TRAFFIC MANAGEMENT OPERATIONS COMMITTEE

1:30 p.m., Wednesday, May 29, 2013
City of Cape Coral City Hall, Conference Room 220A
1015 Cultural Parkway Blvd., Cape Coral, FL
239-244-2220

AGENDA

Call to Order

Roll Call

Public Comments on Items on the Agenda

Approval of Minutes

1. *Minutes from the April 10, 2013 TMOC Meeting

New Business

2. *Approval of TAP, Multi-Modal Enhancement and SRTS Priorities (Ron Gogoi)
3. *Approval of STP and State Fund Priorities (Don Scott)
4. *Review and Approval of the Bicycle Pedestrian Safety Action Plan (Don Scott)
5. *MPO Authorization to Execute FDOT Local Memorandum of Understanding for Traffic Incident Management (Brian Raimondo)
6. LeeWay Presentation (Susan Hopwood)
7. Road Safety Presentation (Mike Kautz)

Old Business

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

Adjournment

*Action Items +May Require Action

All meetings of the Lee County Metropolitan Planning Organization (MPO) are open to the public. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact Ms. Meghan Marion at the Lee MPO 48 hours prior to the meeting by calling (239) 244-2220; if you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. Or, e-mail mmarion@leempo.com.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Florida Department of Transportation District One Title VI Coordinator Robin Parrish at (863) 519-2675 or by writing her at P.O. Box 1249, Bartow, Florida 33831.

MINUTES OF THE TRAFFIC MANAGEMENT AND OPERATIONS COMMITTEE

Held on April 10, 2013

CALL TO ORDER AND ROLL CALL

The meeting of the Traffic Management and Operations Committee was held on April 10, 2013 at the Cape Coral City Hall, Conference Room 220A, 1015 Cultural Parkway Boulevard, Cape Coral, Florida.

MEMBERS PRESENT

City of Bonita Springs	David Liccardi
City of Cape Coral	Gary Gasperini
City of Fort Myers	Marinko Gnjidic
Lee County DOT	Steve Jansen
Leeway	Deborah Crane
CTST	Jay Anderson
Lee County Schools	Nina Garrett
LeeTran	Wayne Gaither
BPCC	Dan Moser
Town of Fort Myers Beach	Josh Overmyer
LCSO	Lt. Donnie Fewell
Collier County Traffic Operations	Anthony Khaweja
Collier County Traffic Operations	Rick Bassert

Those also in attendance included: Mary Wiley with FDOT; Ron Gogoi, Brian Raimondo and Don Scott with Lee County MPO; David Parks with Comvia Corporation; Arleny Barrios with Allied Engineering; JB McPherson with Florida Highway Patrol; and PT Barnum with Cape Coral PD

Agenda Item #1 – Election of Officers

MR. MOSER MOVED AND MR. GAITHER SECONDED TO RE-ELECT MR. JANSEN AS THE CHAIR AND MR. ANDERSON AS THE VICE CHAIR. MOTION PASSED UNANIMOUSLY.

Agenda Item #2 – Committee of the Whole Recommendations from February 13, 2012 TMOC Meeting

MR. MOSER MOVED AND MR. ANDERSON SECONDED THE APPROVAL OF THE COMMITTEE OF THE WHOLE RECOMMENDATIONS FROM THE FEBRUARY 13TH MEETING TO APPROVE THE AUGUST 8, 2013 MEETING MINUTES. MOTION PASSED UNANIMOUSLY.

MR. ANDERSON MOVED AND MR. MOSER SECONDED THE APPROVAL OF THE COMMITTEE OF THE WHOLE RECOMMENDATIONS FROM THE FEBRUARY 13TH MEETING TO TABLE THE ELECTION OF OFFICERS AGENDA ITEM TO THE APRIL 10, 2013 MEETING. MOTION PASSED UNANIMOUSLY.

APPROVAL OF MINUTES

Agenda Item #3 – Minutes from the August 8, 2012 TMOC Meeting

MR. MOSER MOVED AND MR. LICCARDI SECONDED TO RECOMMEND APPROVING THE MINUTES FROM THE FEBRUARY 10, 2013 TMOC MEETING.

Agenda Item #4 – Update on the Lee County Advanced Traffic Management System – Phase I

Ms. Wiley of FDOT Operations Office in Fort Myers invited Mr. Parks of AIM to provide an update of the ongoing Lee County Advanced Traffic Management System (ATMS) project. Mr. Parks explained how the ATMS will work once the project is completed and is operational. It is a design build project and the team includes Tindale Oliver and Associates as the lead designer, Traffic Control Devices as the Lead Contractor, and Allied Engineering is providing Project Oversight. The design phase began in November of 2012 and is expected to be completed by the end of the summer. At the Billy Creek TOC; the video wall, work station equipment and furniture have been installed. Field work will start in August and the entire project will be completed by the end of next summer. He spoke about the benefits of the project and stated that the scope also includes addressing ADA deficiencies at intersections.

Agenda Item #5 – Update on the Draft Bicycle Pedestrian Safety Action Plan

Mr. Gogoi gave an overview on a first draft of the plan which included the goals, objectives, and recommended short term and long term actions. Comments from the TAC and CAC from the April 4th meetings were shared with the committee. Discussion ensued on some of the action items. It was announced that a public workshop on the Bicycle Pedestrian Safety Action Plan would be held on April 17, 2013, at the United Way Office Building in Harlem Heights.

Agenda Item #6 – Presentation on the Lee County Bicycle Pedestrian Safety Awareness and Enforcement Campaign

Mr. Moser spoke about the bicycle pedestrian safety awareness and enforcement campaign and reported on the Project for Public Spaces event to be held in the Tice community. It will be a two day charrette on May 8th and 9th involving walking audits and stakeholder meetings with the intent of getting the community involved. The FDOT will use this event to kick off the Alert Today Alive Tomorrow Campaign in Lee County.

Agenda Item #7 – Presentation on the Existing and Proposed ITS Deployments in Collier County

Mr. Bossert gave a presentation on the background of the Collier County Traffic Operations Department and reported on the existing fiber optics network, ATMS, traffic data collection devices including video cameras and vehicle and pedestrian detectors. Midwest Software Solutions will be consolidating and automating their count data. He also reported on ongoing and future projects. An emergency pre-emption project was approved by the BOCC at its April 9, 2013 meeting which will benefit fire departments and the EMS.

Agenda Item #8 – Update on the CTST Intersection Reviews

Mr. Jansen reported on the results of the intersection reviews of 4 intersections including McGregor and Iona, Gladiolus and Maida, US 41 and Palm Avenue and Treeline and Arborgate. The sight distance lines are compromised by the landscaping at the Treeline and Arborgate intersection, the pavement markings on the roadways need to be brightened up and they are reviewing the current speed limits which are 50 mph. At the Iona/McGregor intersection, the access management project in the future would be able to address the problems. At Gladiolus and Maida, the Northbound free flow right turn lane requires more signage. The US 41 and Palm intersection is a high crash location which requires education for both pedestrians and motorists.

Agenda Item #9 – Update on Video Traffic Detector Traffic Count Verification Scope

Mr. Gogoi passed up the update so that the other items in the agenda could be covered.

OTHER BUSINESS

Agenda Item #10 – Public and Member Comments on Items not on the Agenda

None.

Agenda Item #11 – Local Government Reports

Mr. Liccardi reported that the City of Bonita Springs hired FTE to provide an assessment of the Terry Street and Old 41 intersection. The consultant is doing a proposal for the City to get a contractor to change out the signal and provide proper signalization so that the safety of the pedestrians in the crosswalks are not compromised by left turning vehicles. FTE has also recommended other things including additional signage and crosswalk markings to provide high visibility to pedestrians. Once the report is completed he would be able to share with the committee.

The City was also getting ready to let the bid for the construction work of the Shangri-La extension. The project will connect the Old 41 corridor to Three Oaks Parkway. The construction will start early summer and will take a year to complete.

Mr. Gasperini gave an update on the proposed improvements to the Surfside/Beach Parkway intersection. An independent study completed by Dave Douglas and Associates called for signage, rumble strips, reflectors, updated pavement markings as interim fixes to the intersection. The study also recommended long term fixes but Council is still evaluating that. The short term intersection enhancements amounting to $46,000 are currently under way. He also reported on the long term improvements.

Mr. Gogoi reported on the status of the SR 78 resurfacing from Santa Barbara to Del Prado Boulevard.

Mr. Gaither reported that transportation is being provided to Jet Blue Stadium during game days through a taxi company. It was the product of a public-private partnership. He reported that FGCU will no longer be providing its share of operating Route 60 as of September 30th. The 50% cut on funds to operate the route would mean the service may have to be discontinued.

Agenda Item #12 – FDOT Report
None.

Agenda Item #13 – Announcements
None.

Agenda Item #14 – Topics for next meeting
None.

Agenda Item #15 – Information & Distribution Items
None.

ADJOURNMENT

The meeting was adjourned at 3:30 pm.

Agenda Item 2
TMOC 5/29/2013

RECOMMENDATION OF LOCAL TRANSPORTATION ALTERNATIVE, MUTLI-MODAL ENHANCEMENT PRIORITIES

RECOMMENDED ACTION: Consider the staff and the School Board proposed priorities in **Attachments A and B,** and recommend priorities to the MPO Board for TA, Multi-modal Enhancement Box and Highway Safety funds.

Following the pre-application assessment by FDOT, a total of 24 projects were cleared for consideration for MPO prioritization of federal funds for allocation of Transportation Alternative (TA) Program funds, the MPO's Multi-modal Enhancement Box funds and the State's Highway Safety funds. Consistent with MAP 21, the Safe Routes to School (SRTS) projects will be competing against other bicycle/pedestrian projects submitted by the local government agencies for TA funds. SRTS projects that do not get funded with Lee MPO's allocation of TA funds will be eligible for funding through the State portion of TA and Highway Safety funds.

Attachments A and B include the staff proposed priorities for TA funds, the Multimodal Enhancement Box funds and the School District proposed priorities for the State Portion of TA and Highway Safety funds. The TA priorities include only those project proposals on local roads (non-federal aid) that were submitted by the local governments and the School District. All projects on federal aid highways that were either submitted by the MPO or the local governments are being prioritized for box funds.

The staff proposed priorities are consistent with the rankings that came out through the MPO project evaluation methodologies for the two categories of funding. Table 1B in **Attachment A** and Table 2A in **Attachment B** include the results of these evaluations. **Attachment C** includes the evaluation methodologies.

At the May 29th meeting, the TMOC will be asked to review the staff and the School District proposed priorities and recommend priorities to the MPO Board.

Table 1 - STAFF PROPOSED PRIORITIES FOR MPO ALLOCATED TRANSPORTATION ALTERNATIVE FUNDS

Applicant	Roadway	Limits	Improvements	Requested Funds	Local Match	Total Cost	Score Based Ranks	Staff Priority	2012 Priority	BPCC Priority	TMOC Priority
Parks[1]	Abel Canal Pathway	Harnes Marsh to Joel Blvd	PD&E Study	$300,000	$0	$300,000	NA	1			
FM	Winkler Ave Pathway	Corridor Study	Corrdior Study	$150,000	$0	$150,000	NA	2			
FM	Winkler Ave Ext	Exstg sidewalk to Six Mile Cypress Pkwy	Sidewalk (North Side)	$297,000	$39,000	$336,000	1	3			
	Challenger Blvd	Exstg sidewalk to Six Mile Cypress Pkwy	Sidewalk (South Side)								
CC[2]	Gator Circle	De Navarra Pkwy to NE 39th Terrace	Sidewalk (same side as Island Coast High school))	$1,097,107	$219,421	$1,316,528	3	4			
	Averill Blvd	North of Del Prado Blvd to Gator Circle	Sidewalk (Both sides)								
FMB[3]	Connecticut St	Estero Blvd to Estero Bay	Sidewalk	$500,000	$0	$500,000	4	5			
FM	Jeffcott St	Ford St to Highlands St	Sidewalk (north side)	$224,800	$20,300	$245,100	5	6			
FM	Stella St	Ford St to Highlands St	Sidewalk (north side)	$217,900	$20,000	$237,900	6	7			
FM	Katherine St	Ford St to Highlands St	Sidewalk (north side)	$207,000	$18,700	$225,700	7	8			
FM	Franklin St	Ford St to Highlands St	Sidewalk (north side)	$224,800	$20,300	$245,100	8	9			
CC	Tropicana Pkwy	Burnt Store Rd to Chiquita Blvd	Sidewalk (Both sides)	$453,600	$90,720	$544,320	9	10			
CC	SW 32nd Terrace	Pelican Blvd to SW 3rd Ave	Sidewalk (South side)	$189,912	$37,982	$227,894	10	11			
	SW 3rd Ave	SW 32nd St to SW 37th Lane	Sidewalk (West Side)								
	SW 37th Ln	SW 3rd Ave to Pelican Blvd	Sidewalk (North side)								
BS	Crockett	Felts Ave to Old 41	Sidewalk (South Side)	$567,438	$0		11	12			
	Hampton St	Pullen to Old 41	Sidewalk (South Side)								
	Abernathy St	Horne to Old 41	Sidewalk (South Side)			$567,438					
CC	Old Burnt Store Rd	Embers Pkwy to Tropicana Pkwy	Bike Lanes	$430,704	$0	$430,704	12	13			
FM	Moreno	Nelson to US 41	Sidewalk (North Side)	$150,900	$17,500	$168,400	13	14			
	Sunset	Moreno to Passaic Ave	Sidewalk (East Side)								

Notes:

[1]This project may be withdrawn if the funds previously programmed for Sanibel Lighthouse project is transferred to the Abel Canal project

[2]This project exceeds the FDOT imposed $600K threshold request for local enhancement funds. The City is going to split the project into two phases, and the revised limits will be reported at the May 28th meeting. The split projects will keep the same ranking but MPO will notify FDOT that the two phases shall not be funded in the same fiscal year TA funds.

[3]MPO staff will contact Fort Myers Beach whether they want to keep this project with the revised scope and will report at the May 28th BPCC and May 29th TMOC meetings

Table 1A - SCHOOL DISTRICT PROPOSED SRTS PRIORITIES FOR STATE PORTION OF TRANSPORTATION ALTERNATIVE AND HIGHWAY SAFETY FUNDS

Applicant	Roadway	Limits	Improvements	Requested Funds	Local Match	Total Cost	School	School District Priority	BPCC Priority	TMOC Priority	
CC	SW 32nd Terrace	Pelican Blvd to SW 3rd Ave	Sidewalk (South side)	$189,912	$37,982	$227,894	Pelican Elementary	1			
	SW 3rd Ave	SW 32nd St to SW 37th Lane	Sidewalk (West Side)								
	SW 37th Ln	SW 3rd Ave to Pelican Blvd	Sidewalk (North side)								
FM	Winkler Ave Ext	Exstg sidewalk to Six Mile Cypress Pkwy	Sidewalk (North Side)	$297,000	$39,000	$336,000	Ray Potteroff Elementary	2			
	Challenger Blvd	Exstg sidewalk to Six Mile Cypress Pkwy	Sidewalk (South Side)								
FM	Moreno	Nelson to US 41	Sidewalk (North Side)	$150,900	$17,500	$168,400	Allen Park Elementary	3			
	Sunset	Moreno to Passaic Ave	Sidewalk (East Side)								
BS	Crockett	Felts Ave to Old 41	Sidewalk (South Side)	$567,438	$0		Bonita Springs Elementary	4			
	Hampton St	Pullen to Old 41	Sidewalk (South Side)								
	Abernathy St	Horne to Old 41	Sidewalk (South Side)			$567,438					

TABLE 1B
2013 TRANSPORTATION ENHANCEMENT PROJECT SCORES BY CRITERIA
(By Descending Order of Total Points)

Location	From	To	Proposed Improvement	Similar Facility Connection (1)	Bike/Ped Att (2)	Pop User Base (3)	Employment User Base (4)	Household Units w/out vehicles (5)	Local Financial Participation (6)	Bike/Ped Crashes (7)	Speed Limit (8)	Traffic Volume (9)	Shldr + Lane Width (10)	Intermodal Connections (11)	Bike/Ped Plan	Total Points
Ray Potteroff Elementary			Sidewalks	10	8	10.00	10.00	0.36	2.32	0	1	0.00	5.0	2.75	1.00	**50.4**
Cape Hospital[1]			Sidewalks	10	10	1.75	10.00	0.00	0.00	0	5	0.00	5.0	4	0	**45.9**
Gator Circle	Averill	Val Mar Dr	Sidewalk (west side)	10	10	3.06	5.72	0.75	3.33	0	3	0.77	5.0	0	1	**42.6**
Connecticut	Estero Blvd	Estero Bay	Sidewalk	10	10	5.27	2.39	1.62	0.00	0	1	0.00	5.0	5.69	0.00	**41.0**
Jeffcott St	Ford St	Highland St	Sidewalk (north side)	10	8	1.50	7.01	4.76	1.66	0	1	0.05	5.0	0	0	**39.0**
Stella St	Ford St	Highland St	Sidewalk (north side)	10	8	1.37	7.01	4.76	1.68	0	1	0.06	5.0	0	0	**38.9**
Katherine St	Ford St	Highland St	Sidewalk (north side)	10	8	1.34	7.01	4.76	1.66	0	1	0.07	5.0	0	0	**38.8**
Franklin St	Ford St	Highland St	Sidewalk (north side)	10	8	1.77	6.40	4.76	1.66	0	1	0.04	5.0	0	0	**38.6**
Tropicana	Burnt Store Rd	Chiquita Blvd	Sidewalk (south side)	10	10	2.02	1.09	0.00	3.33	2	3	0.83	5.0	0	1	**38.3**
Pelican Elementary			Sidewalks	10	10	3.12	0.85	0.68	3.33	1	3	0.00	5.0	0.00	0.00	**37.0**
Bonita Elementary			Sidewalks	7	8	1.60	4.80	0.56	0.00	0	1	0.80	5.0	5.33	1.00	**35.1**
Old Burnt Store Rd	Embers Pkwy	Tropicana Pkwy	Bike Lanes	10	8	3.22	0.31	2.50	0.00	0	3	0.20	5.0	0	1	**33.2**
Allen Park Elementary			Sidewalk	10	8	2.54	3.02	1.17	2.08	0	1	0.00	5.0	0	0	**32.8**

Notes:
All the above are bicycle pedestrian projects and have been evaluated based on BPCC approved evaluation criteria
[1]Cape Hospital Sidewalk project has been withdrawn due to ROW issues

ATTACHMENT B

Table 2: Staff Proposed Multimodal Enhancement Box Priorities

Project	Limits	Improvements	Phase	Total Cost	Local Match	Score Based Ranks	Staff Priority	BPCC Priority	TMOC Priority
Purchase of Diesal-Electric Hybrid or Clean Burning Heavy Duty Transit Buses[1]		Bus Purchase	Bus Purchase	$1,500,000	$0	NA	1		
Great Circle Route and Oasis Ida Baker Route Bike Ped Master Plans		Two (2) Bike Ped Master Plans	PE + CST	$150,000	$0	NA	2		
US 41 Sidewalk	North of Del Prado to Fountainview Blvd	Add 8' wide sidewalk (East Side)	PE + CST	$146,338	$0	7	3		
Colonial Blvd	North of Veronica Shoemaker to South of Winkler Ave	Add 10' Shared Use Path (North Side) + Bus Shelter Pads + Bus Stop Connections	PE + CST	$1,000,591	$0	1	4		
SR 80 Shared Use Path	East of Orange River Blvd to Buckingham Rd	Add 10' Shared Use Path (South Side) + Bus Shelter Pads + Bus Stop Connections	PE + CST	$1,448,714	$0	2	5		
Pine Island Rd Bike Lanes	Chiquita Blvd to Santa Barbara Blvd	Add Bike Lanes	PE + CST	$120,570	$0	3	6		
US 41 Sidewalk	South of Publix to Bus 41	Add 8' wide sidewalk (East Side)	PE + CST	$119,169	$0	4	7		
US 41 Sidewalk	North of Del Prado to Tara Blvd	Add 8' wide sidewalk (West Side)	PE + CST	$203,278	$0	5	8		
Six Mile Cypress Blvd	Winkler Ave Extension to Challenger Blvd	Add shared use Path on west side	PE + CST	$413,052	$47,660	6	9		
Chiquita Blvd	Gleason Pkwy to SW 12th St	Add sidewalks on both sides	PE + CST	$1,130,423	$0	8	10		
Tropicana Blvd	Chiquita Blvd to Santa Barbara Blvd	Add sidewalk (North Side)	CST	$459,354	$0	9	11		

Notes:

[1]Priority 1 is based on an agreement between Leetran and MPO to use MPO multi-modal enhancement box funds annually from off the top

Table 2A - Multimodal Enhancement Project Evaluation Scores
(Sorted by descending order)

Rank	Project	Project Limits	Improvements	Phase	Crit. 1	Score	Crit. 2	Score	Crit. 3	Wghtd Score	Crit. 4	Wghtd Score	Crit. 5	Wghtd Score	Crit. 6	Wghtd Score	Crit. 7	Wghtd Score	Crit. 8	Wghtd Score	Crit. 9	Wghtd Score	Crit. 10	Wghtd Score	Total Score[1]
1	Colonial Blvd	North of Veronica Shoemaker to South of Winkler Ave	Add shared use path on north side	CST	5	0.35	5	0.4	3	0.48	3	0.24	5	0.75	5	0.5	5	0.35	5	0.85	3	0.15	5	0.35	4.42
2	SR 80 (Palm Beach Blvd)	East of Orange River Blvd to Buckingham Rd	Add shared use path on south side	CST	5	0.35	5	0.4	0	0	5	0.4	5	0.75	5	0.5	5	0.35	5	0.85	3	0.15	5	0.35	4.10
3	SR 78 (Pine Island Rd)	Chiquita Blvd to Santa Barbara Blvd	Add Bike Lanes	CST	5	0.35	5	0.4	3	0.48	3	0.24	5	0.75	5	0.5	3	0.21	3	0.51	3	0.15	5	0.35	3.94
4	US 41	South of Publix to Bus 41	Add sidewalk (East Side)	CST	5	0.35	5	0.4	0	0	5	0.4	5	0.75	3	0.3	5	0.35	5	0.85	3	0.15	5	0.35	3.90
5	US 41	North of Del Prado to Tara Blvd	Add sidewalk (West Side)	CST	5	0.35	5	0.4	0	0	5	0.4	5	0.75	3	0.3	5	0.35	3	0.51	3	0.15	5	0.35	3.56
6	Six Mile Cypress Blvd	Winkler Extension to Challenger Blvd	Add shared use Path on west side	CST	5	0.35	5	0.4	0	0	5	0.4	5	0.75	5	0.5	3	0.21	0	0	3	0.15	5	0.35	3.11
7	US 41	North of Del Prado to Fountainview Blvd	Add sidewalk (East Side)	CST	5	0.35	5	0.4	0	0	5	0.4	5	0.75	3	0.3	5	0.35	0	0	3	0.15	5	0.35	3.05
8	Chiquita Blvd	Gleason Pkwy to SW 12th St	Add sidewalks on both sides	CST	5	0.35	5	0.4	0	0	3	0.24	5	0.75	0	0	0	0	3	0.51	3	0.15	5	0.35	2.75
9	Tropicana Blvd	Chiquita Blvd to Santa Barbara Blvd	Add sidewalk	CST	5	0.35	0	0	0	0	3	0.24	5	0.75	3	0.3	0	0	3	0.51	3	0.15	5	0.35	2.65

[1] **Weighted Total Score** = (Crit1 x 0.07)+(Crit2 x 0.08)+(Crit3 x 0.16)+(Crit4 x 0.08)+(Crit5 x 0.15)+(Crit6 x 0.10)+(Crit7 x 0.07)+(Crit8 x 0.17)+(Crit9 x 0.05)+(Crit10 x 0.07)

ATTACHMENT C
TAP EVALUATION CRITERIA

METHODOLOGY AND EVALUATION CRITERIA FOR RANKING BICYCLE PEDESTRIAN PROJECTS

Last Amended: March 2012

1926 Victoria Avenue,
Fort Myers, Florida 33901
239-338-2550
www.mpo-swfl.org

TRANSPORTATION ENHANCEMENT ACTIVITY PRIORITIES
Evaluation Criteria

Bicycle/Pedestrian Projects

Notes:

1. **Connection to a similar facility: A project may connect to a similar facility on the same street or on intersecting streets. A similar facility may be an existing facility or a programmed project. A bike path and a sidewalk shall be treated as similar facilities, but such a connection will be awarded less credit than bike path-to-bike path or sidewalk-to-sidewalk connections. For the scoring below, a Signed Bike Route is defined as a shared facility with a *Bike Sharing Roadway* sign, while a Shared Street is defined as an on road pedestrian and bicycle street such as Times Square in Fort Myers Beach.**

   10 points — Shared Use Path to Shared Use Path, Bike Lane to Bike Lane or Paved Shoulder or Signed Bike Route, Paved Shoulder to Paved Shoulder or Bike Lane or Signed Bike Route, Signed Bike Route to Signed Bike Route or Bike Lane or Paved Shoulder, Sidewalk to Sidewalk, or Shared Street to Shared Street at *both* ends.

   7 points — A Sidewalk project connects with a Shared Use Path or Shared Street at both ends or vice versa, or a Sidewalk project connects with a Shared Use Path or Shared Street at one end and a Sidewalk on the other end, or a Shared Use Path connects with a Shared Use Path at one end and a Sidewalk or Shared Street at the other end, or a Shared Street connects with a Shared Use Path or Sidewalk at one end and a Shared Street at the other end.

   5 points — Shared Use Path to Shared Use Path, Bike Lane to Bike Lane or Paved Shoulder or Signed Bike Route, Paved Shoulder to Paved Shoulder or Bike Lane or Signed Bike Route, Signed Bike Route to Signed Bike Route or Bike Lane or Paved Shoulder, Sidewalk to Sidewalk, or Shared Street to Shared Street at *one* end.

   2 points — Shared Use Path to Sidewalk, or Bike Lane/Paved Shoulder/Signed Bike Route to Sidewalk, or Shared Use Path to a Shared Street, or Bike Lane/Paved Shoulder/Signed Bike Route to a Shared Street at *one* end.

2. **Access to Bicycle/Pedestrian Attractions: Attractions may include one or a combination of attraction types including schools/colleges/universities, parks, libraries, post offices, community centers, and retail/service developments. Retail/service development may include either shopping centers with or without an anchor tenant, free-standing stores providing consumer services like a pharmacy. It may also include a strip commercial center**

   10 pts — Attractions adjacent to the project.
   8 pts. — Attractions within ¼ mile of the project .

4 pts. Attractions within ½ mile of the project.

3. **Estimated Population User Base: The number of housing units *accessible by pedestrians* within ¼ mile of a sidewalk project and *accessible by cyclists* within ¾ mile of a Shared Use Path/Bike Lane project will be the raw score for the project. Inaccessibility may be as a result of barriers such as canals and gated communities within the buffer or the lack of connecting public ways. The Lee County Property Appraiser Office will provide the housing unit data to MPO staff.**

   1 point for every 250 housing units for a maximum of 10 points

4. **Estimated Employment User Base: Projects will be evaluated on the estimate user base within a logical distance from the project. A ¼ mile envelope will be used for sidewalk project and a ¾ mile envelope will be used for a Shared Use Path/Bike Lane project. The most recent traffic analysis zone employment data from Lee MPO projections will be used.**

   1 point for every 300 jobs for a maximum of 10 pts

5. **Household Units Without Vehicles: The percentage of occupied housing units without any vehicles available within the Census tract traversed by the project in the 2010 Census for which tract data are available will be the raw score for the project. For projects located in more than one Census tract, the percentages shall be weighted by the project length within each tract. Where a project follows a tract boundary, half the weight shall be given to each tract.**

   1 point for every 4% for a maximum of 10 points

6. **Local Financial Participation: A project will be awarded points in proportion to an applicant's percentage of total financial participation**.

   1 point for every 5% of matching local funds

7. **Bicycle/Pedestrian Crash Data: The total bicycle and pedestrian crashes for the last 3 years within the project limits shall be the raw score for the project. The project sponsor shall provide the data for the bicycle/pedestrian crashes in the last 3 years.**

   1 point for every 1 accident for a maximum of 10 points

8. **Speed Limit: Points will be awarded to a project depending upon the speed limit of the roadway along which the bicycle/pedestrian facility is to be located.**

   5 pts >45 mph
   3 pts 30 - 45 mph
   1 pt <30 mph

9. **Traffic Volume: The Annual Average Daily Traffic (AADT) of the adjacent roadway shall be the raw score for the project. The project sponsor shall provide the AADT from Lee County's *2011 Traffic Count Report or a municipal government traffic count report or an alternative document* and identify the location where the count was taken. Sponsors are**

allowed to provide on spot traffic counts if the roadway or the roadway segment is not included in the traffic count reports or alternative documents.

1 point for every 3000 AADT for a maximum of 10 points

10. **Total Shoulder and Lane Width: The combined existing width of the outside (curb) lane and paved shoulder shall be taken into account while awarding points to a project. The width will be measured from the inside stripe of the outside (curb) lane (or the centerline, for unstriped roads) to the pavement edge or curb face.**

5 pts.	<14 Ft
2.5 pts	14 – 16 Ft
0 pt.	> 16 Ft

11. Intermodal Connections: To qualify as an intermodal connector, a project must follow, or terminate at, or cross a Lee Tran bus route. The number of buses per week in both directions on all such routes will be the raw score for the project. Weighting Factor = 2

1 point for every 96 trips (both directions) for a maximum of 10 points

12. **Consistency with MPO Countywide or Local Government Bike/Ped Master Plan: A project will be given points based on whether they are specifically identified in the MPO or Local Government Bike/Ped Master Plan.** (A project can be scored using only one of the parameters identified below)

5 pts	Project is part of a Demonstration Loop Project, or a Special Project from the MPO Plan
3 pts	Project is identified in the Primary Network Prioritized Needs Plan, or Primary Network Needs Map, or Pedestrian and Bicycle Priority Needs Map of MPO Plan, or identified in a priority needs plan from a local government plan
1 pt	Project is identified in the Secondary Network Needs Map of MPO Plan, or a local government plan w/out being part of any priority plan

MULTIMODAL ENHANCEMENT BOX CRITERIA

Mode	Score	Criterion/Measures of Effectiveness	Weight
		1. Minimizing Impacts on Natural, Historic, Cultural or Archeological Resources	**7%**
All Modes	5	Project has no known significant impacts on natural, historic, cultural, or archeological resources and will reduce vehicle emissions or use recycled materials.	
	3	Project has no known significant impacts on natural, historic, cultural or archeological resources.	
	0	Project has potential for significant negative impacts on natural, historic, cultural, or archeological resources.	
		2. Making Regional Connections	**8%**
Highway	5	Project is on SIS Facility	
	3	Project is in the Lee-Collier Regional Transportation Network but not on an SIS facility	
	0	Project is not in the Lee-Collier Regional Transportation Network	
Transit	5	Project is on SIS Facility	
	3	Project is in the Lee-Collier Regional Transportation Network but not on an SIS facility	
	0	Project is not in the Lee-Collier Regional Transportation Network	
Bike/Ped	5	Project is on the Lee-Collier Regional Transportation Network or Regional Pathways Network	
	3	Project provides Bicycle Pedestrian Amenities on Lee-Collier County Regional Transportation Network or Regional Pathways Network	
	0	Other Bicycling project	
Intelligent Transportation System (ITS)	5	Project is on SIS Facility	
	3	Project is on Lee-Collier Regional Transportation Network	
	0	Project is not in the Lee-Collier Regional Transportation Network	
Transportation Demand Management (TDM)	5	A Van/Car Pool project will run on the Lee-Collier Regional Transportation Network	
	3	A transit capacity project will run on the Lee-Collier Regional Transportation Network	
	0	Other Transit/TDM Project	
		3. Reducing Traffic Congestion	**16%**
Highway	5	Project reduces V/C ratio on a roadway with E+C V/C > 1.50. Proposed capacity improvements or new roadways will consider congestion on existing parallel facillities	
	3	Project reduces V/C ratio with E+C V/C anywhere from 1.00 to 1.50. Proposed capacity improvements or new roadways will consider congestion on existing parallel facilities	
	0	Project reduces V/C ratio; v/c = 0 to .99; proposed capacity improvements or new roadways will consider congestion on existing parallel facilities	
Transit	5	Project creates exclusive ROW for transit parallel to E+C congested road with v/c >1.50	
	3	Project adds bus pull-off bays, signal prioritization/bus bypass, or new peak hour service to a E+C congested road with v/c anywhere from 1.00 to 1.50	
	0	Other transit projects	
Bike	5	Project adds bicycle facilities to an E+C roadway with v/c > 1.50	
	3	Project adds bicycle facilities to an E+C roadway with v/c anywhere from 1.00 to 1.50	
	0	Project adds bicycle facilities to an E+C roadway with v/c < 1	
ITS	5	Project adds coordinated traffic signal systems, or congestion pricing, or temporary shoulder use to an E+C ~~a 2035~~ congested road with v/c > 1.50	
	3	Project adds coordinated traffic signal systems, advanced traveler information systems, or temproary shoulder use to an E+C ~~a 2035~~ congested road with v/c > 1 ≤ 1.50	
	0	Other ITS projects	
TDM	5	No TDM projects	
	3	Project reduces peak hour vehicle trips	
	0	Other TDM projects	
Pedestrian	5	Project provides pedestrian facilities to an E+C congested roadway with v/c > 1.50	
	3	Project augments pedestrian facilities or fills sidewalk gaps on an E+C congested roadway with v/c anywhere from 1.00 to 1.50	
	0	Project adds bicycle facilities to an E+C roadway with v/c < 1	
		4. Supporting Community Plans and Minimizing Community Impacts	**8%**
All Modes	5	Project is identified in adopted Community Plan, Sector Plan, Neighborhood Plan, or MPO corridor or Sub-Area Plan and/or actively supported by Neighborhood Association(s) in the corridor.	
	3	Project is consistent with Sustainability/Livabilty Policies and will not negatively impact Environmental Justice (EJ) communities in the corridor	
	0	Project does not meet either of the above requirements	
		5. Alternatives to Driving Alone	**15%**
Highway	5	Project adds managed lanes that will provide incentive for HOV use	
	3	Project adds sidewalks, bike lanes, and ADA-accessible bus stops	
	0	Project does not meet any of the above requirements	
Transit	5	Project adds new transit service(e.g. new bus routes, adds service hours)	
	3	Project decreases headways	
	0	Project does not meet above requirements	
Bike	5	Project provides marked & signed bike lanes and/or shared use paths within urbanized areas	
	3	Project provides marked & signed bike lanes and/or shared used paths in transitioning urbanized areas or rural areas	
	0	Project does not meet any of the above two requirements	
ITS	5	No existing ITS facilities	
	3	Project provides incentives to car/van pool	
	0	Other ITS projects	
TDM	5	Project makes vehicles available for van/carpooling	
	3	Project provides other TDM opportunities	
	0	No TDM opportunities	

Mode	Score	Criterion/Measures of Effectiveness	Weight
Pedestrian	5	Project provide safe, comfortable pedestrian facilities in urbanized areas including sidewalks with buffers or shared use paths, and ped signals and crosswalks	
	3	Project provide safe, comfortable pedestrian facilities in transitioning urban or rural area including sidewalks with buffers or shared use paths, and ped signals and crosswalks	
	0	Project does not meet any of the requirements	
		6. Improving Access to Activity Centers (Shopping, Jobs, Tourism, Education and/or Medical)	**10%**
Highway	5	Project connects to two or more Tier II Activity Centers or connects to at least one Tier ~~Teir~~ I Activity Center	
	3	Project connects to at least one Tier II Activity Center	
	0	-Project connects to Tier III Activity Centers only	
Transit	5	Project connects to two or more Tier II Activity Centers or connects to at least one Tier I Activity Center	
	3	Project connects to at least one Tier II Activity Center	
	0	Project connect to Tier III Activity Centers only	
Bike	5	Bicycling project address bicycle gaps in roadways with Tier I or at least two Tier II Activity Centers	
	3	Bicycling project parallel & adjacent to a road segment with bicycle gaps connecting to a Tier I or Tier II Activity Center	
	0	Other Bicycling project	
ITS	5	Project improves traffic progression on road corridor connecting to-two or more Tier II Activity Centers, or at least one Tier I Activity Center	
	3	Project improves traffic progression on road corridor connecting at least two Tier II Activity Centers	
	0	Does not meet requirements	
TDM	5	Project provides TDM options to a Tier I Activity Center	
	3	Project provides options to a Tier II or Tier II Activity Center	
	0	Other TDM projects	
Pedestrian	5	Pedestrian project on roadway with sidewalk gaps and connecting to two or more Tier II or at least one Tier I Activity Center	
	3	Pedestrian project on parallel to or alternative access to roadway with sidewalk gaps and connecting to a Tier I or Tier II Activity Centers	
	0	Doesnot meet requirements	
		7. Enhancing Goods Movement	**7%**
Highway, Rail & ITS	5	Project enhances highway and rail capacity in Regional Freight Corridors, Regional Freight Connectors, and Active Rail Lines identified in the Lee County Goods and Freight Mobility Study, or adds a Rail Truck Transfer Facility that reduces truck use, or ITS deployments that reduces traffic congestion on these corridors and connectors	
	3	Project corrects geometrical design standards in Regional Freight Corridors and Regional Freight Connectors, or they are identified as congestion hot spots in the Goods and Freight Mobility Study	
	0	Project does not meet any of the above requirements	
Transit & TDM	5	Project reduces single occupant vehicles within Regional Freight Corridors and Connectors in Lee County	
	3	Project adds service in dedicated ROW parallel to Regional Freight Corridors and Connectors	
	0	Other Transit or TDM projects	
Bike & Pedestrian	5	Project adds bicycle pedestrian facilities on Regional Freight Corridors	
	3	Project adds bike ped facilities on Regional Freight Connectors	
	0	Other bicycle and pedestrian projects	
		8. Safety (Reducing Crashes)	**17%**
Highway	5	Capacity or traffic operation projects on limited access facilities with one or more top 50 Lee County Crash locations within its project limits	
	3	Project on roadways with one or more top 50 Lee County crash locations within its project limits(Proposed new roads will consider crashes on existing parallel facilities)	
	0	Project does not meet requirements	
Transit	5	Project adds bus pull-off bays, signal prioritization/bus bypass, sidewalks or shared use connections to transit stops	
	3	Project improves transit passenger safety (lighting, surveillance, stops and bus shelters)	
	0	Other Transit projects	
Bike	5	Bicycle project with a total of 5 or more bicycle crashes or at least one fatality within the project limits	
	3	Bicycle project with a total of 1 - 4 bicycle crash~~es~~ within project limits	
	0	Project does not meet the above two requirements	
ITS	5	ITS deployments including ATMS, IMS, FMS	
	3	Projects that result in active traffic management strategies such as Speed Harmonization, Dynamic Merge Control- etc.	
	0	All other ITS projects	
TDM	0	All TDM Projects	
Pedestrian	5	Pedestrian project with a total of 5 or more pedestrian crashes or a at least one fatality within project limits	
	3	Pedestrian project on road segment with 4 or more pedestrian crashes within project limits	
	0	Project does not meet the above requirements	
		9. Long Term Maintenance Costs	**5%**
All Modes	5	Project reduces long term maintenance costs	
	3	Project increases long term maintenance costs	
	0	Other project	
		10. Improving Existing Facilities	**7%**

Mode	Score	Criterion/Measures of Effectiveness	Weight
All Modes	5	Project is within existing ROW including in parallel corridors or maintains ongoing function of existing transit services	
	3	Project is on an existing roadway but additional ROW may be needed	
	0	Other project	

Tier I - Lee Memorial Hospital, Gulf Coast Hospital, Edison Mall, Coconut Mall, Gulf Coast Town Center, Florida Gulf Coast University, Edison College, Regional Parks, Page Field Airport, SWFIA, Government Office Block, Mixed Use Downtown, Chicos

TIer II - Echo Park, CREW, Caloosa Nature Center, Shell Park, shopping centers anchored by Supermarkets, Libraries, Charter and Lee County Schools, isolated govt office building, commercial corridor (e.g. US 41, SR 80, Pine Island Road), Community Parks (e.g. Lakes Park)

Tier III - Neighborhood Parks, Non continuos Strip Malls, Pharmacies, gas stations, Post Offices,

RECOMMEND MPO APPROVAL OF THE PROPOSED STP AND STATE FUNDED PROJECT PRIORITIES

RECOMMENDED ACTION: The TMOC is being asked to review and recommend for MPO approval one of the two versions of proposed project priorities for STP and State funds shown in **Attachment A**. These funds will be available to the Lee MPO in FY 2018/19.

A draft list of the unfunded candidate projects for STP and State funds and staff proposed priorities to be submitted this year were brought before the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC) for initial review and comments in their May meetings. A stand-alone bicycle pedestrian project has been added to the list of candidate projects because it requires right of way acquisition which makes it ineligible for either Transportation Alternative or the MPO's Multimodal Enhancement Box funds. These two categories of funding have been the traditional source of funding for bicycle pedestrian projects that are brought through the MPO priority process.

While the TAC concurred with the list of projects and the staff proposed priorities, the CAC had suggested removing an ITS project that called for an incident management system over the Cape Coral Parkway and the Midpoint bridges. The phase I project over the Edison and Caloosahatchee Bridges was completed and handed over to Lee County for operation at the beginning of this year.

Staff has now prepared a final list of projects that includes the original version of the proposed priorities that was agreed by the TAC and also the CAC version without the ITS project (**Attachment A**). At the May 29th meeting, the TMOC will be asked to review the list, provide comments, and recommend the version of proposed priorities that they would like the MPO Board to approve.

STP AND STATE FUNDED PRIORITIES FOR FY 2018/19

Version 1 (Original)	Version 2 (CAC)	2012 Priority	FM #	Project	From	To	Improvement Type	Length (miles)	Next Phase	PDC Estimate (in $1,000)
1	**1**	1	**4299601**	Funding for County Traffic Operations Center[1]						$300
2	**2**	2	**1957641**	Multi-Modal Enhancement Box[1]						$4,700
3	**3**	4	**4337261**	San Carlos Trolley Lane	Summerlin Road	Matanzas Pass Bridge	Exclusive Trolley Lane	2.5	PE/CST	$1,200
4	**4**	6	**4126363**	Countywide ATMS			Phase III Implementation		CST	$16,581
5	**5**	N/A		Identify and conduct Roundabout Feasibility Analysis at Suitable Locations			Conduct roundabout feasibilty analysis		PLN	$250
6	**6**	3		SR 739 (Fowler St)	Metro/Fowler	SR 82 (Dr. Martin Luther King Jr. Blvd)	TBD	1.4	TBD	TBD
7	**7**	N/A		Old US 41	Lee/Collier Co/L	Bonita Beach Road	2L to 4L	1.2	PD&E	$700
8	**8**	N/A		SR 78 (Bayshore Rd)	Park 78 Drive	SR 31	Pathway North Side	3.8	PD&E	$350
9	**9**	7	**4313341**	SR 739 (Metro Pkwy)	Daniels Pkwy	South of Winkler Ave	4L to 6L	4.6	ROW	$31,000
10	**	8		Caloosahatchee Bridges Incident Management System			Phase II implementation		CST	$8,220

Notes:

[1]The top two priorities are set asides that the Lee County MPO request annually from off the top of SU funds allocated to the Lee County urbanized area.

****The CAC had suggested that this project be removed from consideration of STP and State funds.

Agenda Item 4
TMOC 5/29/13

APPROVAL OF THE DRAFT BICYCLE PEDESTRIAN SAFETY ACTION PLAN

RECOMMENDED ACTION **Review and consider** recommendation of MPO approval of the **attached** draft MPO's Bicycle Pedestrian Safety Action Plan with changes if necessary.

The MPO's consultant has now completed a draft of the final Bicycle Pedestrian Safety Action Plan after taking in input and comments throughout this exercise at the various MPO committee meetings, and workshops. The attached draft is currently being reviewed by MPO staff. The draft has also been posted in the MPO Web Site and the committee members are being asked to review it. At the May 29th meeting, staff is going to present the draft Plan, after which the committee will be asked to provide input, and consider recommending MPO approval of the Plan.

LEE COUNTYWIDE

Bicycle & Pedestrian SAFETY ACTION PLAN

May 8, 2013

Introduction

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

In support of the Florida Strategic Highway Safety Plan and to further address pedestrian and bicycle safety issues in Lee County, the LEE COUNTY METROPOLITAN PLANNING ORAGNIZATION (MPO) in conjunction with the Florida Department of Transportation District 1, and other local stakeholders, is developing and implementing the Lee Countywide Bicycle & Pedestrian Safety Action Plan (BPSAP).

*Sources: National Highway Transportation Safety Administration, Fatality Analysis Reporting System, United States Census Bureau

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

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

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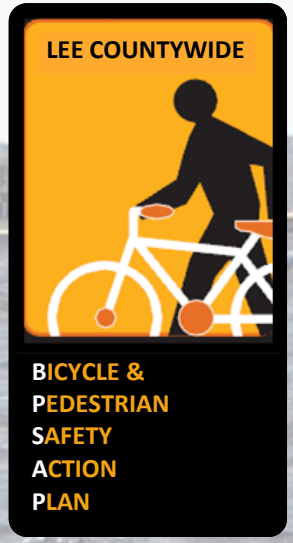


SAFETY ACTION PLAN PROCESS

Step 1: Build a consensus among local and statewide stakeholders about the pedestrian and bicycle safety problem in the county.

Step 2: Use the Vision & Goal to formulate clear objectives that will best address the pedestrian and bicycle safety issues in the county.

Step 3: Identify a list of strategies based on objectives, while considering current and future planned efforts by stakeholder agencies.

Step 4: Use stakeholder feedback to consolidate strategies into detailed Action Items to be implemented today and within 1 to 5 years.

Bicycle & Pedestrian Safety Action Plan Vision:

A zero-fatality transportation system for pedestrians and bicyclists throughout Lee County.

Action Plan

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

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

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

Goal

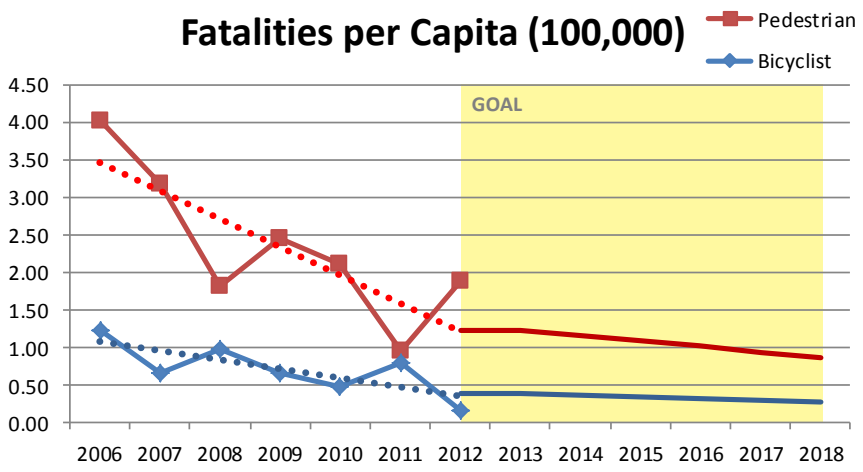
Goal of the Lee Countywide Bicycle & Pedestrian Safety Action Plan

The goal of this action plan is to reduce pedestrian and bicycle fatalities and severe injury crashes on an annual basis, measured by a per-capita rate (per population).

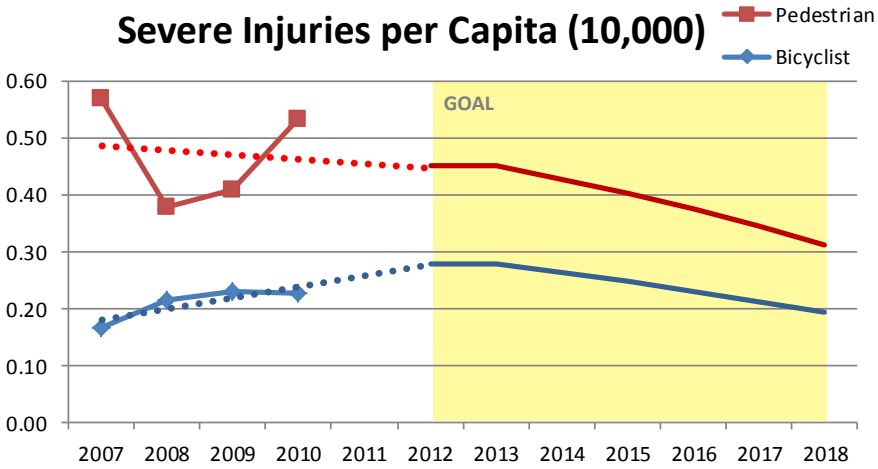
- **In 2014, the fatality and serious injury rates will be reduced 5%.**
- **In 2015, the fatality and serious injury rates will be reduced 6%.**
- **In 2016, the fatality and serious injury rates will be reduced 7%.**
- **In 2017, the fatality and serious injury rates will be reduced 8%.**
- **In 2019,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

The goal of this plan is consistent with the Florida Strategic Highway Safety Plan's crash reduction goal of a *minimum* of 5% per year. The charts to the right display fatalities per capita. Crash data for 2011 and 2012 is still being process and has yet to be officially verified.

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



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

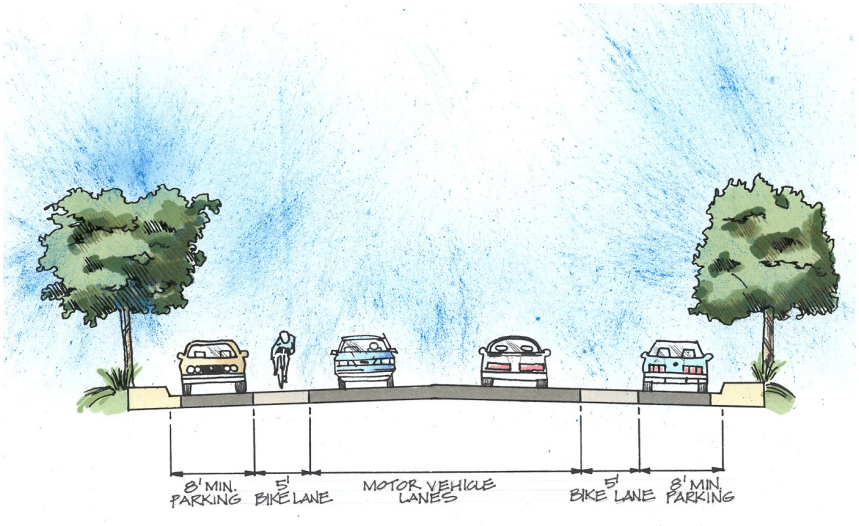


Injuries per Capita denote injuries per 10k population (Bureau of Economic and Business Research)

Objectives

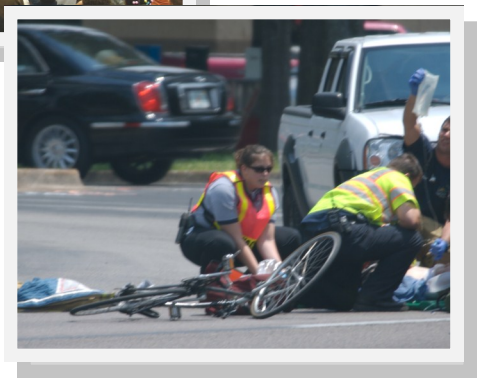
Objective #1: Infrastructure

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



Objective #2: Education/Enforcement

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



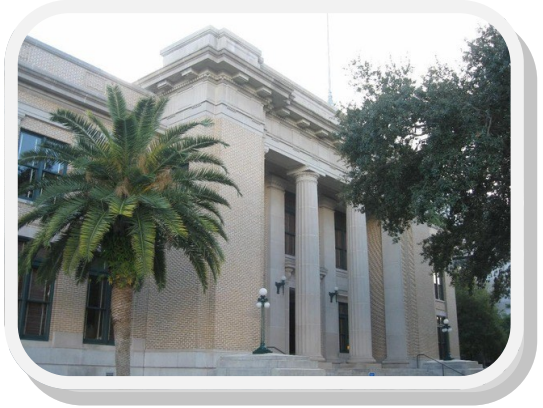
Objectives

Objective #3: Livability

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

Objective #4: Accountability

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



Action Items

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

SHORT-TERM (Within One Year)

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

Action Item #2: Develop a Bicycle and Pedestrian Safety Education Outreach Campaign within the Lee County area including the municipalities. Structure this leadership program/organization similar to other successful programs implemented in Florida (i.e. WalkWise/BikeSmart Tampa Bay). Strengthen existing advocacy groups by creating a consistent safety message which may change over time as conditions merit. Tap into social media as a resource to spread the message. Utilize existing community groups, neighborhood associations, etc. as audiences for safety presentations. Target areas with high amounts of bicycle/pedestrian traffic (i.e. tourist areas, hotels, bicycle rental locations, grocery stores).
Lead Agencies/Partners: FDOT, Lee County MPO, Stay Alive....Just Drive!, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition.
Time Frame: Within One Year

Action Item #3: Re-energize and empower Community Traffic Safety Team (CTST) to affect a multidisciplinary approach to reduce the frequency and severity of bicycle and pedestrian crashes. Working closely with Lee MPO and other stakeholders, Lee CTST will take ownership of and play a lead role in facilitating and completing Action Items 1, 4, 5, 6, 14 and 17. CTST will also present status reports to MPO board and local government boards to ensure follow-through on action items identified. Lee MPO will actively support and aid CTST efforts.
Lead Agencies/Partners: FDOT, CTST, MPO with support from all stakeholders
Time Frame: Within One Year & Ongoing

Action Item #4: Establish a Process for Crash Data Reporting and Distribution
The need for timely, accurate, analyzed and broadly disseminated data should be addressed early on in this action plan. Lee County will serve as the organizational lead for collecting and disseminating the most recently available data in accordance with public records regulations. Additional support will be provided by the MPO and CTST to analyze and identify patterns in the data. A summary or synopsis of data and fatalities will be reported routinely at CTST meetings and will include opportunities for all stakeholders to report crash information that may or may not be available through official sources. The content of this report should be established and agreed upon by the stakeholders and the effort should be undertaken using available resources until additional support becomes available. Data reliability and accuracy is an ongoing challenge and this approach will focus on what is currently feasible based on available combined resources of stakeholders.
Lead Agencies/Partners: LeeDOT, FDOT, CTST, MPO with support from all stakeholders
Time Frame: Within One Year & Ongoing

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

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

Action Items

SHORT-TERM (Within one to two years)

Action Item #5: Measure progress on an annual basis. Measure and monitor the progress of reducing the frequency and severity of pedestrian crashes across Lee County on an annual basis. Adjust the action items and identify new strategies to maintain the momentum this plan creates.
Lead Agencies/Partners: Lee County MPOM, FDOT, Law Enforcement Agencies
Time Frame: Within One Year & Ongoing

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

Action Item #7: Implement a Strong Law Enforcement Program Partner with law enforcement agencies, especially those in high bicycle/pedestrian crash areas to increase coordinated enforcement activities as part of a 3E approach. This should include securing additional funds to support additional enforcement efforts and additional training to empower and educate law enforcement on bicycle and pedestrian laws and risky behaviors, and use their first-hand observations and experience as valuable feedback and input.
Lead Agencies/Partners: Lee County MPO, FDOT, Law Enforcement Agencies
Time Frame: Within One Year & Ongoing

Action Item #8: Provide bicycle lights for stakeholders to distribute as part of 3E program. For example: officers could carry a box of lights in patrol cars and distribute to bicyclists riding without lights at night to immediately correct a hazardous behavior. Lights should be packaged with additional safety materials including retro-reflective vests and educational material tailored to the unique crash trends and common risky behaviors in Lee County.
Lead Agencies/Partners: Lee County MPO, FDOT, Law Enforcement Agencies
Time Frame: Within One Year & Ongoing

LONG-TERM (Within two to five years)

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

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

Action Item #11: Develop and utilize a project design review checklist for local agencies to determine if proposed roadway designs (both resurfacing and reconstruction) include appropriate bicycle and pedestrian treatments and accommodations. The checklist should include graphical examples to assist the reviewer and will include elements such as bicycle lane design, intersection pavement markings, bicycle detection at signals, etc.
Lead Agencies/Partners: Lee County MPO, Lee County, City of Fort Myers, City of Cape Coral, FDOT
Time Frame: Within Two Years

Action Items

LONG-TERM (Within five years and ongoing)

Action Item #12: Develop a policy for pedestrian signal accommodation at signalized intersections. This policy should provide clear guidance as to the minimum length of a pedestrian cycle based on the distance a pedestrian must travel to traverse all vehicular travel lanes at a particular location. This policy should also provide guidance relative to the criteria for requiring push-button activation at a pedestrian signal.
Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral, FDOT
Time Frame: Within 2 Years

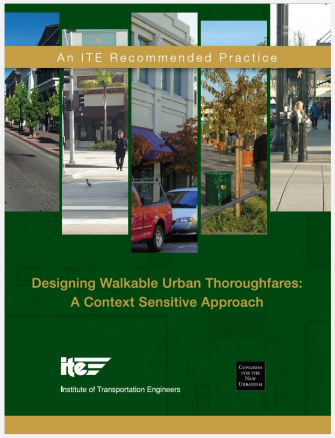
Action Item #13: Adopt design treatments for pedestrian crossings at transit stops. Transit riders always begin and end their trip as pedestrians. Thus, every transit stop is a potential pedestrian crossing location. The placement of transit stops (especially stops not located at signalized intersections)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

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

Action Item #15: Identify potential corridors for "Road Diets." Target multi-lane arterial corridors with bicycle/pedestrian crash problems that are underutilized by motor vehicles and have excess capacity. Focus on "right sizing" of roadways, and identifying a safer cross-section for all users rather than creating excess capacity for solely automobile traffic. Consider pre-emptive "road diets" before roadway expansion/widening in the Long Range Transportation Plan. Refer to the Best Practices section on page 11 of this document for examples of successful corridor re-design projects in Florida.
Lead Agencies/Partners: FDOT, Lee County, City of Fort Myers
Time Frame: Within 5 Years & Ongoing

Action Item #16: Establish a process for incorporating pedestrian/bicycle design improvements concurrent with the reconstruction, rehabilitation and resurfacing (3R) of roadways. Most urban roadways and many suburban roadways are physically constrained and will likely never undergo reconstruction to provide additional capacity expansion. Typically, the most cost-effective strategy for addressing pedestrian and bicycle safety on these corridors is to do so concurrent with resurfacing (3R) projects. Create an ongoing systemic process and funding for identifying potential improvements on corridors planned for 3R in the short-term.
Lead Agencies/Partners: Lee County MPO, County, City of Fort Myers, City of Cape Coral, FDOT
Time Frame: Within Five Years & Ongoing

Action Item #17: Engage judiciary in the pedestrian and bicycle safety discussion. The courts are a key partner and should be actively involved and engaged in the pedestrian and bicycle safety discussion. Enforcing and ensuring pedestrian and bicycle safety laws are upheld in an appropriate and reasonable manner is of utmost importance. An effective approach would be to partner with legal/judiciary continuing education programs to provide information and education opportunities and communicate the safety problems to judicial partners.
~~Lead Agencies/Partners~~: Lee County MPO, CTST, Stay Alive...Just Drive!, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition
~~Time Frame~~: Within 5 Years & Ongoing



Action Item #18: Review all previously created bicycle/pedestrian plans to incorporate a safety component or project prioritization based on implementing data-driven *proven* crash countermeasures at high-crash locations as appropriate.
~~Lead Agencies/Partners~~: Lee MPO, City of Fort Myers, Lee County
~~Time Frame~~: Within 5 Years & Ongoing

Action Items

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

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

Best Practices

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

State Road 80/Palm Beach Blvd Median Islands

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

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

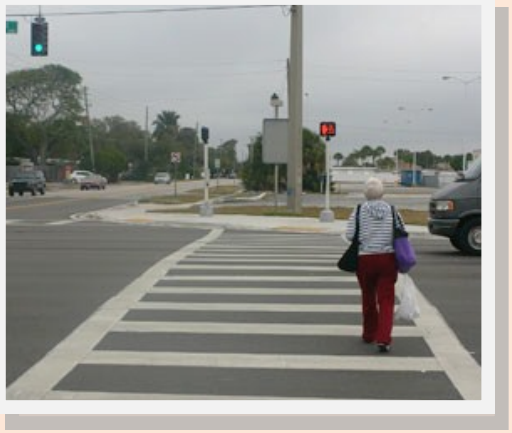
State Road 80/Palm Beach Boulevard—Fort Myers, Florida

City of Largo "3E" Pedestrian/Bicycle Safety Campaign

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

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

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



Missouri Avenue—Largo, Florida

Best Practices

Light on Bike, Goes on Tonight

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

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

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

Fourth Street North—Saint Petersburg, FL

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

Gulf Blvd—Pinellas County, FL

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

Gulf Blvd.—Madeira Beach, Florida

Best Practices

WalkWise & BikeSmart Tampa Bay

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

WalkWise—Pinellas County, Florida

Nebraska Avenue Road Diet

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

Nebraska Avenue Before-After—Tampa, Florida

Best Practices

City of Tampa WalkBike Plan—Tampa, FL

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

Swann Avenue—Tampa, Florida

Bicycle Detection Program—Santa Cruz, CA

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

City of Santa Cruz, California

Best Practices

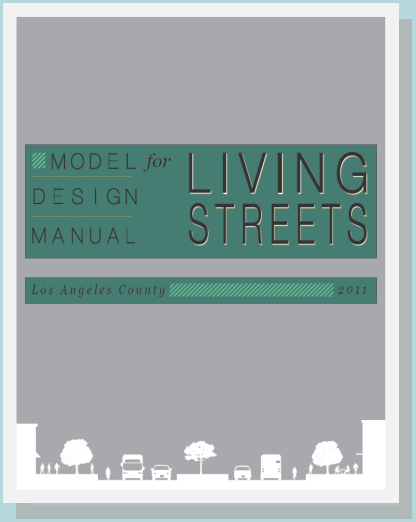
Model Design Manual for Living Streets

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

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

Key Components of the Model Design Manual include:

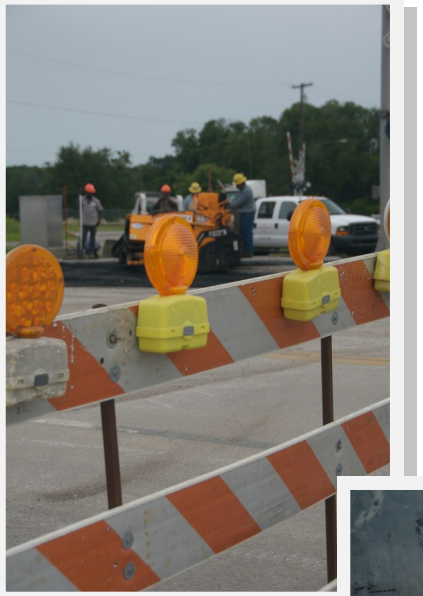
- The impact of street network and classification on safety and mobility
- Design Components of the Traveled Way
- Intersection Design
- Universal Pedestrian Access
- Pedestrian Crossings
- Bikeway Design
- Transit Accommodations
- Traffic Calming
- Streetscape Ecosystem
- Re-Placing Streets: Putting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



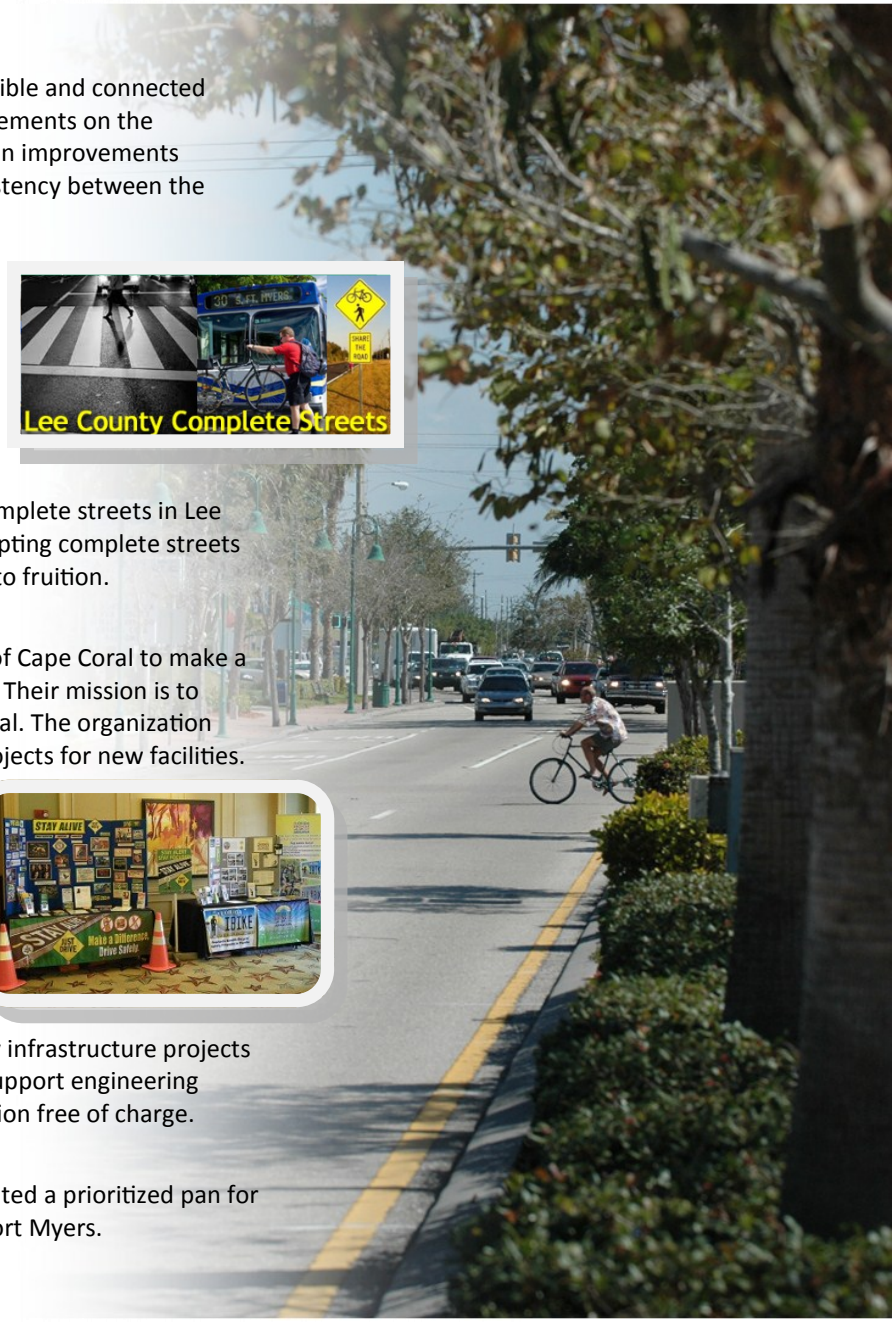
The "public room of the street" is an important public space primarily shaped by the land uses and buildings that enclose it (Credit: Cityworks Design and Michele Weisbart)

Ongoing Efforts

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



Ongoing Efforts



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

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

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

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

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

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

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

Current Trends & Issues

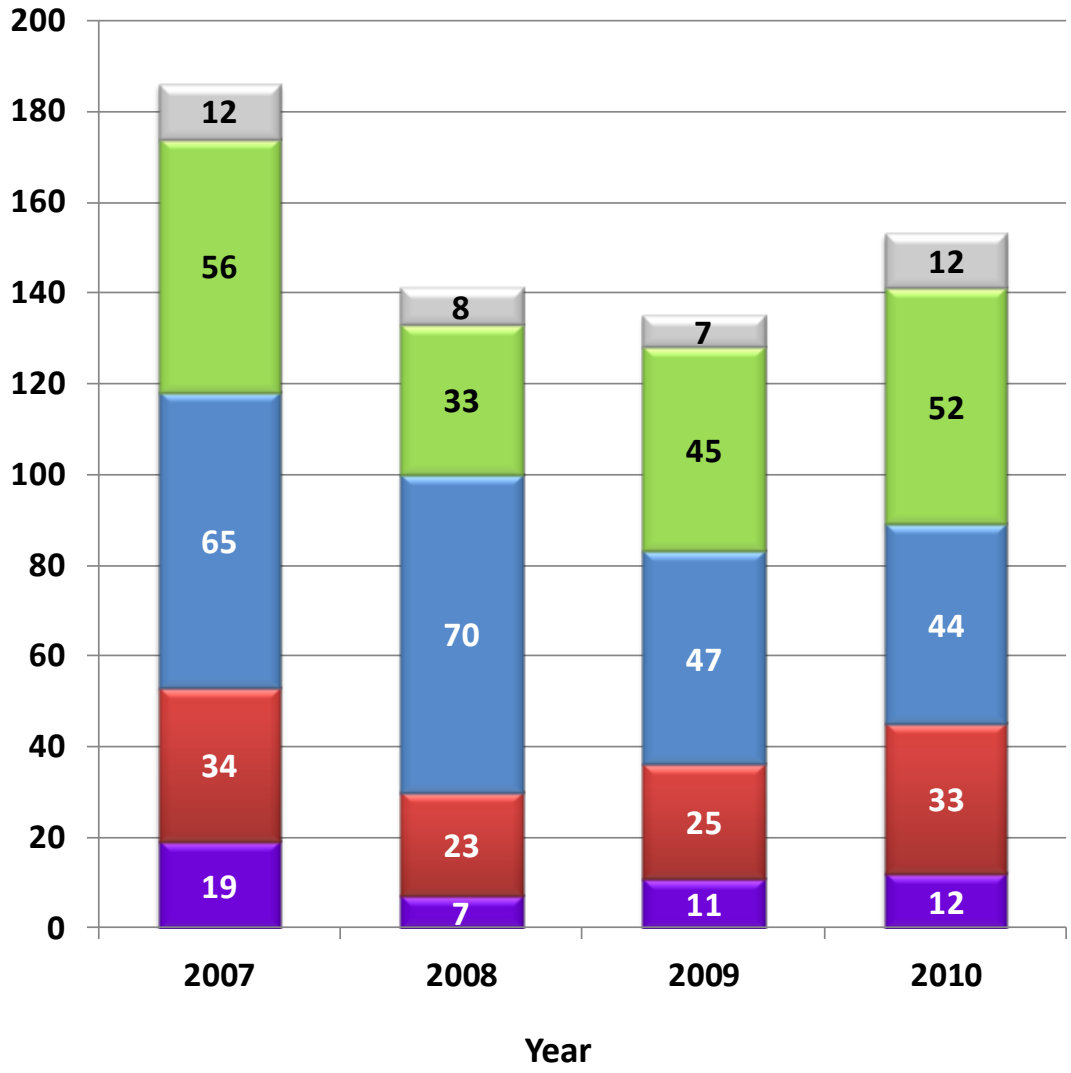
Crash statistics in this section were compiled specifically for the Lee Countywide Bicycle & Pedestrian Safety Action Plan. Unless otherwise noted, the data account for a five-year history from January 1, 2006 to December 31, 2010. Crash data was obtained from the Florida Department of Transportation's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

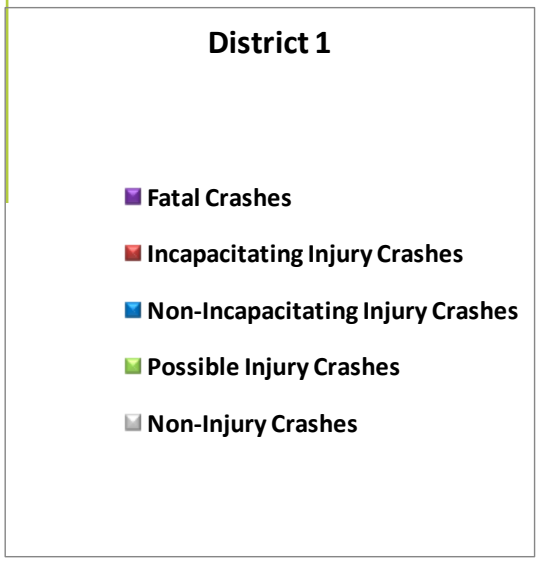
Summaries of the following crash attributes are presented in this section:

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

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

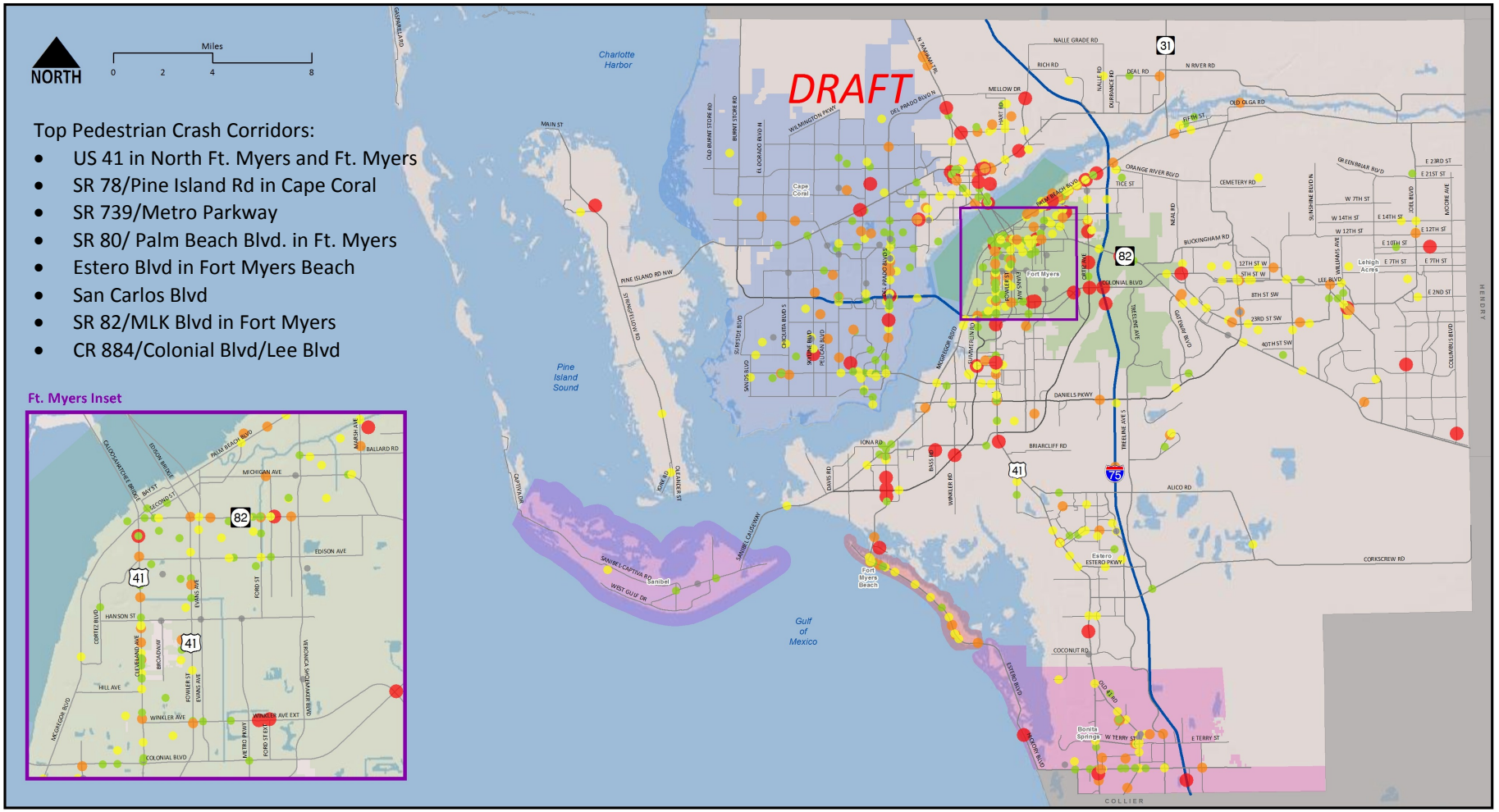
Figure 1: Pedestrian Crashes by Injury Severity By Year in Lee County (2007-2010)





Pedestrian Crashes

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



Lee Countywide Bicycle & Pedestrian Safety Action Plan

Map 1: Pedestrian Crashes (2007-2010)

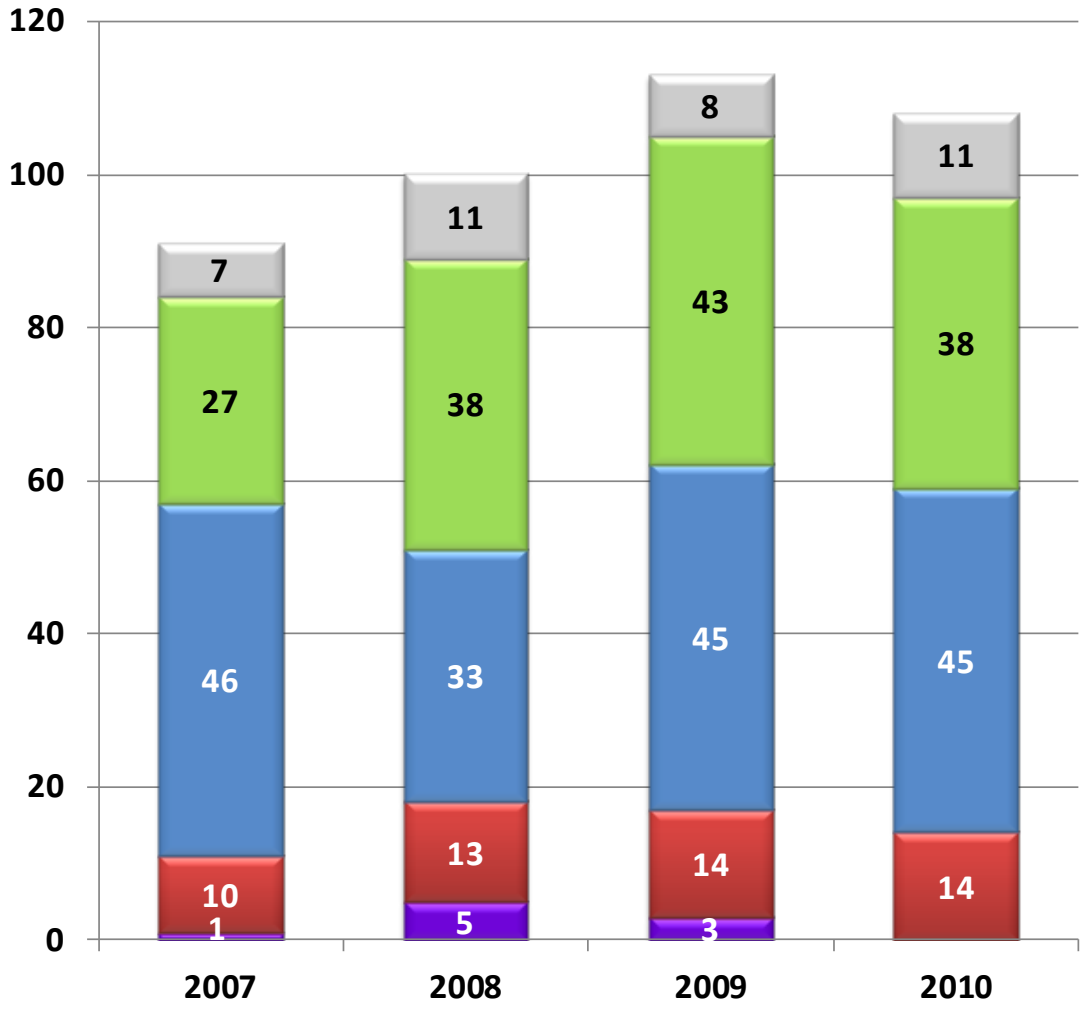
LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

Tindale-Oliver & Associates, Inc.
Planning and Engineering

Bicycle Crashes

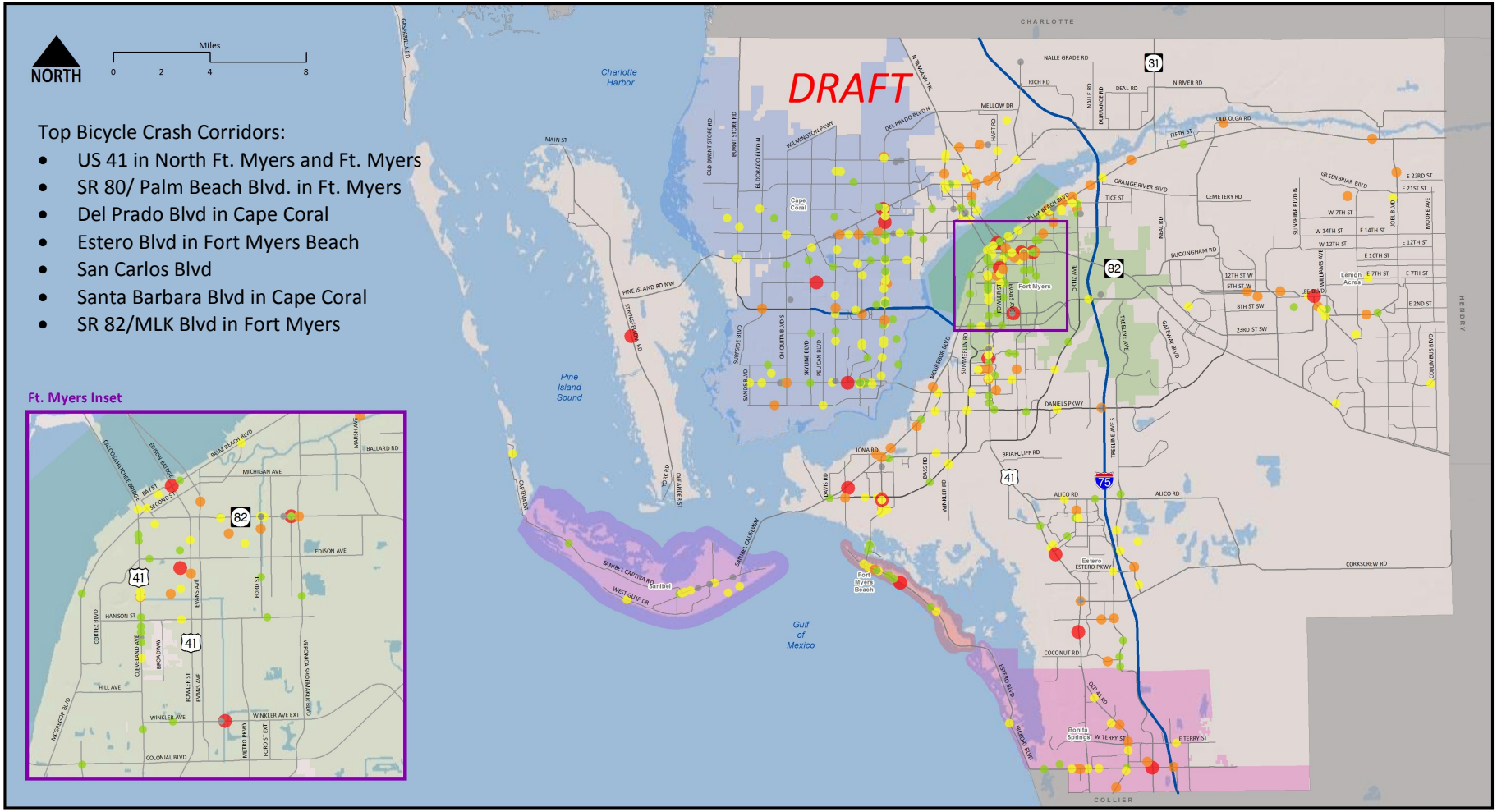
Reported bicycle crashes in Lee County have been increasing between 2007 and 20, severe injury crashes (fatalities and serious injuries) have been increasing from 2008 to 2010. There were no bicycle fatalities in Lee County in 2010.

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



Bicycle Crashes

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



Lee Countywide Bicycle & Pedestrian Safety Action Plan

Map 2: Bicycle Crashes (2007-2010)

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

Tindale-Oliver & Associates, Inc.
Planning and Engineering

Crash Attribute: Age

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

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

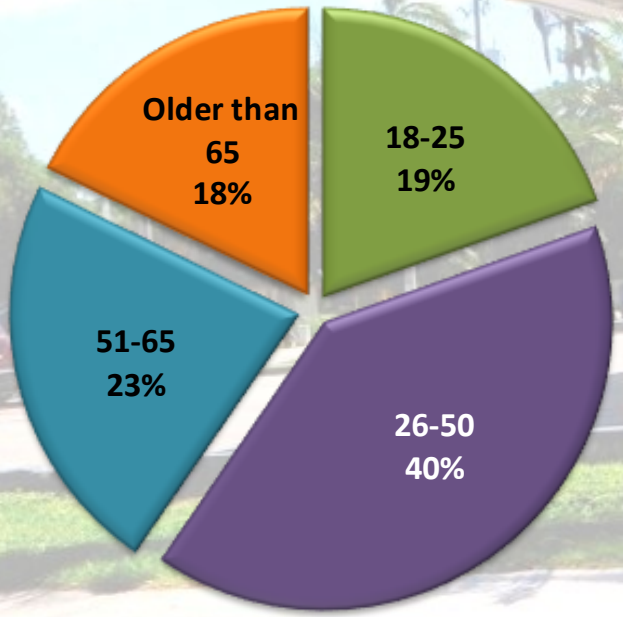
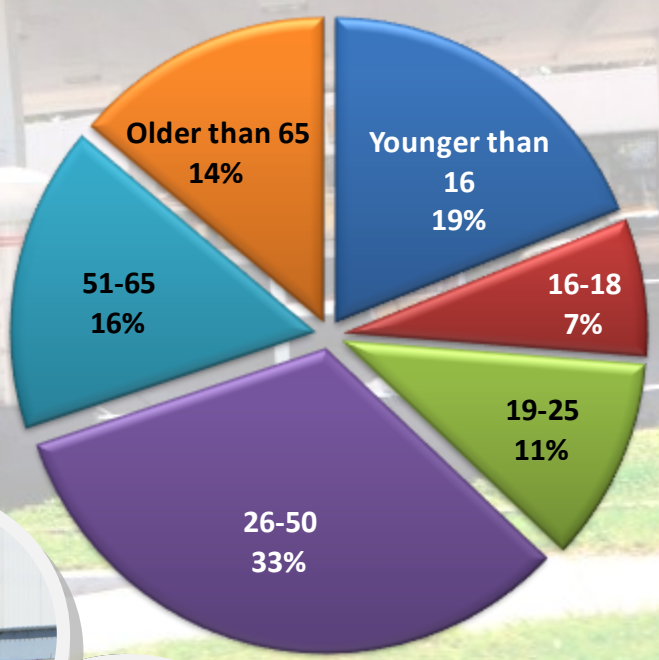


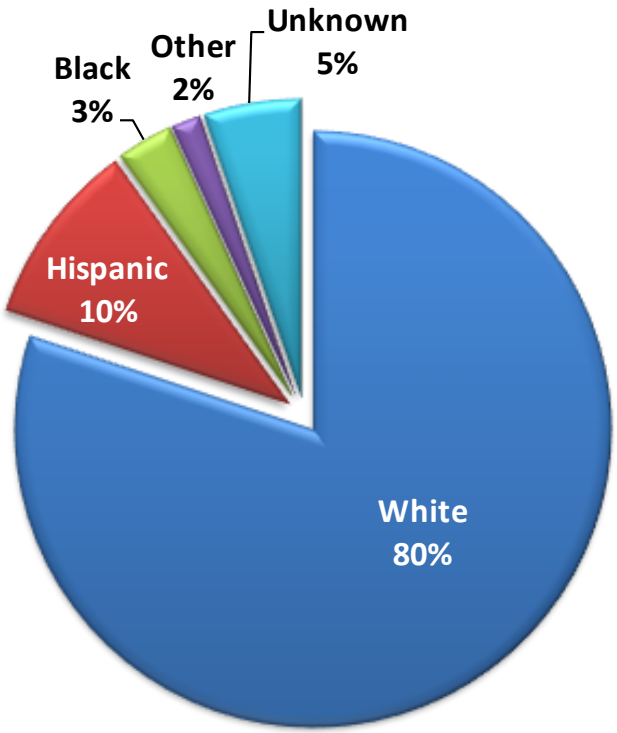
Figure 5: Pedestrian Crashes by Age of Pedestrian (2006-2010)



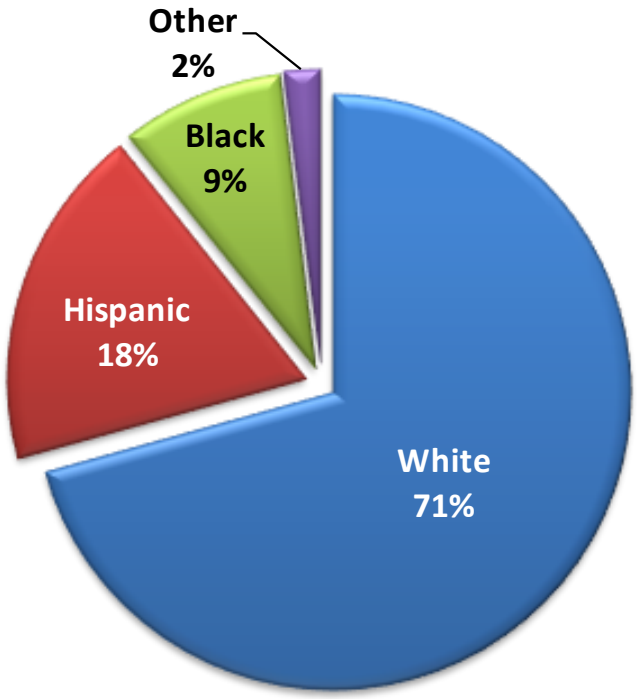
Crash Attribute: Race/Ethnicity

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

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



Lee County Population Breakdown: Race/Ethnicity (2010)

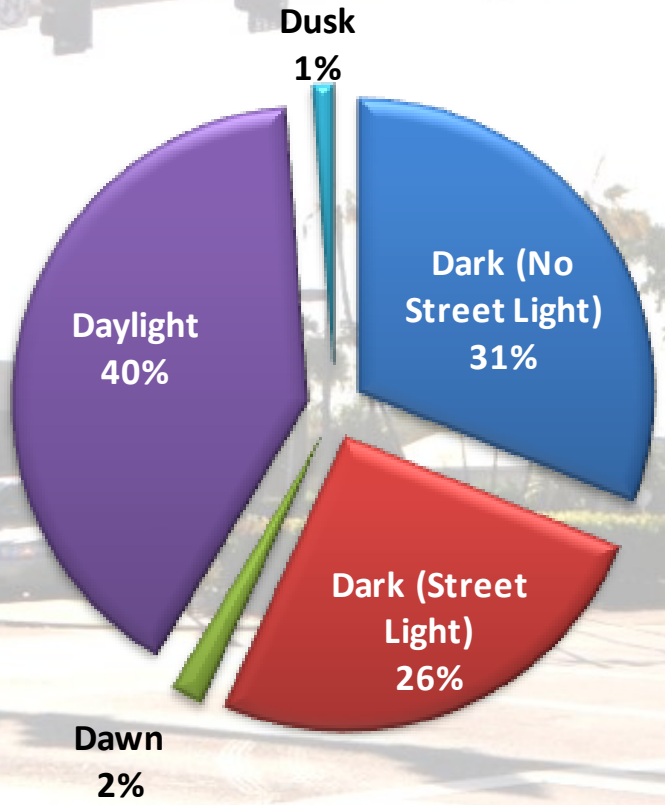


Source: United States Census Bureau

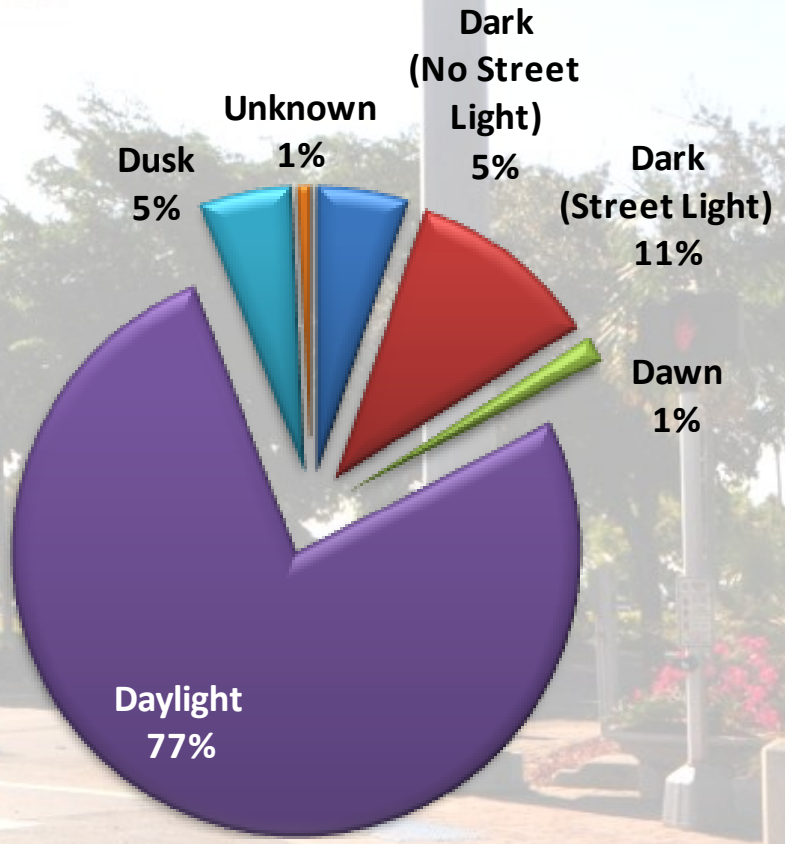
Crash Attribute: Lighting Condition

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

Pedestrian Crashes by Lighting Condition



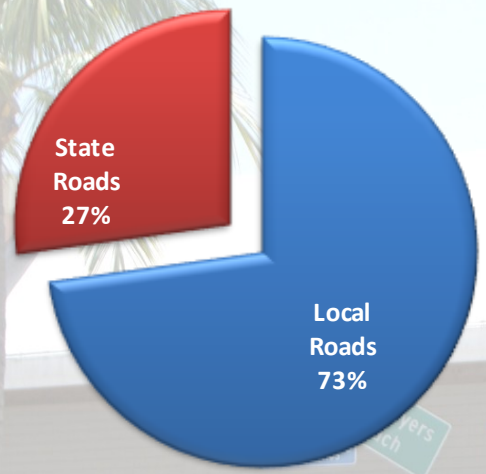
Bicycle Crashes by Lighting Condition



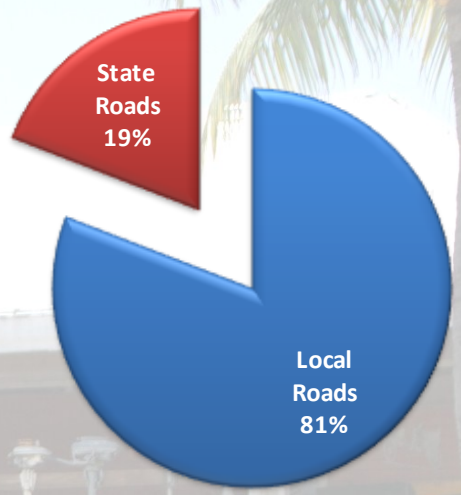
Crash Attribute: Roadway Jurisdiction

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

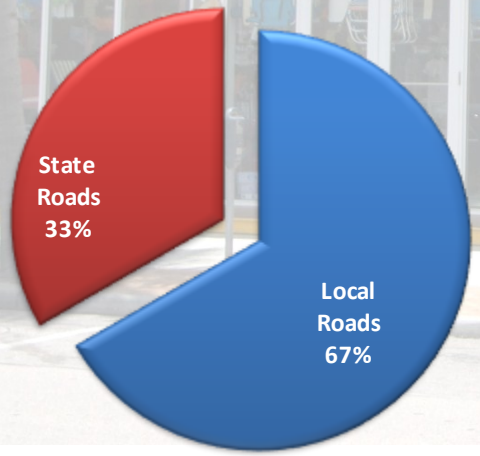
All Reported Bicycle Crashes by Roadway Jurisdiction (2007-2010)



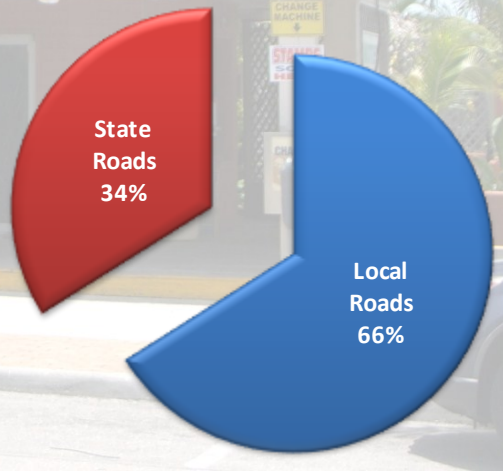
All Reported Pedestrian Crashes by Roadway Jurisdiction (2007-2010)



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

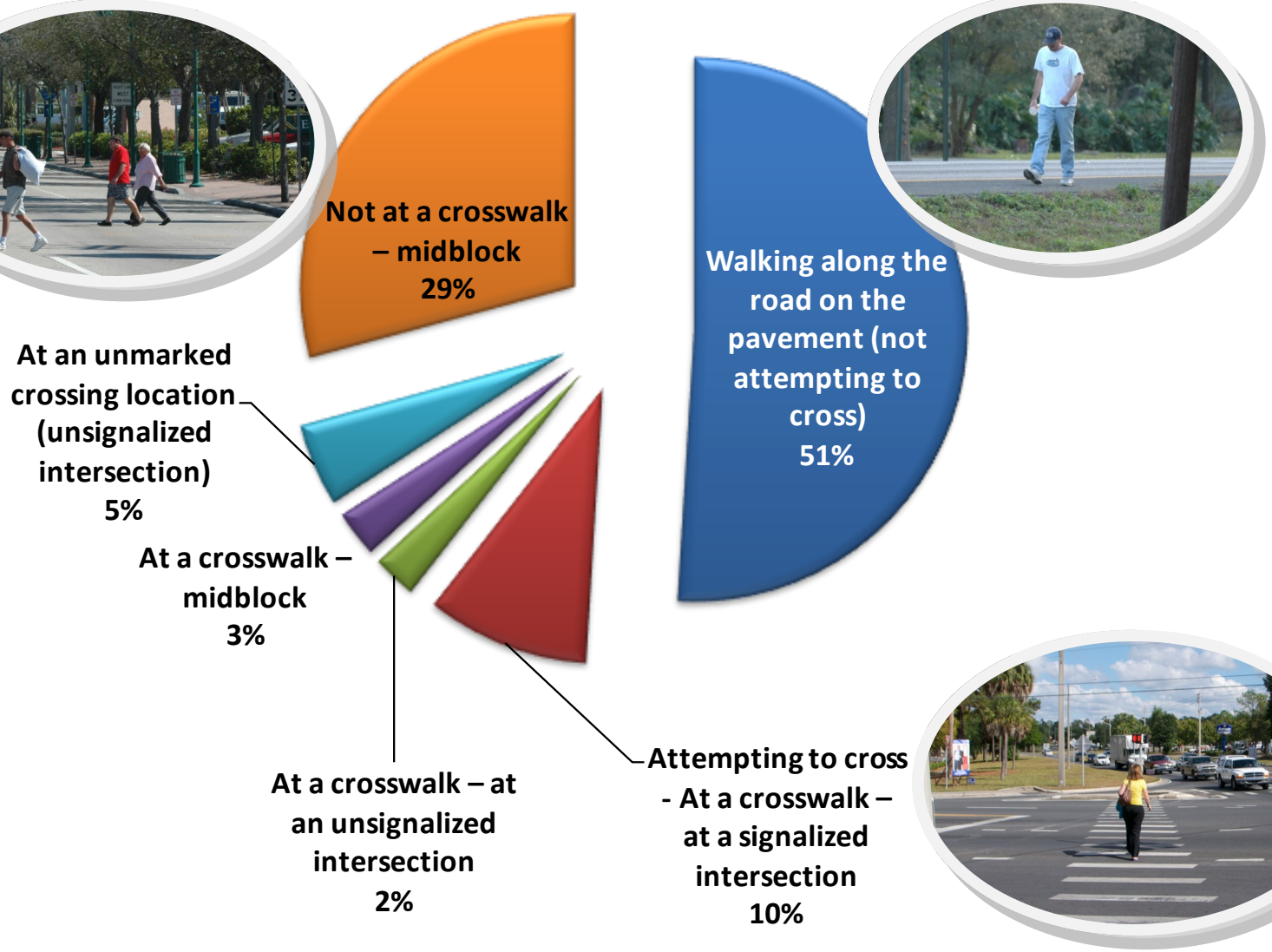


Fatal & Severe Injury Pedestrian Crashes by Roadway Jurisdiction (2007-2010)



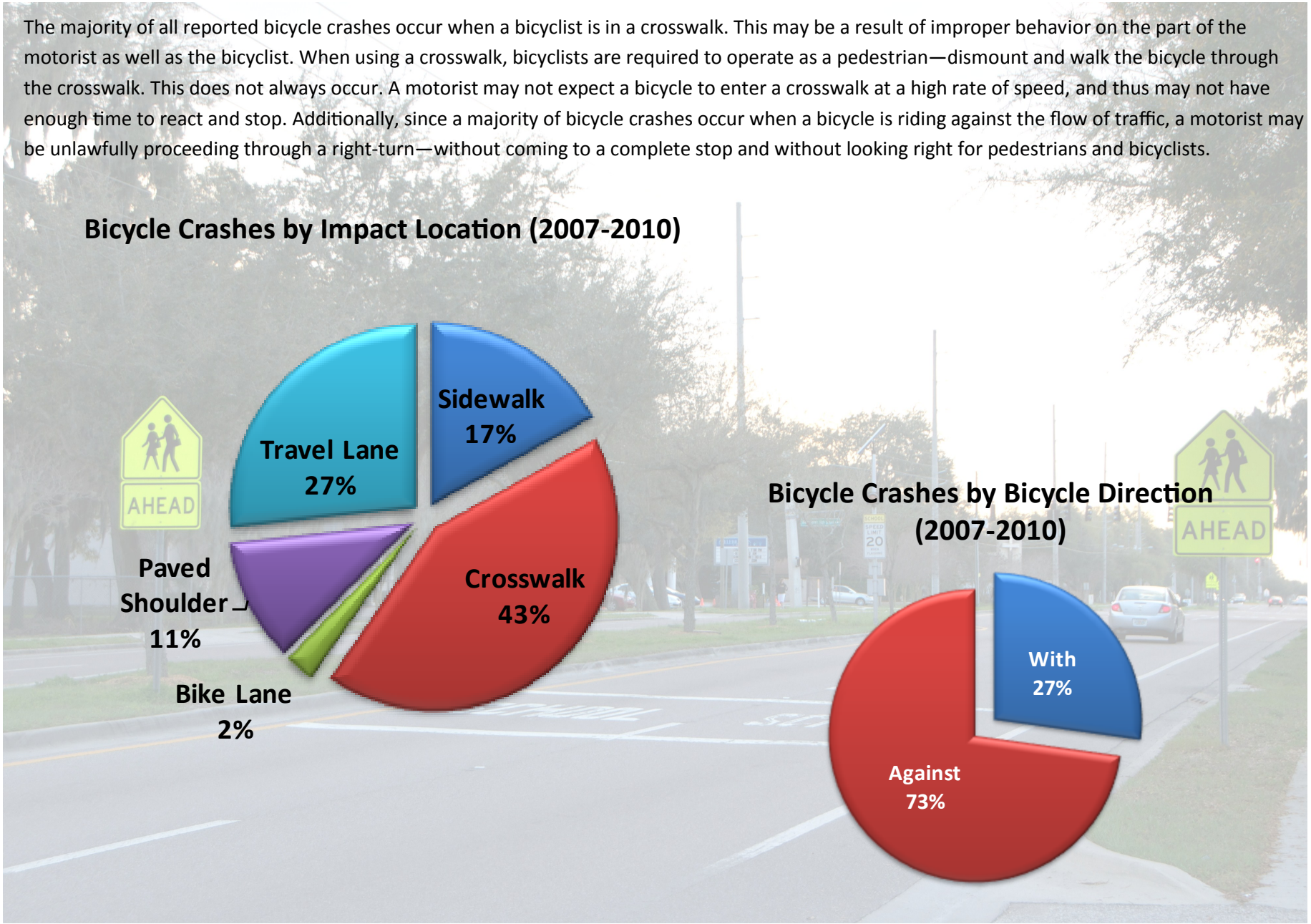
Crashes by Pedestrian Action (2006-2010)

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



Crash Attribute: Bicycle Direction/Impact Location

The majority of all reported bicycle crashes occur when a bicyclist is in a crosswalk. This may be a result of improper behavior on the part of the motorist as well as the bicyclist. When using a crosswalk, bicyclists are required to operate as a pedestrian—dismount and walk the bicycle through the crosswalk. This does not always occur. A motorist may not expect a bicycle to enter a crosswalk at a high rate of speed, and thus may not have enough time to react and stop. Additionally, since a majority of bicycle crashes occur when a bicycle is riding against the flow of traffic, a motorist may be unlawfully proceeding through a right-turn—without coming to a complete stop and without looking right for pedestrians and bicyclists.



Outreach Efforts

Technical Stakeholder Training
December 11 & 12, 2012
9:00 AM—5:00 PM
Lee County Tax Collector's Office—3rd Floor Conference Room
2480 Thompson Street
Fort Myers, Florida 33901

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

- **Walking/Riding Along The Road**: Understanding the intent of a pedestrian/ bicyclist, How do bicycle and pedestrian facilities improve safety and mobility.
- **Crossing Principles**: Why do people cross the roadway? Pedestrian/bicyclist traffic generators and land use patterns.
- **Crossing Countermeasures**: How can we prevent people from crossing, how can we make it easier for them to cross at existing designated crosswalks, and how can we make if safer for them if they do decide to cross at an undesignated location.
- **Intersection Geometry**: Intersection design greatly impact pedestrian and bicycle safety both at and adjacent to the intersection; intersections are planned conflict points and a pedestrian or bicyclist must judge traffic approaching from every direction.
- **Interchanges & Roundabouts**: Alternative intersections can be designed to support pedestrians and bicyclists.
- **Transit & Road Diets**: Transit supports and facilitates pedestrian/bicycle mobility. Every transit stop is a potential crossing location. When vehicle traffic is below the roadway's existing capacity, removing/reducing the number of lanes may mitigate speeding traffic and provide right-of-way for enhanced pedestrian facilities.
- **Law Enforcement & Education**: Engineers rely on laws to be followed and enforced. Law enforcement relies on the courts to uphold citations. All safety partners must be educated on the laws and principles behind safety. All stakeholders should work together to realize a change.
- **Funding**: What are our options for funding at the local, state and national level? Infrastructure improvements, education activities, enforcement campaigns.

Outreach Efforts

Technical Stakeholder Workshop
January 8, 2013
1:00 PM—5:00 PM
Florida Department of Transportation—District 1 SWIFT Office
10041 Daniels Parkway Ft. Myers, Florida

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

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

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

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

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

Outreach Efforts

Public Workshop
April 17, 2013
5:00 PM—7:00 PM
United Way Facility
7273 Concourse Drive Ft. Myers, FL 33908

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

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

Outreach Efforts

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

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

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

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

Don Scott, Executive Director
Lee County Metropolitan Planning Organization
P.O. Box 150045 Cape Coral, Florida 33915-0045
(239) 330-2241 dscott@leempo.com

Agenda Item 5
TMOC 5/29/13

MPO AUTHORIZATION TO EXCUTE FDOT LOCAL MEMORNADUM OF UNDERSTANDING FOR TRAFFIC INCIDENT MANAGEMENT

RECOMMENDED ACTION Review and discuss the attached FDOT Memorandum of Understanding (MOU) for Traffic Incident Management and decide whether the committee should make a recommendation to the MPO Board to authorize the MPO Director to sign and execute the document.

The FDOT has developed the attached local Memorandum of Understanding (MOU) to provide the framework and guidelines to promote a collaborative effort by and between the Traffic Incident Management (TIM) agency members in Lee, Collier, Charlotte, Sarasota and Polk counties, to refine and promote the TIM program in District One. The FDOT is requesting the member agencies of the Lee Collier TIM Team to execute the MOU. As per the language in the MOU, the signing of this document does not hold the member agency, or an agency representative to commit or donate funds, personnel, or equipment to the association's initiatives and activities. At the May 29th meeting, the committee will be asked to review and discuss the document and consider making a recommendation to the MPO Board to authorize the MPO Director to sign and execute the document.

Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

ANANTH PRASAD, P.E.
SECRETARY

April 23rd, 2013

Mr. Don Scott
Executive Director
Lee County Metropolitan Planning Organization
P.O. Box 150045
Cape Coral, Florida 33915

RE: Local Memorandum of Understanding – Traffic Incident Management

Dear Mr. Scott:

This letter requests your participation in joining with the Florida Department of Transportation (FDOT), and the Collier-Lee-Charlotte Traffic Incident Management (TIM) team, in the Local Memorandum of Understanding (LMOU) to reduce the impact of incidents on our transportation system. Tragically, more and more incident responders are struck by traffic on our nation's highways each year, becoming a leading cause of death and injury for responders. Traffic incidents also cost American commuters $87.2 billion in lost time and wasted fuel. Approximately 25% of all congestion is due to crashes alone. Over half of daily congestion is associated with crashes, spills, debris and disabled vehicles.

The safety of the public and our incident responders are of the highest priority and must be maintained. All those who respond to traffic incidents share in this responsibility along with achieving and maintaining the free movement of people, vehicles and commerce on Florida's roadways. The multi-agency Collier-Lee-Charlotte TIM Team has taken the initiative to formalize the LMOU with the local area response agencies. By signing the LMOU, you are agreeing to join FDOT, FHP and the TIM Team in the Open Roads philosophy, the implementation of which will make Florida's roadways safer for both incident responders and the motoring public.

This Agreement provides a framework and guidelines to promote a collaborative effort by and between the TIM Team Agency Members within Collier, Lee, Charlotte, Sarasota, Manatee and Polk Counties, to further refine and promote the TIM program within FDOT District One. It *does not* obligate the TIM Team Agency Members, or the TIM Team Agency Member representatives to commit or donate funds, equipment or personnel to the association's activities or initiatives. Specifically the agreement:

- Endorses the Statewide Open Roads Guidelines
- Defines incident scene roles and responsibilities
- Establishes a local incident scene lighting guideline
- Establishes a local incident communication guideline

Your support in these efforts would be greatly appreciated. Please return a signed copy to Mr. Bill Fuller at your earliest convenience. This can be a hard or electronic copy to: 10041 Daniels Parkway, Fort Myers, FL 33913 or william.fuller@dot.state.fl.us. If you have any questions, please contact Mr. Fuller at (239) 225-9815 or william.fuller@dot.state.fl.us.

Sincerely,

Billy L. Hattaway, P.E.
District Secretary

Enclosure
BLH:CRB:wf

LOCAL MEMORANDUM OF UNDERSTANDING

For

TRAFFIC INCIDENT MANAGEMENT TEAM WITHIN FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT ONE

Introduction

Whereas;

The National Traffic Incident Management Coalition (NTIMC) estimates that traffic incidents are the cause of about one-quarter of the congestion on US roadways, and that for every minute a freeway lane is blocked during a peak travel period, four minutes of travel delay results after the incident is cleared.[1] Responders to these incidents routinely face dangers at incidents and are sometimes victims of secondary crashes, as are other travelers. Traffic incidents result in substantial economic impact, increased air pollution, motorist frustration, and negatively impact the general quality of life.

As such, the Florida Department of Transportation (FDOT) has developed a Traffic Incident Management (TIM) Strategic Plan to identify programs and actions to sustain the commitment to and expand the TIM program in Florida to better meet our travel needs. Moreover, the FDOT has reached a milestone where the Department can now strengthen its already successful TIM Program to reach new levels of leadership and vision. The programs future success will include increased TIM Team Agency Member participation, an in depth understanding of stakeholder needs, a statewide and national perspective on transportation management and operations, and credibility to lead the TIM community to achieve new goals.

Purpose

This **Memorandum of Understanding** is intended to provide the framework and guidelines to promote a collaborative effort by and between the TIM Team Agency Members within Collier, Lee, Charlotte, Sarasota, Manatee, and Polk Counties, to further refine and promote the TIM program within FDOT District One.

Parties to this Document recognize and understand the importance of data and resource-sharing and public safety through efficient and timely use of TIM. However, the associated Memorandums of Understanding *do not* obligate the TIM Team Agency Members, or the TIM Team Agency Member representatives to commit or donate funds, equipment or personnel to the association's activities or initiatives. The TIM Team Agency Members do however commit to participating in collaborative efforts intended to advance the interest of the TIM program for the benefit of public safety.

FDOT District One TIM Goals and Objectives

Goal 1: Endorsement of the Statewide Open Roads Guideline.

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[1] NTIMC: *Benefits of Traffic Incident Management*, available online: http://www.ce.siue.edu/faculty/hzhou/Information%20CD/Menu%20Files/Materials/20-Managing%20Emergency%20Incidents%20on%20the%20Roadway/NTIMC_NUG%20Information/Benefits%20of%20TIM.pdf

TIM Objective:

The Statewide Open Roads Policy is shown in Attachment A. This agreement by and between Florida Highway Patrol (FHP) and the Florida Department of Transportation (FDOT) establishes a policy for FHP and FDOT personnel to expedite the removal of vehicles, cargo, and debris from roadways on the State Highway System to restore, in an URGENT MANNER the safe and orderly flow of traffic following a motor vehicle crash or incident on Florida's roadways.

The policy establishes an overall time goal for roadway and incident scene clearance times as follows - **all incidents be cleared from the roadway within 90 minutes of the arrival of the first responding officer**. By recognizing and understanding the importance of the Open Roads Policy, the District-One TIM Team Agency Members agree to work toward meeting and/or exceeding this goal.

Goal 2: Definition of Incident Scene Roles and Responsibilities for Participating TIM Team Agency Members.

TIM Objective:

This section of the Memorandum of Understanding provides the definition of the incident scene roles for participating TIM Team Agency Members established by the TIM Team Agency Members themselves and based on National Incident Management System and Incident Command System guidance. These roles and responsibilities are as follows:

1. Law Enforcement
   Including State, County, City and Municipality Department of Law Enforcement
   A. Secures incident scene
   B. Performs first responder duties
   C. Assists responders in accessing the incident scene
   D. Establishes emergency access routes
   E. Controls arrival and departure of incident responders
   F. Polices perimeter of incident scene and impact area
   G. Conducts crash investigation
   H. Performs traffic control
   I. Assumes role of Incident Commander, if appropriate
   J. Supports unified command, as necessary

2. Fire and Rescue
   Including State, County, City and Local Volunteer Fire and Rescue Departments
   A. Protects incident scene
   B. Rescues/extricates victims
   C. Extinguishes fires
   D. Responds to and assesses incidents involving a hazardous materials release
   E. Contains or mitigates a hazardous materials release
   F. Performs traffic control
   G. Assumes role of Incident Commander, if appropriate
   H. Supports unified command, as necessary

3. Emergency Medical Services (EMS)
   Including State, County, City and other Municipality Medical Departments
   A. Provides medical treatment to those injured at the incident scene
   B. Determines destination and transportation requirements for injured victims
   C. Transports victims for additional medical treatment
   D. Supports unified command, as necessary

4. Emergency Management Agencies
   Including State, County and City Emergency Operation Centers
   A. Coordinates government response and resources
   B. Provides technical expertise
   C. Provides evacuation recommendations
   D. Facilitates communication and coordination across jurisdictions
   E. Coordinates response from other State and Federal agencies
   F. Assumes role of Incident Commander, if appropriate

5. Environmental Agencies
   Including the Department of Environmental Protection and other local agencies such as Pollution Control and Natural Resources
   A. Provide technical expertise
   B. Ensure hazardous material releases are remediated properly
   C. Respond to and assess incidents involving hazardous materials
   D. Coordinate the responsible party response to the incident
   E. Supports unified command, as necessary

6. Transportation Agencies
   Including: Highway Maintenance, Service Patrols, Traffic Transportation Management Centers (TMC), and Metropolitan Planning Organization
   A. Protects incident scene
   B. Implements traffic control strategies and provides supporting resources
   C. Monitors traffic operations
   D. Disseminates motorist information
   E. Mitigates incidental vehicle fluid spill confined to the roadway
   F. Assesses and directs incident clearance activities
   G. May perform first responder duties (service patrol)
   H. Clears minor incident (service patrol)
   I. Clears major incident (Rapid Incident Scene Clearance contract)
   J. Performs incident detection and verification (service patrol/TMC)
   K. Develops and operates alternate routes
   L. Assesses and performs emergency roadwork and infrastructure repair
   M. Assumes role of Incident Commander, if appropriate
   N. Supports unified command, as necessary

7. Towing and Recovery
   Including the Department of Environmental Protection and other local agencies such as Pollution Control and Natural Resources
   A. Recovers vehicles and cargoes
   B. Removes disabled or wrecked vehicles and debris from incident scene
   C. Mitigates non-hazardous material (cargo) spills
   D. Supports unified command, as necessary

Goal 3: Establishment of a local incident scene Lighting Guideline.

TIM Objective:

The creation of a Lighting Policy establishes the on-scene lighting procedures developed with the guidance of the 2012 Manual on Uniform Traffic Control Devices (MUTCD) Section 6I.05 shown in Attachment B.

Public safety agencies should examine their policies on the use of emergency-vehicle lighting, especially after a traffic incident scene is secured, with the intent of reducing the use of this lighting as much as possible while not endangering those at the scene. Special consideration should be given to reducing or extinguishing forward facing emergency-vehicle lighting, especially on divided roadways, to reduce distractions to oncoming road users.

Vehicle headlights not needed for illumination, or to provide notice to other road users of the incident response vehicle being in an unexpected location, should be turned off at night.

By recognizing and understanding the importance of the local Lighting Policy, the District-One TIM Team Agency Members agree to restrict the use of incident scene lighting as noted in the policy.

Goal 4: Establishment of a local incident Communication Guideline.

TIM Objective:

The FDOT District One TIM Team Agency Members are resolved to improve incident communications by establishing the Southwest Interagency Facility for Transportation (SWIFT) SunGuide Center as a clearinghouse for incident information. The purpose of this resolve is to ensure that all participating TIM Team Agency Members are committed to notifying the SWIFT SunGuide Center of all incident information including but not limited to notification of the incident, response taken to the incident, verification of incident information and clearance actions taken during an incident.

IN WITNESS WHEREOF, the undersigned parties have executed this Memorandum of Understanding, effective as of the latest date of execution set forth below.

Name: _____

Print: _____

Title/Rank: _____

Agency Name: _____

Date: _____

Reviewed by:

_____

Agency's General Counsel Office

IN WITNESS WHEREOF, the undersigned parties have executed this Memorandum of Understanding, effective as of the latest date of execution set forth below.

Name: Billy L. Hattaway

Print: Billy L. Hattaway

Title/Rank: District One Secretary

Agency Name: Florida Department of Transportation District One

Date: 4-25-13

Reviewed by:

Agency's General Counsel Office

Attachment A

(MUTCD) Section 6I.05 Use of Emergency-Vehicle Lighting

Support:
The use of emergency-vehicle lighting (such as high-intensity rotating, flashing, oscillating, or strobe lights) is essential, especially in the initial stages of a traffic incident, for the safety of emergency responders and persons involved in the traffic incident, as well as road users approaching the traffic incident. Emergency-vehicle lighting, however, provides warning only and provides no effective traffic control. It is often confusing to road users, especially at night. Road users approaching the traffic incident from the opposite direction on a divided facility are often distracted by emergency-vehicle lighting and slow their vehicles to look at the traffic incident, posing a hazard to themselves and others traveling in their direction. The use of emergency-vehicle lighting can be reduced if good traffic control has been established at a traffic incident scene. This is especially true for major traffic incidents that might involve a number of emergency vehicles. If good traffic control is established through placement of advanced warning signs and traffic control devices to divert or detour traffic, then public safety agencies can perform their tasks on scene with minimal emergency-vehicle lighting

Guidance:
Public safety agencies should examine their policies on the use of emergency-vehicle lighting, especially after a traffic incident scene is secured, with the intent of reducing the use of this lighting as much as possible while not endangering those at the scene. Special consideration should be given to reducing or extinguishing forward facing emergency-vehicle lighting, especially on divided roadways, to reduce distractions to oncoming road users. Vehicle headlights not needed for illumination, or to provide notice to other road users of the incident response vehicle being in an unexpected location, should be turned off at night.

Attachment B

State of Florida

"OPEN ROADS POLICY"

Quick Clearance for Safety and Mobility

This agreement by and between the Florida Highway Patrol (FHP) and the Florida Department of Transportation (FDOT) establishes a policy for FHP and FDOT personnel to expedite the removal of vehicles, cargo, and debris from roadways on the State Highway System to restore, in an URGENT MANNER the safe and orderly flow of traffic following a motor vehicle crash or incident on Florida's roadways.

Whereas: Public safety is the highest priority and must be maintained especially when injuries or hazardous materials are involved. The quality of life in the State of Florida is heavily dependent upon the free movement of people, vehicles, and commerce. The FHP and FDOT share the responsibility for achieving and maintaining the degree of order necessary to make this free movement possible. Agencies have the responsibility to do whatever is reasonable to reduce the risk to responders, secondary crashes, and delays associated with incidents, crashes, roadway maintenance, construction, and enforcement activities.

The following operating standards are based on the philosophy that the State Highway System will not be closed or restricted any longer than is absolutely necessary.

Be it resolved: Roadways will be cleared of damaged vehicles, spilled cargo, and debris as soon as it is safe to do so. It is understood that damage to vehicles or cargo may occur as a result of clearing the roadway on an urgent basis. While reasonable attempts to avoid such damage shall be taken, the highest priority is restoring traffic to normal conditions. Incident caused congestion has an enormous cost to society.

Florida Highway Patrol Responsibilities

Members of FHP who respond to the scene of traffic incidents will make clearing the travel portion of the roadway a high priority. When an investigation is required, it will be conducted in as expedient a manner as possible considering the severity of the collision. Non-critical portions of the investigation may be delayed until lighter traffic conditions allow completion of those tasks. The FHP will close only those lanes absolutely necessary to safely conduct the investigation. The FHP will coordinate with FDOT representatives to set up appropriate traffic control, establish alternate routes, expedite the safe movement of traffic at the scene, and restore the roadway to normal conditions as soon as possible.

Whenever practical, damaged vehicles on access controlled roadways will be removed to off ramps, accident investigation sites, or other safe areas for completion of investigations to reduce the delays associated with motorists slowing to "gawk." Tow trucks will be requested as soon as it is evident that they will be needed to clear the roadway. FHP will assure that all authorized tow operators have met established competency levels and that the equipment is of appropriate size, capacity, and design to meet all standards of the State of Florida.

The FHP will not unnecessarily cause any delay in reopening all or part of a roadway to allow a company to dispatch its own equipment to off-load cargo or recover a vehicle or load that is impacting traffic during peak traffic hours or creating a hazard to the public. The FHP and FDOT will cooperate in planning and implementing clearance operations in the most safe and expeditious manner.

Florida Department of Transportations Responsibilities

When requested by FHP or other emergency agency, FDOT will respond and deploy resources to major traffic incidents 24 hours a day, 7 days per week. Each FDOT District will develop and implement response procedures to meet the goal of providing initial traffic control within **30 minutes** of notification during the assigned working hours of each maintenance yard, and **60 minutes** after hours.

The FDOT, in coordination with FHP, will upgrade traffic controls, determine detour routes, and discuss clearance strategies. When requested, FDOT will provide temporary traffic controls to ensure a safe work zone for all responders and the motoring public.

The FDOT, in cooperation with the FHP, will determine and deploy the necessary heavy equipment and manpower to reopen the roadway if there is a delay in clearing the travel lanes, or if the task is beyond the capabilities of the wrecker service on scene. If cargo or spilled loads [non-hazardous] are involved, FDOT will make every effort to assist in the relocation of the materials in the shortest possible time, using whatever equipment necessary. All such materials or any vehicles relocated by FDOT will be moved the minimum possible distance to eliminate traffic hazards.

FDOT personnel will document all hours and equipment used for traffic control, roadway clearance, and debris clean up. FDOT will place traffic control devices at the scene should any damaged vehicles or cargo remain on the shoulder adjacent to the travel lanes for removal at a later time.

The FDOT and FHP will continually work together to ensure that the needs of motorists on state roadways are being met in the most professional, safe, and efficient manner.

Therefore, it is agreed as follows:

The FHP and the FDOT will evaluate and continually update and modify their operating policies, procedures, rules, and standards to assure they are consistent with this **"OPEN ROADS POLICY"** agreement.

FHP, together with FDOT, will research, evaluate, and conduct training in the most advanced technologies, equipment, and approved methods for the documentation and investigation of crash or incident scenes. FHP, using these techniques, will prioritize the investigative tasks and reopen travel lanes upon completion of tasks that must be conducted, without the impediment of traffic flowing.

Roadways will be cleared as soon as possible. It is the goal of all agencies that **all incidents be cleared from the roadway within 90 minutes of the arrival of the first responding officer.** This goal being made with the understanding that more complex scenarios may require additional time for complete clearance.

It is further agreed that:

FHP and FDOT will actively solicit and enlist other state, county, and local agencies, political subdivisions, industry groups, and professional associations to endorse and become party to this **"OPEN ROADS PHILOSOPHY"** for the State of Florida.

In witness whereof, each party hereto has caused this document to be executed in its name and on its behalf by its duly authorized Chief Executive.

By: _____
Thomas F. Barry, Jr., P.E.
Secretary
Florida Department of Transportation

Date: 10/30/02

By: _____
Col. Christopher Knight
Director
Florida Highway Patrol

Date: 11-1-02

Reviewed By:

_____
Agency's General Counsel Office

_____ 10/31/02
Agency's General Counsel Office

Agenda Item 6
TMOC 5/29/13

LEEWAY PRESENTATION

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

TMOC member and Leeway Manager Susan Hopwood will provide a presentation on the Leeway activities.

Agenda Item 7
TMOC 5/29/13

ROAD SAFETY AUDIT PRESENTATION

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

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