 26, 2015:** Mr. Weeks failed to attend the MPO BPCC meeting to discuss the SR80 projects. Layman Lee MPO Staff, Ron Gogoi, misrepresented FDOT as FDOT urging the BPCC to approve designing fpn 429823 as only a **5’ wide sidewalk.** The BPCC refused to approve the State’s recommendation for a 1.1 million dollar sidewalk to be constructed in the 15/16FY, but rather forced a 3.5 million dollar 10’ wide shared use path, that would later have numerous substantial variations from the FDOT design manual resulting in, for one, a **10 mph top speed causing the multi use trail to not meet an appropriate Level of Service or be able to be used for the projects intended purpose.**





Project Title:	SR 80 – SR 31 to Cartagena Ave.
Scope of Work:	Sidewalk
County (Local Agency):	Lee
LRE Amount:	\$572,423.05 (concrete), \$513,514.98 (asphalt)
Conclusion:	Numerous sections with issues regarding sidewalk placement due to the location of drainage structures/ditches and landscaping within the right-of-way. Recommend limit sidewalk construction to areas of feasibility.
Assumptions:	10' concrete or asphalt sidewalk on the north side of SR 80. The proposed length of the project is approximately 2.30 miles. Appears existing right of way is adequate to construct proposed sidewalk. However, numerous drainage structures as well as large existing ditches prevent the sidewalk from being constructed at a reasonable cost within the right of way.
Constructability:	Existing 5' segments of sidewalk may create tie-in issues with proposed 10' sidewalk, thus may require widening. Numerous drainage ditches along the project limits prevent the sidewalk from being constructed a safe distance from the roadway with existing conditions. A significant amount of fill and drainage improvements would be required to modify these features in order to accommodate the proposed sidewalk. An existing culvert at a cross drain approximately 20' from EOP will require safety modifications if the sidewalk cannot be constructed at a safe distance from this drop-off. Current location of landscaping may prevent the feasible placement of the proposed sidewalk and may require relocation. Minor utility coordination and signage relocation may be required as well.
Right-of-way:	Appears the existing right of way is adequate to construct proposed sidewalk in conjunction with the piping at existing ditches within project limits. There may be an issue west of Tropic Avenue where it appears parking for businesses are located within the right-of-way.
Drainage/Permitting:	Drainage/permitting issues are highly anticipated for this project. Drainage modifications will be required at locations where ditches exist. Piping and inlets will likely be required in order to construct the sidewalk a safe distance from the roadway within the right-of-way.

## Constructability:

Existing 5' segments of sidewalk may create tie-in issues with proposed 10' sidewalk, thus may require widening.

Numerous drainage ditches along the project limits prevent the sidewalk from being constructed a safe distance from the roadway with existing conditions. A significant amount of fill and drainage improvements would be required to modify these features in order to accommodate the proposed sidewalk.

An existing culvert at a cross drain approximately 20' from EOP will require safety modifications if the sidewalk cannot be constructed at a safe distance from this drop-off.

Current location of landscaping may prevent the feasible placement of the proposed sidewalk and may require relocation. Minor utility coordination and signage relocation may be required as well.

## Right-of-way:

Appears the existing right of way is adequate to construct proposed sidewalk in conjunction with the piping at existing ditches within project limits.

There may be an issue west of Tropic Avenue where it appears parking for businesses are located within the right-of-way.

## Drainage/Permitting:

Drainage/permitting issues are highly anticipated for this project. Drainage modifications will be required at locations where ditches exist. Piping and inlets will likely be required in order to construct the sidewalk a safe distance from the roadway within the right-of-way.



**The Public can't speak up because they don't know about the SR80 projects.  
Why repeat the same mistakes as the Keys project below.**

## **This bridge was already being built. But Keys residents objected, so state pulls project**

**BY DAVID GOODHUE**

FEBRUARY 08, 2021 07:46 PM, UPDATED FEBRUARY 08, 2021 09:51 PM



**An uncirculated Feasibility Study's for the FDOT by AIM Engineering recommended against the SR 80 shared use path. Similar to the Keys project.**



The **June 18, 2021** TIP was to be “Reviewed” during the **May 14, 2021** MPO Meeting. The Lee MPO or advisory committees never “Reviewed” the SR80 median Project. fpn 447886-1 (SR80 medians) were in the TIP adopted on June 18, 2021 without review.



**TRANSPORTATION IMPROVEMENT PROGRAM**  
FISCAL YEAR 2021/22 THROUGH FISCAL YEAR 2025/26

**To be adopted: June 18, 2021**

P.O. Box 150045  
Cape Coral, Florida 33915  
239-244-2220  
[www.leempo.com](http://www.leempo.com)

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."



Consultant: AIM Engineering & Surveying, Inc.	
Address: 3802 Corporex Park drive Suite 225 Tampa, FL 33619	
(To be entered upon execution of T.W.O.) Date: 1-25-2019	Task Work Order No.: 22
Contract No.: C9L05	Payment FM No.: 437194-1-22-01
Brief Task Description: SR 80 from Shoreland Drive to Buckingham Road. Design project FPID 429823-1-32-01	

ATTACHMENT "A"  
SCOPE OF SERVICES

Contract Number: C9L05  
Authorization Number: 22  
Design FPID: 429823 -1-32-01  
Construction FPID: 429823-1-52-01

DESCRIPTION: SR 80 from Shoreland Drive to Buckingham Road  
Lee County

**INTENT:** Perform all necessary design services to construct an eight-foot concrete sidewalk along the north side of SR 80 from Shoreland Drive to Buckingham Road, for a total length of approximately 4.5 miles.

**1-25-2019-** AIM Engineering was contracted to design an 8' wide concrete Sidewalk along the North side of SR80.

Please ask our elected officials why the SR80 North side project was changed from an 8' concrete sidewalk in 2019 to a substantially non-safety compliant Shared Use Path in 2021?

**Please request SR80 projects fpn 429823-1 (North) and fpn 435341-1 (South) to be reevaluated.**

**3-11-2020-** FDOT District 1 Secretary L.K. Nandam promised the Lee MPO Executive Chair Commissioner Hamman (after Chair Forbes had to leave early) the FDOT would hold a public informational meeting about the SR80 projects.

We never had an informational or public involvement meetings in the vicinity of the projects before the bid was awarded to a contractor. Please ask why.

**3-3-2021-** Somehow the North side project suddenly and silently was changed from a Sidewalk to a Shared Use Path.

429823-1	SR 80 FROM SHORELAND DRIVE TO CR 80 (BUCKINGHAM RD)
District 01 - Lee County	Project Manager: JMK-KSJ-RTW
Type of Work: BIKE PATH/TRAIL	2021



## 224.4

(Sections below are all only 8' wide and abut SR80)

The appropriate paved width for a two-directional shared use path is dependent upon context, volume and mix of users. Widths range from a minimum 10 feet to 14 feet, with a standard width of 12-feet. SUN Trail network facilities that are less than 12-feet require approval by the Chief Planner. For shared use paths not in the SUN Trail network:

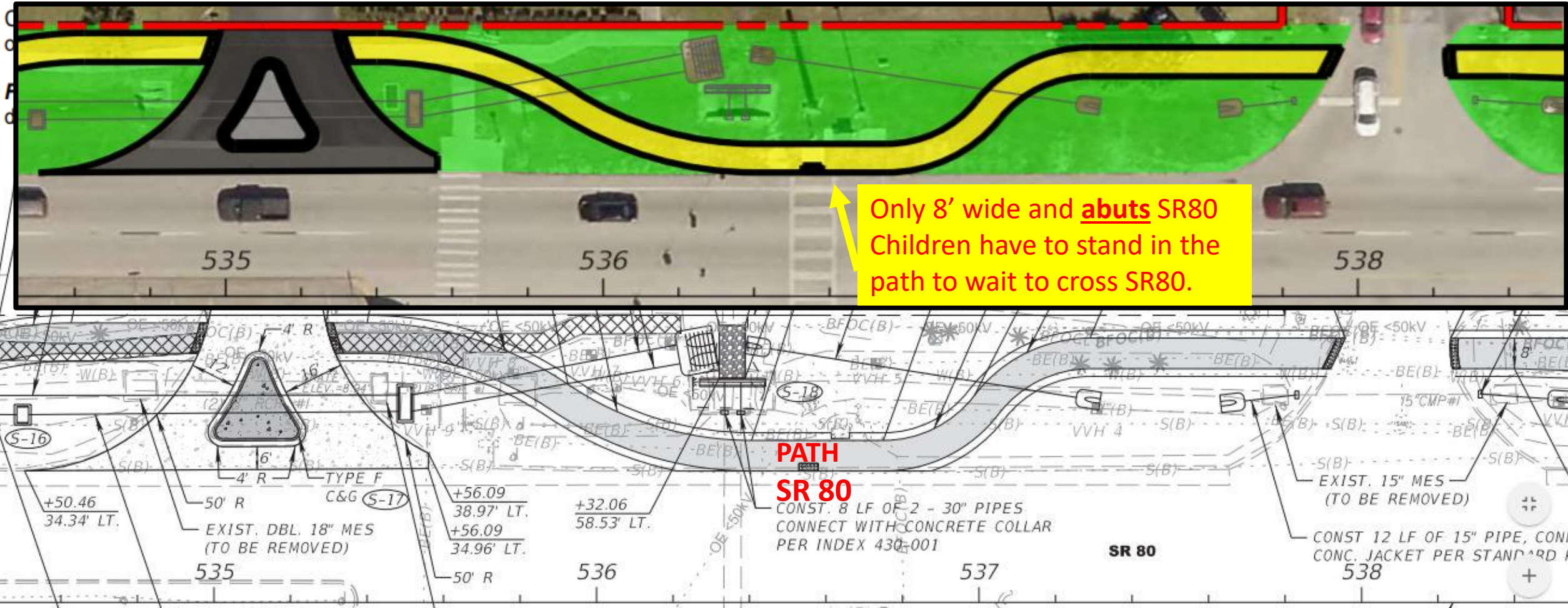
- 10-foot wide may be used where there is limited R/W.
- Short 8-foot wide sections may be used in constrained conditions.

**MORE LINEAR FOOTAGE IS ONLY 8' WIDE THAN 10' WIDE.**

The mitigation handbook directs exploring alternatives before approving exceptions.

Clearly, **shifting the alignments** is the correct mitigation step so the exceptions do not swallow the rule.

The Path runoff area overlaps highway lanes to get around the drainage outfall.





SOUTH SIDE PROJECT

NOTES:

1. THE PROJECT LOCATION WAS SHOWN INCORRECTLY ON MAPS FOR SEVERAL YEARS.

2. PLEASE SEE DESCRIPTION (1) FOR CORRECT LOCATION.



From:

Work Summary: BIKE PATH/TRAIL

To:

Lead Agency: FDOT

Length: 4.396 MI

LRTP #: Appendix B, Table B-8

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
CST	SU	0	0	0	1,982,550	0	1,982,550
CST	DDR	0	0	0	16,650	0	16,650
Total		0	0	0	1,999,200	0	1,999,200

Prior Cost < 2017/18: 369,529  
Future Cost > 2021/22: 0  
Total Project Cost: 2,368,729

(1)

Project Description: 10' asphalt shared use path on SR 80 from East of Orange River Bridge to west of Verandah Blvd (south side), SR 80 from Parker Avenue to west of Upcohall Avenue (south side) and SR 80 from Weber Avenue to Loring Way (south side).

THIS PROJECT IS ALONG THE SOUTH SIDE OF SR80 WITH THE SAME PROJECT LIMITS ARE THE SAME AS PROJECT NUMBER 4298231 ALONG THE NORTH SIDE OF SR80.

FY 2017/18 through FY 2021/22



Aerial view of the typical environment along 4.7 mile project length.

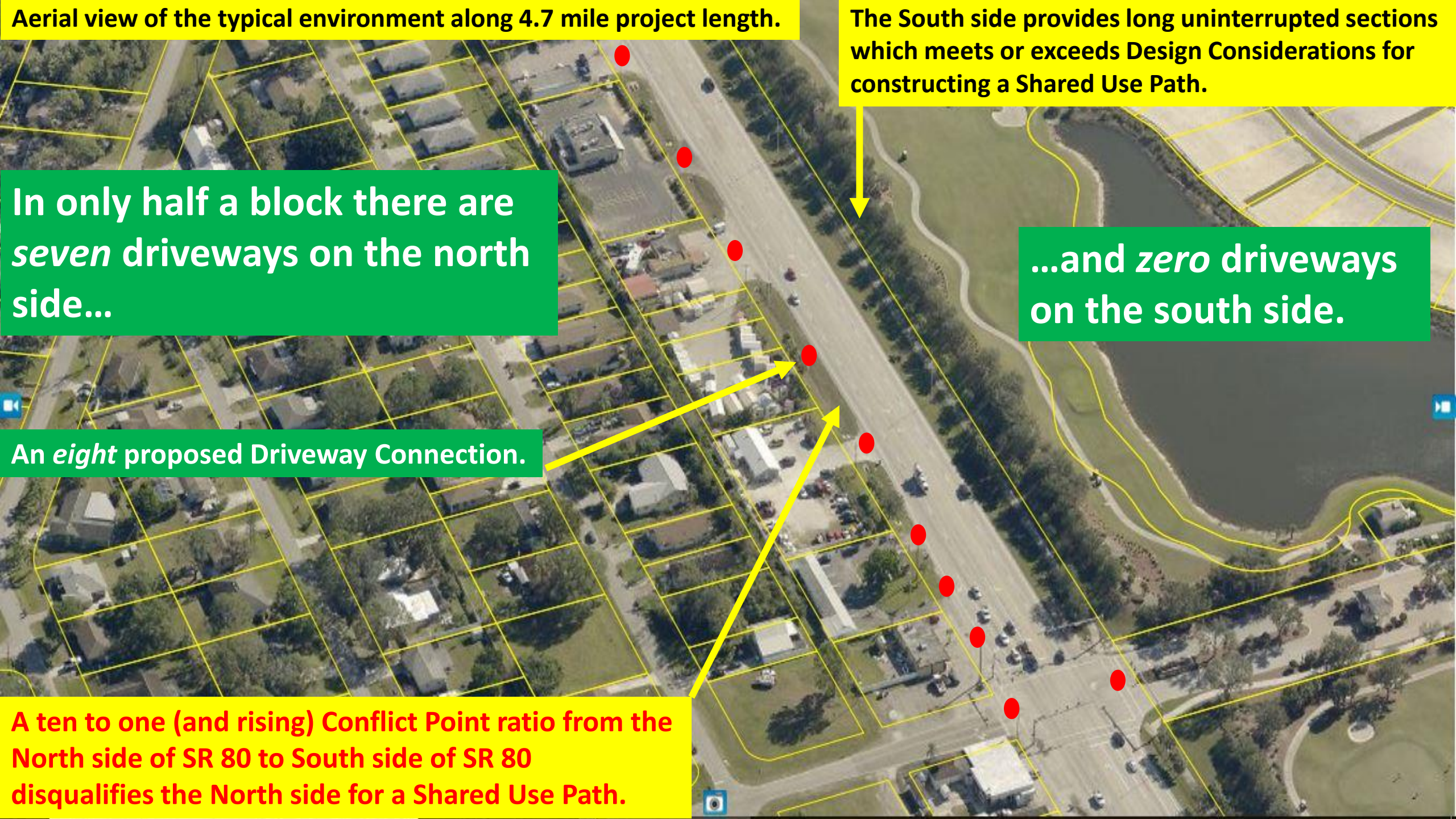
The South side provides long uninterrupted sections which meets or exceeds Design Considerations for constructing a Shared Use Path.

In only half a block there are *seven* driveways on the north side...

...and *zero* driveways on the south side.

An *eight* proposed Driveway Connection.

A ten to one (and rising) Conflict Point ratio from the North side of SR 80 to South side of SR 80 disqualifies the North side for a Shared Use Path.





Below is an Example of several Nonconforming Access Points that will need Retrofitting on the North side of SR 80.



The North side places the Path too close to the road.

South side provides Shade and Separation from the Roadway.



South side



Driveway

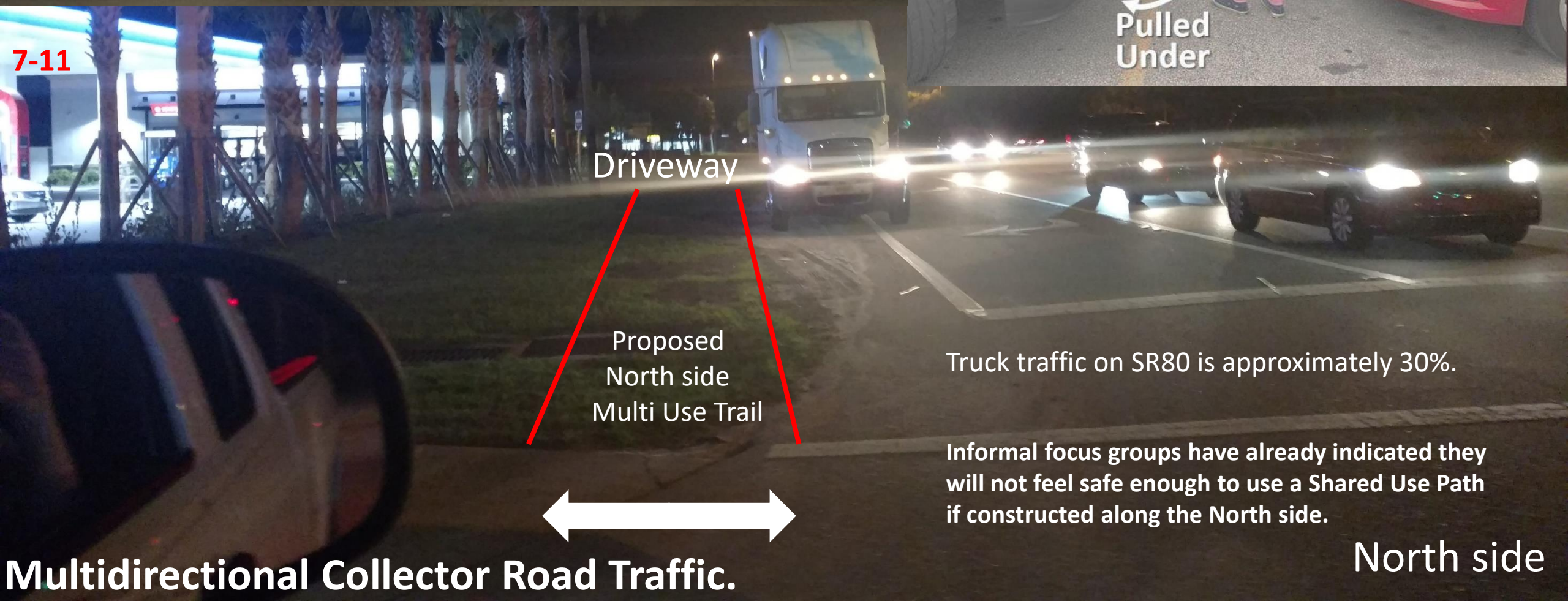
Driveway

Driveway

Driveway

North side

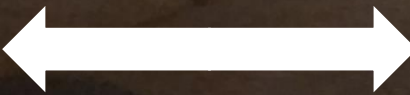




7-11

Driveway

Proposed  
North side  
Multi Use Trail



Multidirectional Collector Road Traffic.

Truck traffic on SR80 is approximately 30%.

Informal focus groups have already indicated they will not feel safe enough to use a Shared Use Path if constructed along the North side.

North side



South side

South side

Shade

South side

Shade

**By far, the South side is the Safest location for the Statewide SUN Trail Network**

- The South side offers a desirable environment for a Multi Use Trail with greater benefit to all.
- The pathway will be set back further from vehicle traffic with a deep drainage swale as a buffer.
- The Pathway will not have narrow pinch points.



# Separation from roadway may have saved lives on this day



## B.2 Shared Use Paths

Paths are usually set back from the road and separated by a green area, ditch, swales or trees. Shared use paths are intended for use by both pedestrians and bicyclists and shall be accessible. For additional information concerning the design of shared use paths, refer to **Chapter 9 – Bicycle Facilities**.

**West bound traffic  
at Rt 31 and SR 80**

**South side project location**



This is a pic of an 1100' section of the largely 8' non-compliant North side path just constructed just East of Rt 31.



Proposed Path will cross a soon to be Widened SR 31

SR80 Westbound

Proposed 8' Section Fails FDM Width, Separation, and Clearances.

Storm Drain in Path Fails for multiple reasons.

Roadway Separation Less than 5 Feet Wide.

The Pathway is the lowest point, which is why in light rains stormwater flows from all 3 lanes of the roadway and the grassy runoff area down the middle of the Path to the storm drain.





The Lee MPO misrepresented this greatly non-compliant existing 1,100' section as 10' wide in the informational review packets and a reason to continue approving to construct the remaining 4.5 miles with avoidable safety risks and substantial variations from the FDOT Design Manual.



**The Design Manuals call for Concrete as opposed to asphalt for 8' wide project widths because full size service vehicles break the asphalt edges. Therefore, as opposed to SR80 getting a typically 12' wide Shared Use Path, the 8' wide sections proposed along the North side will continue to break away like the new asphalt below adjacent the New RacTrac station at Rt31 & SR80.**

**Horizontal Clearance not FDM 4' minimum.    6 month old section of new asphalt breaking away.    Mud residue is an indicator of flooding.**





The proposed Shared Use Path will NOT look like other paths you've seen before, because it will NOT fit in the Shores along the North side of SR80.

 Rene [REDACTED] • Veranda-Cotton Wood Bend 

i'm with you. Decided this morning to take a ride on the South side (allegedly the safer side) it was a challenge to use great caution crossing the entrances, Publix + many others. i cannot imagine anyone wanting to ride on the North side ...! suggest that those making the decision to go for the North side take a bicycle for a ride. this should be an eye opener

5 days ago

[Thank](#)

[Reply](#)



**A 6' to 8' wide Concrete Sidewalk should be constructed along the North Side of SR 80 and a 10' to 14' wide Asphalt Multi Use Trail or Shared Use Path constructed along the South side.**

### **Design Conflicts with Shared Use Path:**

- **Safety.** Having a shared use pathway along the North side appears to be out of context. The south side offers less conflicts and greater compliance for a shared use pathway. The north side would be more compliant with a narrower sidewalk project (6' minimum, 8' desirable).
- **Conflict points.** Far too many conforming driveway access points, gaps to accommodate non-conforming driveways, streets, and proposed new driveways along the North side!
- **Width.** 8' wide sections of shared use paths are only allowed in ***“very rare circumstances”*** for ***“Limited distances due to a physical constraint”***. The fact a shared use path only meets design standards along the South side is not a qualifier to create unsafe conditions.
- **Radii.** Too many sharp turns that greatly exceed the minimum allowable radii for FDM shared use path criteria by over 4X, but would be more acceptable for a sidewalk project.
- **Radii/Width.** Can't maintain cycling at FDM minimum 18 mph speed for two-way traffic as proposed. (Or even one way for that matter.) The minimum radii are 86'. Proposed radii are as tight as 20'
- **Separation.** Many sections are too close to the roadway for a shared use pathway and many sections do not meet the **minimum 5'** roadway separation. One 8' section is conjoined with State Road 80!
- **Horizontal clearances.** Concrete curb abuts 8' section of path at 90 degrees. (sheets 54 and 81)
- **Environmental/Maintenance.** 8' to 10' wide asphalt will not be as durable as 8' wide Concrete Sidewalks. Per design manual, asphalt edges will break up from service vehicles driving on sections and curves will force service vehicles to drive over pervious soils. See slide #21.