

**BICYCLE PEDESTRIAN COORDINATING
COMMITTEE**

10 a.m., Tuesday, November 25, 2014
Fort Myers Regional Library, Room A
1651 Lee Street, Fort Myers, FL 33901
239-244-2220



AGENDA

Call to Order/Roll Call

- 1) *Approval of the October 28, 2014 BPCC Meeting Minutes

New Business

- 2) Presentation on the Expansion and Improvements of Sanibel's Shared Use Path System (Keith Williams)
- 3) *Approval of the 2014 Congestion Monitoring Report (Don Scott)
- 4) +Discussion on an Alternative Route for the Southwest Florida Connector (Don Scott)

Old Business

- 5) Staff Update on Ongoing Projects and BPCC Input (Don Scott)

Other Business

- 6) Public and Member Comments on Items not on the Agenda
- 7) Local Government Reports on Bicycle Pedestrian Related Projects
- 8) LeeTran Report
- 9) FDOT Report
- 10) Announcements
- 11) Information and Distribution Items

Adjournment

* Action Items + May Require Action

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**MINUTES OF THE LEE COUNTY MPO BICYCLE PEDESTRIAN
COORDINATING COMMITTEE**

Held on October 28, 2014

The meeting of the Bicycle Pedestrian Coordinating Committee was held on August 26, 2014 at the Fort Myers Regional Library, Room A, 1651 Lee Street, Fort Myers.

Those in attendance included:

Andy Getch	LCDOT
Anna Bielawska	LeeTran
Avelino Cancel	City of Fort Myers
Dan Moser	Injury Prevention Council
Elisa Yanes	Lee County School District
Jason Lamey	Lee County Parks
Mark Tesoro	Lee Memorial Health System
Masood Mirza	City of Cape Coral
Nancy McPhee	Lee County VCB
Nicholas Danu	City of Fort Myers
Simone Behr	Lee County VCB
Steve Avakian	City of Sanibel
Steve Chupack	Member At-Large
Steve Jansen	Lee County CTST

Others in attendance included Ron Gogoi and Don Scott with the Lee County MPO; D’Juan Harris with FDOT; Jennifer Hagen with City of Bonita Springs; Persides Zambrano with the City of Cape Coral; Tamara Pigott with Lee County VCB; Darla Letourneau with BikeWalkLee and Isobel Hitchcock.

CALL TO ORDER

Mr. Jansen called the meeting to order at 8:30 am and asked the attendees to introduce themselves. Mr. Gogoi reported that a quorum was present.

AGENDA ITEM #1 – APPROVAL OF THE SEPTEMBER 30, 2014 BPCC MEETING MINUTES

**MOTION BY MR. GETCH TO APPROVE THE SEPTEMBER 30, 2014
BPCC MEETING MINUTES. SECONDED BY MS. BEHR. MOTION
CARRIED UNANIMOUSLY.**

NEW BUSINESS

AGENDA ITEM #2– DISCUSSION ON INTERCONNECTION OF CAPE'S BIKE ROUTES WITH NEIGHBORING JURISDICTIONS

Ms. Zambrano reported that the City completed designating 90% of its 90 mile Bike Route System, and that the City had received grant from the Lee County Visitor's Convention Bureau to market the City as a bicycling destination. There have been requests from the public to have wayfinding signs installed to navigate to the Cape Coral Bike Route system from the City of Fort Myers and North Fort Myers. The City coordinated with FDOT to design and install signs and logos that are consistent with the logo and bike route signs used in Charlotte County. She felt that the BPCC was an ideal forum to initiate a discussion on wayfinding signs. Mr. Scott suggested that such a project could come out from the Cape Bike Ped Master Plan.

Mr. Gogoi stated that wayfinding signage was a countywide need and that the committee had discussed this matter at the October 30th meeting. The committee had asked staff from local government jurisdictions to discuss the interest in signage, local funding, and design criteria at their individual bike ped advisory committees, and share the feedback with the BPCC. Mr. Getch backed the suggestion of a MPO subcommittee to discuss the feedbacks from the local bike ped committees once they are received, and also the next steps.

AGENDA ITEM #3 – PRESENTATION ON THE CITY OF BONITA SPRINGS COMPLETE STREETS PROGRAM

Ms. Jennifer Hagen with the City of Bonita Springs reported that the City adopted a Complete Streets Resolution on October 15, 2014, and that the Resolution is now in place to develop a Complete Streets Policy. The tested policy guidance in the Local Policy Workbook for Complete Streets was used as a reference in developing the resolution, and the Resolution also has language on some type of a measurement that could be used for reporting to Council once a year. The County of Los Angeles Design Manual for Living Streets was used as a reference to include innovative bike ped design guidelines in the Resolution. Next step is developing a complete street design manual. She stated that City will be doing a Streetscape Improvement project on Old 41 in Downtown Bonita, and that the storm-water drainage infrastructure improvements will work as a catalyst for infill development, and complete street along the corridor. Context sensitive roadway cross sections will be developed and included in Chapter 3 of the Land Development Code. She asked for volunteers to serve two seats in the Bonita Springs Bike/Ped Advisory Committee.

AGENDA ITEM #4 – LEE COUNTY VISITOR CONVENTION BUREAU PRESENTATION

Ms. Tamara Pigott, Executive Director of Lee County Visitor and Convention Bureau reported that visitation in the first half of the year was 2.8 million of which 1.6 million were paid accommodations. The bed tax from the paid accommodation pays for marketing, beach and shoreline protection/enhancement, and debt services tied to Boston Red Sox and Minnesota Twins Spring Training facilities. There were 77% domestic and 23% international visitations. International visitors stay longer and their share of total visitor

spending on the local economy is 40%. The VCB conducted a study on domestic travelers to Lee County based on populations from the South East, Mid-West and North East and categorized 4 markets of opportunities – Activity Seekers, Affluent Explorers, Nature Admirers, and Social Seekers. It is hoped that the indicators from this study will help VCB in targeting visitors to the area, and enhance marketing campaign.

VCB looks for ways to attract visitors during the off season. As part of this effort, they hosted the 2014 Island Hopper Songwriter Festival in Fort Myers Beach and Captiva during two weekends in the fall. The event was made walkable and bikeable.

A biking section was added in the Events Calendar in the VCB website which had 4,140 page views. It was also reported that there were 431 nominees for E Awards. 26 were awarded. The VCB provided \$4,000 to City of Sanibel for creating a video on bike safety and awareness. Bed tax went up 17% this fiscal year.

AGENDA ITEM #5 – APPROVAL OF THE CAPE CORAL BIKE PEDESTRIAN MASTER PLAN SCOPE

Mr. Scott stated that staff finalized the scope after addressing comments received at all the committees, and that he was looking for an approval from the BPCC.

MOTION BY MR. TESORO TO APPROVE THE CAPE CORAL BIKE PEDESTRIAN MASTER PLAN SCOPE. SECONDED BY MR. MIRZA. MOTION CARRIED UNANIMOUSLY.

OLD BUSINESS

AGENDA ITEM #6 – STAFF UPDATE ON ONGOING PROJECTS

Mr. Scott stated that Wright Construction with David Douglas Associates and Johnson Engineering, Gibbs and Register, Oak with Hole Montes Engineering, and Ajax submitted proposals for the Design Build contract. The RFP review and technical scoring will be on Nov 13th and the bid opening and announcing of final scores will be on the day after. The MPO Board will approve the selected team on Nov 21st. Mr. Gogoi announced that the SRTS Sub Committee meeting would be held AT 11:30 am at the SWIFT Center, and that the TAP/Box Fund Proposal Screening Subcommittee meeting will be held on December 5th.

OTHER BUSINESS

AGENDA ITEM #7 – PUBLIC AND MEMBER COMMENTS ON ITEMS NOT ON THE AGENDA

Mr. Getch asked for representatives from the local governments to man the local government booth at the Streets Alive event so they would be able to address questions on specific bike ped questions in their jurisdictions.

AGENDA ITEM #8 – LOCAL GOVERNMENT REPORTS

Mr. Cancel reported that the City of Fort Myers will be constructing sidewalks in December on Winkler Avenue from Metro Parkway to Colonial Boulevard, Marion Avenue from Veronica Shoemaker Parkway to Polk Avenue, and Seminole Avenue from Edgewood Academy to Polk Street.

Mr. Getch reported that the County Bike Ped Advisory Committee was finalizing the bike ped priorities for recommendation for funding in next year's CIP.

Mr. Avakian reported that the City of Sanibel Public Works Director would provide a presentation on various bicycle pedestrian projects and grants at the November 25th BPCC meeting.

AGENDA ITEM #9 – LEETRAN REPORT

None.

AGENDA ITEM #10 – FDOT REPORT

None

AGENDA ITEM #12 – ANNOUNCEMENTS

None

AGENDA ITEM #13 – INFORMATION AND DISTRIBUTION ITEMS

None.

The meeting adjourned at 10:00 P.M.

PRESENTATION ON SANIBEL'S SHARED USE PATHWAY EXPANSION

RECOMMENDED ITEM: This is not an action item but a report on the expansion and improvements to the Sanibel Shared Use Pathway System.

At the November 25th BPCC meeting, the City of Sanibel Public Works Director will provide a presentation on recent improvements and expansion to the Sanibel shared use pathway system. Among other things, the presentation will cover the Pond Apple Trail funded with OGT grant, the Shipley Trail link funded through a major fundraising campaign by SCCF and the new pathway from the Chamber of Commerce around the corner to Dairy Queen. The presentation will also cover the grants awarded to the City in the last couple of years including the State DEP grant for building a shared use pathway along Bowman's Beach Road, the Federal Lands Access Grant for the extension of shared use paths to improve access to Ding Darling Wildlife Refuge and a VCB grant for developing a video on safety and bicycling in Sanibel. The presentation could provide useful tips for other communities sitting on the BPCC on how to pursue such grants successfully.

APPROVAL OF THE 2014 CONGESTION MONITORING REPORT

RECOMMENDATION: The committee is being asked to review and approve the final draft of the 2014 Congestion Monitoring Report in **Attachment A**. Written comments that were received as part of the review process and the way they have been addressed in the Report are included in **Attachment B**.

As part of the Congestion Management Process, the Lee MPO staff develops a congestion monitoring report annually and a Congestion Management Performance component (aka State of the System (SOS) Report) every 3 years. The latter provides a summary of transportation conditions and trends on the County's network of major roadways. This component was developed last year, and is included in Appendix A.

The first draft of the 2014 Congestion Monitoring Report was reviewed by the TMOC and BPCC at their respective August meetings, and by the TAC and CAC at their September meetings. The report has now been finalized after addressing comments received as part of the review process from these meetings, and through written comments submitted separately. The written comments and staff responses are included in **Attachment B**.

One of the key discussions was defining congestion and how to classify problem roadways. The MPO follows federal and state guidelines to analyze transportation network **system-wide** using performance measures which is documented in the SOS Report. As part of the *2014 Congestion Monitoring Report*, the MPO monitored traffic flow and identified congested roadways through observation and reporting by the public, and finally through a validation process based on the 100th Peak Hour Level of Service (LOS). Staff has used a flexible approach in identifying congestion recognizing that congestion on some roadways are acceptable depending on its location. There are other roadways like McGregor Boulevard and San Carlos Boulevard that are constrained facilities and the flexible approach allows us to accept congestion there as well.

Table 3 (Pages 25 and 26) lists the problem corridors and critical intersections. The roadways are divided into "Congested" (Roadways with 100th Peak Hour LOS lower than the County, City and State's Performance Standard), "Constrained" (Failing roadways in constrained facilities where congestion is acceptable), "Monitored" (Roadways with traffic backups in peak hours with sufficiently high traffic that are being monitored for future congestion), and "Traffic Bottlenecks with Programmed Improvements" (Roadway segments with traffic backups in peak hour and other times due to a capacity or signal timing constraints, and for which improvements have been programmed).

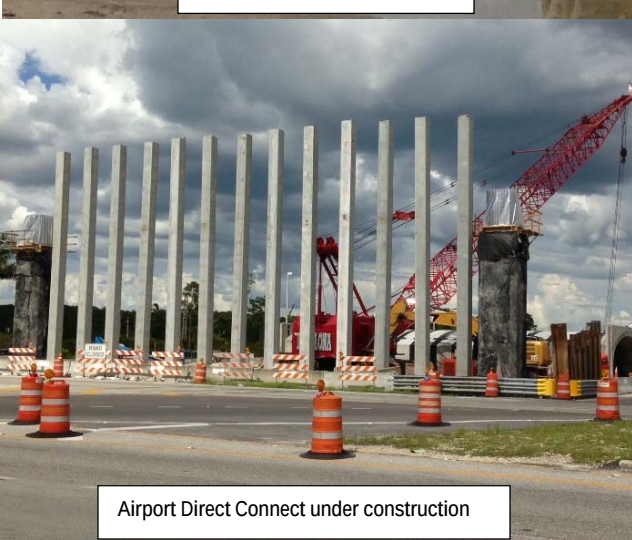
LEE COUNTY MPO CONGESTION MANAGEMENT PROCESS 2014 CONGESTION MONITORING REPORT



Bus 41 widening under way



Traffic approaching Matanzas Pass Bridge



Airport Direct Connect under construction



Michael G. Rippe Parkway extended Metro to US 41

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Steve Jansen, Greg Coggins, Rob Phelan, Sarah Clarke and Wu Lili from Lee County Department of Transportation; Wayne Gaither, Sarah Layman and Anna Bielawksa from LeeTran; Matt Feeney from the City of Bonita Springs; Masood Mirza, Gary Gasperini, Stephanie Smith and Persides Zambrano from the City of Cape Coral; Marinko Gnjidic and Saeed Kazemi from the City of Fort Myers; Ben Pople and Scott Krawczuk from the City of Sanibel; Christine Diaz from District One Commuter Services; Darla Letourneau from BikeWalkLee; and members of the MPO's Traffic Management Operations Committee.

2014 Congestion Monitoring Report

Lee County MPO Congestion Management Process

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I. INTRODUCTION

MPOs with urbanized populations over 200,000 are designated as a Transportation Management Area (TMA). The Lee County MPO is a TMA having an estimated urban population of 587,062 (up until April 1, 2011). An MPO in a TMA is required to have a “fully operational” Congestion Management System (CMS), pursuant to 23 U.S.C. 134 (1), 49 U.S.C. 5305 (f), and 23 CFR 500.109 legislation. After having reached an urbanized area population over 200,000 in the late 90’s, the Lee County MPO submitted a *CMS Process Documentation Report* to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in 1997. The FHWA and FTA accepted this document as evidence that the Lee County CMS was “fully operational”. The CMS process documented in that report called for the publication of an annual congestion monitoring report, and the MPO has been developing such a report until 2009. In 2010, the MPO developed the *Congestion Management Process (CMP) Element* as part of the 2035 Long Range Transportation Plan. The development of the CMP was a federal requirement. The FHWA defines the CMP as a “systematic transparent process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility”. The CMP covered six major components including congestion management process overview, existing conditions, current congestion management strategies, future conditions, future congestion management strategies and recommendations. The CMP calls for an annual Congestion Monitoring Report and Congestion Management Performance Report. A Congestion Monitoring Report was published in 2012 and in the following year the Congestion Management Performance Report was published. The latter which the MPO calls the *Trends and Conditions State of the System (SOS) Report* includes a system-wide analysis to provide a holistic perspective on mobility and travel conditions in the County.

The *2014 Congestion Monitoring Report* documents the results of the MPO congestion reporting survey conducted in March 2014. The survey results are documented in *Table 1 - Congested Locations from 2014 MPO Survey (Pages 9 through 22)*.

The Report also documents the various programs that are being pursued countywide (ITS, Commuter Service, Sustainability etc.) and noteworthy improvements (highway, bike ped, and transit) that have changed travel behavior patterns (i.e. travel times, routes, etc.), impacts single-occupant vehicle travel demand and mitigate traffic congestion, and have made our overall existing transportation system more efficient. The positive impacts of alternative modes of transportation are also documented. Ongoing and past capacity or traffic studies/programs that affect the roadway network in Lee County are also documented in this report.

IA. System-wide and Corridor Level Performance Analyses in the 2014 Congestion Monitoring Report

The Lee MPO analyzes the transportation network system-wide using performance measures, and the results of the analysis (aka *SOS Report*) are documented in the Congestion Monitoring Report. Specifically, four (4) key system-wide mobility indicators are measured: total traffic volumes, total vehicle miles traveled (VMT), roadways operating in congested conditions, and accessibility. With so much comprehensive performance data compiled in a single year, it was decided that the analysis (aka *SOS report*) be updated after every three (3) years to effectively show progress. The results of the last analysis was included under Section IX of the 2012 Congestion Monitoring Report, and is also again documented in this Report in Appendix A. The next one will be done in 2015.

In doing the transportation network analysis system-wide, the Lee MPO followed FHWA and state guidelines. Some of these performance measures include Increase in *Bike/Ped System Miles* and *Transit Revenue Miles*, *Congested Lane Miles*, *Percent Congested Truck Miles*, *Transit Ridership*, and *System wide LOS*. *Delay in Vehicle Hours of Travel (VHT)* and *Reoccurring Delay* are performance measures that the MPO is seeking to quantify in the future. The County is currently collecting speed and delay information on corridors through their traffic count program. Over time, these variables are expected to become a regular data source assisting the MPO to track VHT and reoccurring delay in the *SOS Report*.

The 2013 analysis had indicated that system-wide network is utilizing over 50 percent of the transportation network capacity. However, looked at individually there are specific roadways which remain congested pretty much year round (e.g. Colonial Boulevard) and there are roadways where congestion occurs during peak season (e.g. Gladiolus Drive Eastbound every day throughout the day).

As part of the *2014 Congestion Monitoring Report*, the MPO analyzed traffic flow and identified congested roadways through observation and reporting by the public, and finally through a validation process based on the 100th Peak Hour Level of Service (LOS). The MPO used a flexible approach in identifying congestion recognizing that congestion on some roadways are acceptable depending on its location such as Periwinkle Way in Sanibel where slow or low speeds actually make the corridors bicycle and pedestrian friendly. This rationale may be also applied towards Estero Boulevard once the 6 mile section south of Crescent Road is improved to support a complete street. There are still other roadways that are constrained facilities and the flexible approach allows us to accept congestion there as well. Examples of these constrained facilities are McGregor Boulevard north of College Parkway, US 41 from College Parkway to North Airport Road and US 41 in downtown Fort Myers from Colonial Boulevard to MLK Jr. Blvd, parts of San Carlos Boulevard, and the County owned portion of Pine Island Road that provides access to Pine Island.

Table 3 (Pages 25 and 26) lists the problem corridors and critical intersections. The roadways are divided into "Congested" (Roadways with 100th Peak Hour LOS below the County, City and State's Performance Standard), "Constrained" (Failing roadways in constrained facilities), "Monitored" (Roadways with traffic backups in peak hours and during special events with sufficiently high traffic that are being monitored for future congestion), "Traffic Bottlenecks with Programmed Improvements" (Roadway segments which causes severe traffic backups in peak hour and other times due to a capacity or signal timing constraints and for which improvements are programmed), and "Critical Intersections" (Those intersections which are failing or close to failing and contribute to traffic backups). The roadways and intersections are all illustrated in Map 2 (Page 27).

IB. Relationship of the CMP with the MPO's Long Range Transportation Plan

The *Congestion Management Process (CMP) Element* is part of the Lee MPO's Long Range Transportation Plan (LRTP). The current CMP element is going to be updated as part of the LRTP Update in 2015 when the current horizon year is extended to 2040. The *CMP Element* identifies current and future conditions of the Lee County Transportation Network, Deficient Roadways, and CMP strategies including Transportation System Management (TSM), Intelligent Transportation System (ITS), Transportation Demand Management (TDM), Bicycle Pedestrian Improvements, Transit, and Freight and Goods. The CMP will also call out specific projects that are covered under the ITS, TSM, and TDM strategies. Bicycle Pedestrian projects covered under the Bicycle Pedestrian Improvement Strategy, and transit capital projects covered under the Transit Strategy will be called out separately in the *Bike Ped Element* and *Transit Element* of the 2040 LRTP respectively.

In the CMP Element, there will be also reference to the public reporting surveys and the corridors and roadway segments that have been identified by the public that cause them distress during their daily commutes. The Highway Cost Feasible Plan in the new 2040 LRTP will include a line item covering Lee MPO Urban Attributable (SU) funds in 5 year increments over a period of 20 years for the Multimodal Enhancement Box funds, and will include language stating that funds will be used towards implementation of projects identified through the CMP process (CMP Element, Congestion Monitoring Report, State Of System Assessment, and Congestion Reporting Surveys), and the updated Lee MPO Bike Ped Master Plan (aka *Bike Ped Element*). Some projects identified in the *Transit Element* will also be eligible for the Lee MPO Multimodal Enhancement Box funds.

There will be also capacity projects identified through the Highway Needs Assessment as part of the LRTP update that will also address congestion and alternative modes of transportation that will be specifically called out in the Highway Cost Feasible and Needs Plans.

II. MAJOR CHANGES AFFECTING LOCAL TRAVEL PATTERNS

MAJOR CHANGES AFFECTING LOCAL TRAVEL PATTERNS

Network limitations caused by environmental and man-made barriers (rivers, sloughs, canals etc.) have played a role in defining travel behavior in Lee County. Historic development patterns have not generally fostered connectivity. As a result, many trips that could otherwise use local streets are forced to use the arterial network.

Expansion of this arterial network and introduction of new management and operations programs have further induced changes in travel behavior as motorists find new alternative routes to make their daily commute, or change the time of day they use certain roadways (e.g. Cape Coral bridges with the introduction of variable tolls). Changes in travel patterns are also induced by roadway construction as motorists find alternative routes to avoid the inevitable delays. There was a fair amount of construction on Lee County roads in 2013 including road widening on Interstate 75, MLK Jr. Boulevard, US 41 (in south Lee County), and the SR 80 interchange which may have made some motorists find alternative routes to travel.

External factors like high gas prices and economic recession also affect travel patterns as people reduce vehicle trips or find alternative ways to travel (car/van pooling and public transit) to conserve energy.

ROAD IMPROVEMENTS: Following are the roadway improvements that have defined travel behavior in Lee County.

Metro Parkway Improvements



Metro Parkway from Daniels Parkway to Six Mile Cypress Parkway was widened from 4 to 6 lanes in 2010 and in late 2012 the Michael G. Rippe Parkway extended Metro Parkway south all the way to US 41. The Metro Parkway improvements have provided an alternative north south route to US 41, and alleviated traffic congestion on US 41 from Estero to Fort Myers. At the northern portion, the Metro Fowler Crossover is underway, which is a six lane overpass that realigns Metro by connecting it to Evans Avenue and Fowler Street, instead of continuing north to Hanson Road. Except for the segment from Daniels to Colonial, Metro and the Michael G. Rippe Parkway will be a continuous 6-lane roadway. At project completion, the roadway will continue to alleviate traffic

congestion on US 41, as more motorists will use the improved roadway thereby improving travel times in both north south corridors. All improvements under way, in design, or completed accommodate both bicyclists and pedestrians making the corridor a complete streets facility and providing opportunities for alternative modes of transportation.

Three Oaks Parkway/Imperial/Livingston Road Corridor

Three Oaks Parkway widening from 2 to 4 lanes from north of Corkscrew Road to Alico Road was completed in 2009. The extension north of Alico Road to the proposed Oriole Road extension was also completed, but is not open to traffic. Once the proposed Three Oaks Parkway extension to Daniels Parkway is constructed, the Three Oaks Parkway/Imperial Street/Livingston Road corridor will provide a continuous north south route stretching from Golden Gate Parkway in Collier County to Daniels Parkway in Lee County. Currently, there is an uninterrupted 4-lane roadway from Golden Gate Parkway to Alico Road. Motorists that had previously used I-75 and US 41 to commute between Naples and Bonita Springs now regularly use the Livingston Road/Imperial Street corridor to destinations in and around US 41 and Terry Street. It has given San Carlos Park residents an option to choose between I-75 and the Three Oaks Parkway/Imperial Parkway/Livingston Road corridor for their daily commute to Naples. The corridor also offers

opportunities for alternative modes of transportation with its bike lanes and sidewalks. The segment from Corkscrew Road to Coconut Road has shared use paths.

Ben Hill Griffin Parkway/Treeline Avenue Corridor

The extension of Ben Hill Griffin Parkway/Treeline Avenue corridor from Alico Road to Daniels Parkway, coupled with the opening of the Midfield Terminal of the Southwest Florida International Airport (SWFIA) and its subsequent extension north of Daniels, opened a new north south route and relieved traffic in I-75. It also opened up access to major activity centers including the airport, the Florida Gulf Coast University, the Gulf Coast Shopping Center, and the Miromar Outlet. The entire corridor from Corkscrew Road to Colonial Boulevard has seen a steady growth of traffic over the years. The corridor supports alternative modes of transportation with bike lanes and 8' wide sidewalks.



NB Treeline Avenue looking towards Terminal Access Road

I-75 Airport Direct

The Lee County Port Authority reported that 40% of SWFIA's passenger traffic head south on Treeline Avenue and Ben Hill Griffin Parkway to get to I-75 at Alico or Corkscrew Road. However, these numbers will drop with the completion of the I-75 Airport Direct which will provide passengers direct access to I-75 from the airport. It will also reduce travel time for airport bound I-75 motorists, and reduce congestion on county roads. This project is currently underway and anticipated to be completed in spring 2015.



Plantation Road north of Crystal

Veronica Shoemaker/Plantation Road Extension

Plantation Road was extended in 2010 from Idlewild to Colonial Boulevard at Veronica Shoemaker Parkway. The extension has bike lanes, a shared use path on the west side, and a sidewalk on the east side. The extension resulted in a continuous north south roadway from Six Mile Cypress Parkway to SR 80. Unfortunately, continuous bicycle facilities do not run through the entire length of the corridor to be a complete street facility.

Proposed Alico Green Meadows Connector

The MPO's 2035 Plan identifies a new roadway called the Alico Green Meadows Connector that will connect SR 82 (at Sunshine Boulevard) to Alico Road. The new roadway is critical for the growth of Lee High Acres which at built out is expected to have a population of 350,000. Colonial Boulevard, SR 82, Joel Boulevard and Daniels Parkway are the only access roadways to this community. Also, Lehigh Acres and Gateway residents commuting to South Lee County and North Naples use Daniels Parkway and I-75 and has to drive through congestion. This is especially rough during baseball games in March when the roadway is gridlocked. The new facility will also support future traffic generated at a proposed mixed use community of 28,000 residential units located off SR 82 in Hendry County, and is expected to be used by residents in the City of Immokalee in Collier County. Project development phases for the roadway are currently not funded. The Lee MPO's 2035 Cost Feasible Plan shows revenues will be available in the 2031-2035 time frame to fund construction.

Proposed East West Controlled Access Facility The City of Cape Coral is assessing the feasibility of developing Kismet Parkway as an east-west controlled access facility that will connect Burnt Store Road to Bus 41. This will be a complete streets facility with bike lanes and sidewalks. Construction of this east west corridor will relieve congestion that is expected to build up on Pine Island Road.

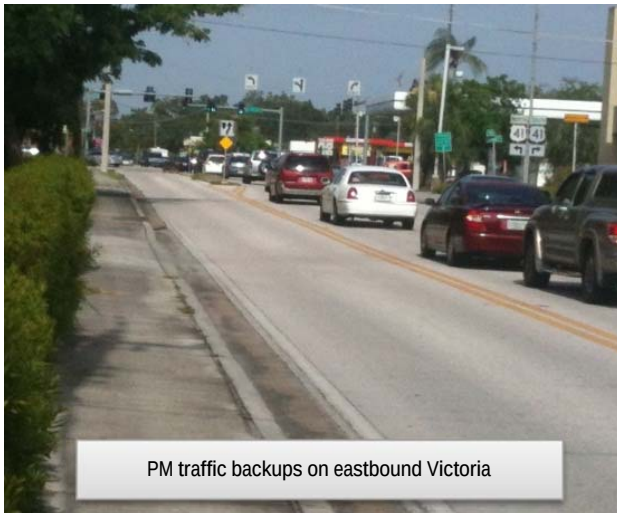
EXTERNAL FACTORS - ECONOMIC RECESSION AND HIGH GAS PRICES

Traffic counts on major roadways in Lee County had dropped significantly in 2008 due to the downturn in the economy and high gas prices. At that time, the FHWA's "Traffic Volume Trends" reported that from August to November 2008 estimated vehicle miles traveled on all U.S. public roads fell anywhere from 3.5% to 5.6%. The drop in traffic volumes was also noticed on Lee County roadways as job layoffs and high gas prices resulted in a reduction in auto travel. As the nation and Lee County tried to recover from the economic recession, traffic volumes continued to be down except for a few roadway segments on SR 82, Veterans Parkway, Winkler Road, Colonial/Lee Boulevard, Treeline/Ben Hill Griffin Parkway, Corkscrew Road and Alico Road. A drop in total visitors to Lee County by 2.7% from 4.8 million in 2010 to 4.7 million in 2011 probably kept traffic volumes down as well. Vehicle Miles Travelled on Lee County was flat through the years 2010 through 2012.

With the economy on the mend now, more tourists are visiting the area during the peak season, and people have started moving again from the north east to settle in Florida. Employment grew by 2.7 % in 2013 although the unemployment rate (7.1%) for the Cape Coral-Fort Myers metropolitan area was still above the national average (6.3). Visitation went up by 2.1% from 4.7 million in 2012 to 4.8 million in 2013. All this is reflected in Lee County roadways where traffic has been beginning to slowly climb up towards pre-recession 2007 levels.

LEE COUNTY VARIABLE PRICING PROGRAM AND TRAVEL PATTERNS

US 41 Bridge & Mid-Point Memorial Bridge



When the variable pricing program was first introduced in 1998 on the Cape Coral and Mid-Point Memorial bridges, the 50% discount during selected "off-peak" hours changed travel patterns among some transponder users to save toll. Subsequently, as toll savings extended to non-transponder users and with increasing traffic volume (eventually peaking in 2006 with 51,000 on the Mid-Point Bridge and 48,400 in the Cape Coral Bridge), congestion finally drove motorists to travel during off peak hours. Afterward in June 2008, the introduction of one way tolling on the two toll bridges in the westbound direction may have influenced driver behavior using either the toll bridges or the two US 41 "free" bridges. Drivers had to pay a higher toll. Instead of the 50% reduction when tolls were collected in both directions, the toll during variable pricing hours was 75% of the toll that would have been

collected during non-variable pricing periods. This probably caused some drivers to use an alternate route to get to the Cape so they would not have to pay the toll. The observation of PM rush hour traffic following the one way toll implementation showed long traffic backups on eastbound Victoria Avenue at its intersection with US 41 and northbound 41 going over the Caloosahatchee Bridge to Cape Coral via Hancock Bridge Parkway. The theory that commuters were using this bridge because of the westbound one way toll on the Cape Coral bridges was supported by a post implementation survey when 8% of the drivers interviewed reported changing bridges for most or all trips. Traffic backups was less noticeable on these corridors during the recession and when gas prices went up. No tolls, on the other hand, have resulted in a spike of traffic in the eastbound direction during the AM rush hour. They cause long traffic backups periodically even with lower traffic volumes on the Mid Point Bridge than in the past (43,300 in 2013 vs. 48,100 in 2007). The traffic backups were actually very noticeable in 2012 which could be because motorists who normally used the Cape Coral Bridge were driving the extra 10 minutes to avoid the Cape Coral Toll Plaza Demolition/Reconstruction.

III. SOURCES FOR MONITORING TRAFFIC PROBLEMS IN LEE COUNTY

TRAFFIC COUNTS

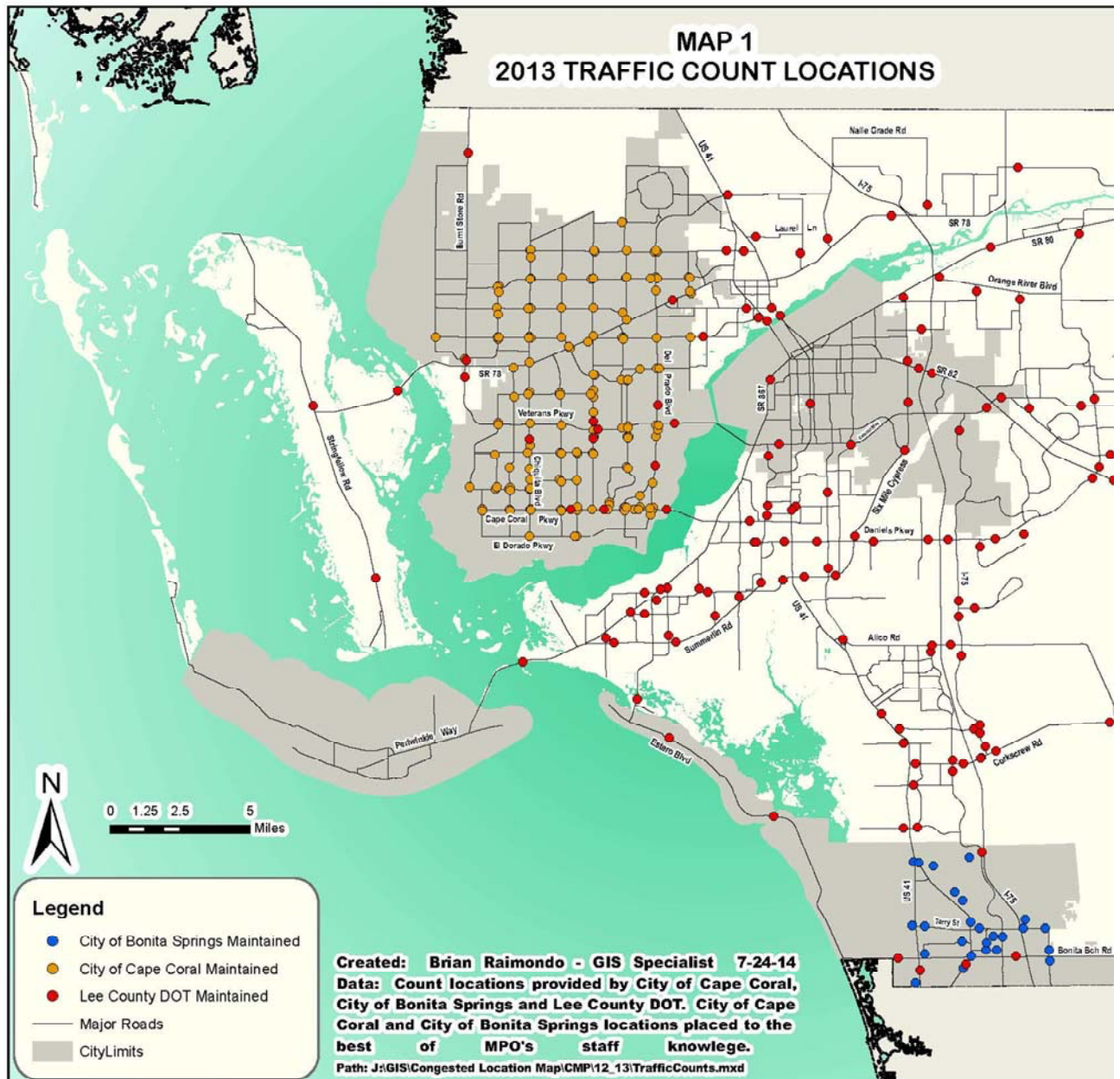
The Florida Department of Transportation (FDOT), the Lee County Department of Transportation (LCDOT), and the City of Cape Coral operate extensive traffic count programs on each of their respective road networks. In 2013, the County counted traffic volumes at 84 periodic count sites. This was an improvement to 2011 when traffic was counted at only 59 periodic count sites, but still way below the number (203) in 2010, and 310 in 2008. The reduction is attributed to budget constraints. As a result, it was not easy to track the growth of traffic volumes on roadway segments which are also an indicator of traffic congestion, and can validate congestion observed on roadways. The City of Bonita Springs conducted traffic counts in 2013 at 25 locations. The City of Cape Coral conducted Peak Season and Off-Season traffic counts on all major roadways. The City of Sanibel did not conduct any seasonal traffic counts in 2013, but they will be doing it this year at 50 locations. ITS deployments such as the Lee County IMS, I-75 Freeway IMS, and the ATMS already have subsystems like Microwave Vehicle Detection System and CCTV surveillance cameras in place that have the capability of doing traffic counts electronically. The County explored the use of this technology to be able to be more efficient and offset the impacts of budget constraints. However, the results have not been too promising. Map 1 on page 7 illustrates the LCDOT count locations that were in operation during 2013, and those permanent count stations where construction or equipment failure affected the availability of reliable data. These sites included locations where counts could not be taken, sites where counts were taken for only a part of the year, or counts that were affected by diverted traffic.

LEE COUNTY CONCURRENCY REPORT

Lee County develops a concurrency report annually that includes an inventory of the maximum, utilized, and available capacity of public facilities for which minimum Level of Service (LOS) standards are prescribed in the Lee County Comprehensive Land Use Plan. The public facilities that are reviewed for monitoring traffic are the transportation infrastructure ones. The latest concurrency report is the November 2013 Concurrency Report. The transportation inventory from the Concurrency Report show roadway link traffic volumes and its corresponding LOS by “Existing” (2012 100th Highest Hour), a short-term projected “Future” (Estimated 2013 100th Highest Hour) and “Forecast” (Future Forecast Volume).

The basis for examining the LOS in the existing and future years is the minimum LOS standard from the Lee Plan. Those roadway links with failing LOS in the existing and short term projected year will continue to be monitored by the County for traffic problems, and will be reviewed for potential projects to improve LOS and congestion resulting from it. The failing roadway links on the basis of 2012 traffic volumes from the Concurrency Report were as follows:

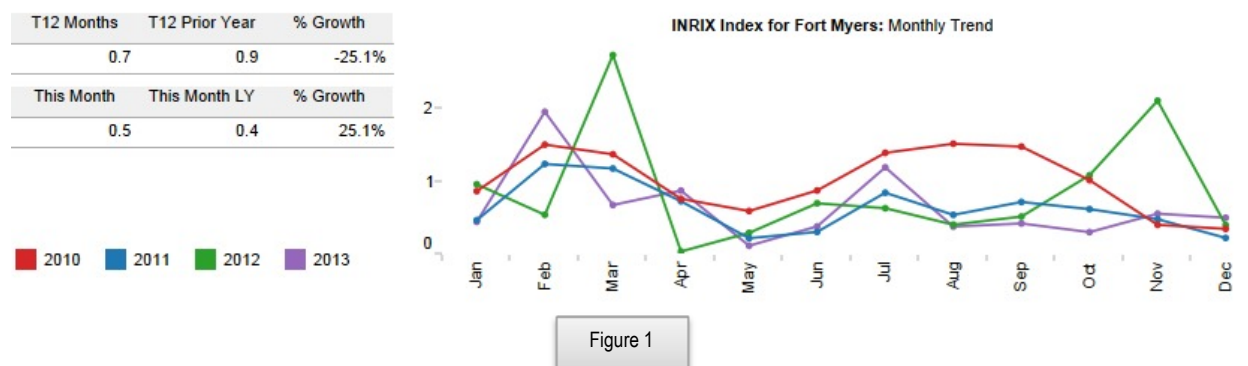
- ❖ Colonial from US 41 to Fowler St
- ❖ Colonial from Fowler St to Metro Pkwy
- ❖ Colonial from Winkler Avenue to Six Mile Cypress Pkwy
- ❖ Immokalee Road from Gunnery Road to Alabama Road (Funds have been committed for ROW acquisition for widening this segment into 6 lanes)
- ❖ McGregor Boulevard from Winkler Road to Tanglewood Boulevard (Constrained Facility)
- ❖ McGregor Boulevard from Tanglewood Boulevard to Colonial Boulevard (Constrained Facility)
- ❖ US 41 from Jamaica Bay West to Six Mile Cypress Parkway (The problem still exists even with the completion of the Michael G. Rippe Parkway)
- ❖ US 41 from Daniels Parkway to College Parkway (Constrained Facility)
- ❖ US 41 from South Drive to Boy Scout Drive (Constrained Facility)
- ❖ US 41 from Fountain Interchange to North Key Drive (Constrained Facility)
- ❖ US 41 from North Key Drive to Hancock Bridge Parkway



TRAFFIC REPORTS

INRIX National Traffic Scorecard: According to Wiki, INRIX is a software company which provides historical, real time traffic information, and traffic forecasts to businesses and individuals in 37 countries (as of September 2013) including the US, Canada, Brazil and most of Europe. As of April 2012, INRIX collects information about roadway speeds from nearly 100 million anonymous mobile phones, trucks, delivery vans, and other fleet vehicles equipped with GPS locator services. The data collected is processed in real-time, creating traffic speed information for major freeways, highways, and arterials across the US, Canada, European Union, and other countries. The company keeps a database of variables that affect traffic, including weather forecasts, special events, school schedules and road construction, and combines them with the real-time probe data collected for traffic analysis.

INRIX develops an annual report on traffic congestion, and also provides a traffic scorecard (updated monthly) for the 100 largest urbanized areas in the US which includes the Cape Coral Urbanized Area. For the month of December 2013, Fort Myers had the third lowest congestion among the top 100 metropolitan areas with a score of only 0.7 and a total of 1.2 hours wasted annually on traffic delays.



In comparison, Los Angeles had the highest congestion with a score of 31.3 with a total of 64.4 hours wasted annually on traffic delays. Congestion in Fort Myers for December was up by 25% compared to the same month in 2012. For the whole year, however, overall congestion was 25% below 2012 level. See Figure 1 above.

INRIX has stated that cities at or above the national averages (2.2%) in employment growth have experienced some of the biggest increases in traffic congestion while cities that experienced some of the biggest drops in traffic congestion were consistent to those where employment and economic growth were lagging compared to the national average. With the economy improving, unemployment rates below the national average of 6.3%, and an employment growth increase of 3.2% from June 2013 to June 2014 (Source: BLS) the Cape Coral-Fort Myers metropolitan area is primed to see traffic grow to 2006/07 pre-recession levels.

2012 Urban Mobility Study: The Texas Transportation Institute (TTI) at Texas A & M University has been publishing a report annually since 2001 which provides data on the performance of some elements of the transportation system in 85 urban areas. The last report is from 2102 which measures traffic congestion trends from 1982 to 2011. The performance of the Cape Coral urbanized area from 2005 through 2011 is shown in Appendix A. A full report is available online at <http://mobility.tamu.edu/>. The problem with these reports is that their latest year findings are always a couple of years behind. The report only helps to show if there is anything we may have missed in our monitoring, or whether their findings can be used to validate our findings through the MPO and local government monitoring process. In addition, a report like the mobility study is only good for comparing system performance over the years in an urbanized area, and to get a general idea of how congestion affects commuters in terms of annual delays and congestion cost.

MONITORING WITH ITS DEPLOYMENTS AND ASSOCIATED FIELD DEVICES

Continuous field monitoring and control of traffic signals and ITS field devices are done through the Advanced Traffic Management System (ATMS). For the ATMS, Lee County has been installing fiber optics to complete a communication network along several corridors, and connecting the traffic signals in the corridors to a Traffic Operations Center (TOC). Live video surveillance and microwave vehicle detection system data is fed to the TOC, which assists in decision making as operators at the TOC communicate with the traffic signals remotely to address recurring congestion. The ATMS network will be expanded with the completion of the FDOT managed ATMS Phases I and II. The TOC is expected to monitor and control non-recurring congestion resulting from incidents at the Edison and Caloosahatchee bridges through the Bridge Incident Management System (IMS) once it becomes operational this year. On the other hand, the SWIFT SunGuide Traffic Management Center operated by FDOT, addresses non-recurring congestion on I-75 through the Freeway IMS. The ITS Program in Lee County is explained in greater detail later in the report under Congestion Management Measures.

MEDIA ATTENTION AND PUBLIC REQUESTS

The MPO also relies on the public and the media to highlight problem locations. This could be both congestion and safety related. Interactive forms are available on the MPO Website and anyone from the public can report a problem. Besides the interactive forms, the MPO and local government DOT staff are also informed about trouble spots by telephone calls and emails, and the locations are subsequently investigated by staff and appropriate local government maintaining agencies. A government jurisdiction may be forced to take action as result of public outrage and media coverage on the lack of amenities at a specific location that may have led to an avoidable fatality or a serious injury. A case in point was the bicycle fatality in 2010 that led to the Lee County BOCC approving, and the Race Trac gas station paying for a new traffic signal at the intersection of Del Prado Boulevard and NE 3rd Terrace.

CONGESTION REPORTING SURVEYS

Using “local knowledge” is another way to monitor and spot traffic problems. The MPO takes full advantage of this by publishing an annual Congestion Reporting Survey in the News Press during season. Press releases are sent to local news media alerting the public about the survey to ensure maximum public participation. The responders and bus drivers from the Lee County School District and LeeTran are also contacted and asked to complete questionnaires identifying problem locations based on their familiarity of the roadway conditions during this exercise. The public also have the option to complete the survey through an interactive form from the MPO website. The responses are reviewed, and the problem intersections with signal timing complaints are the first one to be investigated, problem verified, and timing adjusted. Other traffic operations, safety, and maintenance (paving) problems are forwarded to local and state DOTs depending upon who owns or maintains the roadways where the problems are to be investigated, addressed or continued to be monitored. These surveys also provide the MPO with the identification of a list of corridors, or specific locations for future monitoring of safety and congestion issues.

This year the News Press survey, the first responder and bus driver questionnaire, and the interactive forms brought in a total of 593 responses. The responses in its raw form were compiled in a preliminary spreadsheet, cleaned up, summarized in some cases, and were reviewed by MPO staff and TMOOC. A final spreadsheet, with comments from MPO and local DOT staff on each individual location wherever applicable, is documented in Table 1, pages 11 thru 20.

Following the TMOC review of the survey results, LCDOT field reviewed and verified problem intersections identified in the survey and implemented quick fix solutions at several locations. The solutions are listed below, and the specific problems accompanying them could be read in Table 1 using the referenced ID #:

- ✓ Signal timings adjusted in the Ben Hill Griffin Parkway corridor between FGCU Park Boulevard and Alico Road (Item #3)
- ✓ County staff investigated the Corkscrew Road and Corkscrew Woodlands Boulevard intersection for safety and congestion issues reported by the public, but did not find any such issues (Item #23).
- ✓ Signal timings adjusted in the Cypress Lake Drive corridor (Item #24).
- ✓ Signal timing at the intersection of Daniels and Fiddlesticks adjusted (Item #25).
- ✓ Signal timing along the Del Prado Boulevard corridor between Cape Coral Parkway and SR 78 will be reviewed by LCDOT during the 2015 peak season (Item #33).
- ✓ LCDOT will be checking operation of the Del Prado Boulevard and SE 22nd Terrace intersection at a later date (Item #38).
- ✓ Signal timings at the intersection of Metro Parkway and Daniels Parkway adjusted (Item #47).
- ✓ Signal timings at the intersection of Summerlin Road and Cypress Lake Drive adjusted (Item #75).
- ✓ A traffic detector was repaired to address the signal times at the intersection of Tropic Avenue and SR 80 (Item #79).
- ✓ FDOT has approved a permissive green phase for southbound lefts on US 41 to Bus 41 at the intersection of US 41 and Bus 41 (Item #83). LCDOT staff will be implementing the change.
- ✓ The traffic signals on Veterans Parkway corridor are scheduled for review in 2015 (Item #92).

Table 1: CONGESTED LOCATIONS FROM 2014 MPO SURVEY

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
1	A&W Bulb @ McGregor	LCDOT/FDOT	2008	AM and PM Peak - Daily	Stop sign with 55mph traffic through a median to go turn left toward ft myers beach. And turning from McGregor to A&W Bulb	Install a traffic light to deal with the yearly heavy traffic.	Design is under way to provide directional lefts that will enhance safety at the intersection. Only right in and right out will be allowed from A & W Bulb Rd
2	Alabama @ SR 82	LCDOT/FDOT	2012	PM Peak - Daily	(1) Inadequate storage for EB left turn lane to Alabama (2) Traffic backups on SB Alabama	None	The problems should go away when 82 is widened from Shawnee to Homestead. Design is underway and includes a SB right turn lane. Construction is not programmed.
3	Ben Hill Griffin Pkwy: FGCU Blvd to Alico Road	LCDOT	2014	PM Peak -Daily	Signal timing, inadequate turn lanes	Change the signal timing to more efficiently allow traffic flow	Signal timing revised 4/2014
4	Boyscout Rd @ Summerlin Rd	LCDOT	2014	PM Peak -Daily	Three lanes turn South onto Summerlin, only one goes North towards immediate area residences, shopping and the Mid Point Bridge. Mad dive across multiple lanes to get to the single turn lane.	Change the far right lane to a right turn lane.	Road is striped appropriately for the conditions
5	Cape Coral Pkwy (5 Reported)	CC	2014	PM Peak -Daily	(1) Traffic accidents (2) Signal timing	Sync the lights on Cape Coral Pkwy at rush hour all the way down so that we don't have to stop at every light. Also prohibit WB left turns from 5:15 to 6:15. Make cars take a right at the block before Coronado, then turn left and turn left onto Coronado to go straight across the Parkway that way. It will keep the lights green on CC Parkway longer. And don't allow cars coming East on CC Parkway to make left hand turns. Also, cars coming East, would turn right on Coronado, left on Miramar and travel down Miramar to Del Prado. This would only be during 5:15 to 6:15. I would also love a highway directly to the Cape Coral Bridge from 75.	
6	Cape Coral Pkwy @ Del Prado Blvd (6 reported)	CC	2011	AM and PM Peak -Daily	(1) Inadequate signal timing (2) Not enough lanes	(1) More lanes (2) Synchronize the traffic signal with the ones east and west of it. (3) Remove unnecessary merge or turn lane on Cape Coral Pkwy (4) Retime the traffic signals for SB lefts to EB in the mornings and WB rights to NB in the afternoons (5) Extend and provide access to WB left turn lane by shaving off 5 ft of median	
7	Cape Coral Pkwy @ Palm Tree Blvd (2 Reported)	CC	2014	AM and PM Peak - Daily	Light does not work for the SB lefts and throughs	Fix the light and add green time	

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2014 Congestion Reporting Survey

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
8	Cape Coral Pkwy Toll Booth	LCDOT	2014	PM Peak -Daily	Congestion filling back into two lanes. After the toll booth the merger into two lanes to over the bridge into cape coral.	Provide more lane openings for leeway subscribers just getting onto the bridge.	
9	Chamberlin Pkwy @ Daniels Pkwy	LCDOT	2014	AM Peak -Daily	Chamberlin Pkwy needs to be on a signal trip to avoid the light on Daniels Pkwy from changing with no traffic coming from Chamberlin Pkwy.	Traffic Light trip-sensor on Chamberlin Pkwy	Signal is operating properly
10	Chiquita @ Veterans	CC	2014	AM Peak - Seasonally	Inadequate storage for SB left turn lane to EB Veterans	Add a second EB left turn lane on Chiquita to EB Veterans	
11	Chiquita Blvd @ Cape Coral Pkwy	LCDOT/CC	2014	AM and PM Peak - Daily	NB and SB green time not long enough	Allow more time for traffic going north and south	
12	College Pkwy (2 Reported)	LCDOT	2011	All Day - Weekdays	(1) Lights not timed right. Each light turns red by the time you get to the next one. (2) Green time for side streets is too long (3) Back up occurs daily (less between 2 pm and 3 pm) (4) With new businesses opening on College (old Brown Derby), more back ups anticipated	(1) Time the lights better. (2) Provide less green time for side streets	Signal is operating properly
13	Colonial @ Deleon St (2 reported)	LCDOT	2013	PM Peak - Daily	(1) Timing for red light on Colonial is excessively long. (2) Cars coming onto Colonial from US 41 off ramp attempt to cross over the two lanes to get to the WB left turn lane (3) Inadequate WB left turn storage cause traffic back ups on through lanes	(1) Synchronize the traffic lights at Deleon with Summerlin (2) Extend the WB left turn lane	1) Lights are coordinated. Pedestrian and school crossings adversely affect coordination 2) Constructability issues with extending turn lane
14	Colonial @ Fowler (5 reported)	LCDOT	2014	AM and PM Peak - Daily	(1) Right turn from NB Fowler onto EB Colonial backs up frequently (2) NB traffic going straight is backed up past the NB left turn lanes so NB lefts have to wait through several cycles to turn onto WB Colonial	(1) Reconfigure the light so the right turn continues with the left turn from WB Colonial to SB Fowler (2) Flyover on Colonial with merging entrance/exit ramps	The Lee MPO is trying to fund a project that will reconfigure the intersection so that there are 2 NB through lanes and two exclusive right turn lanes
15	Colonial Blvd @ Ortiz/Six Mile Cypress (38 reported)	LCDOT/FDOT	2011	AM and PM Peak - Daily	(1) Inadequate NB right turn lane storage to EB Colonial (2) Inadequate green time for SB lefts to EB Colonial (3) Inadequate green time for EB lefts to SB Six Mile Cypress (4) Inadequate green time for EB and WB through movements (5) WB motorists on Colonial Blvd make U-turns negating opportunities for NB rights to EB Colonial	(1) Prohibit WB U turns (2) Add a second NB right turn lane (3) Retime traffic signal (4) Build overpass	Project underway to build a second NB right turn lane to EB Colonial

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2014 Congestion Reporting Survey

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
16	Colonial Blvd @ Sommerset Dr/Summerlin Rd (21 reported)	LCDOT	2008	AM and PM Peak - Daily	(1) Inadequate green time for EB lefts on Colonial to NB Sommerset (2) Light on NB Summerlin to turn west on Colonial too long (3) EB movements in AM Peak hour does not have sufficient green time	(1) Retime signal (2) Provide longer green time for EB throughs during AM Peak Hour (3) Build overpass	Lee County has programmed project to lengthen turn bay. Signal is operating properly
17	Colonial Blvd: Mid Point Bridge to Treeline Ave (24 Reported)	LCDOT				(1) Adjust signal timing and synchronize traffic signals (2) Immediate: Change traffic patterns by closing Summerlin/Colonial Intersection to N/S traffic and force traffic to Colonial at Fowler via Boy Scout. Long Term - Construct overpasses at Summerlin, Fowler, and Metro (3) Build an expressway	Corridor capacity issue
18	Colonial Off Ramp @ McGregor	LCDOT/FDOT	2014	AM Peak - Daily	signal timing & slow drivers.	Time the light at Colonial off ramp & McGregor to move EB Cape Coral traffic move through faster.	
19	Colonial @ V Shoemaker	LCDOT/FDOT	2014	AM Peak -Daily	Signal timing	Fix signals. Take sensors off and put timers on.	
20	Colonial @ Winkler Av	LCDOT/FDOT	2014	AM Peak -Daily	Signal timing	Fix signals. Take sensors off and put timers on.	
21	Coronado Pkwy @ Cape Coral Pkwy	CC	2014	AM Peak- Daily		Allow more green time for NB traffic on Coronado	
22	Corkscrew @ I 75 (5 reported)	FDOT	2012	All day -Daily	(1) Inadequate turn lane storage for EB lefts on Corkscrew to NB on ramp (2) Inadequate turn lane storage for WB lefts to SB on ramp	(1) Add a second EB and WB left turn lane on Corkscrew to the on ramps	The MPO Needs Plan call for ultimate interchange modifications.
23	Corkscrew Rd @ Corkscrew Woodlands Blvd (9 reported)	LCDOT	2012	AM and PM Peak - Daily	(1) Traffic entering from the east trying to cross over into plaza, and traffic exiting from the plaza trying to cross over to go west, become stuck in that middle area face to face and block each other's view of any oncoming traffic which is traveling very fast. (2) No traffic light	(1) No WB U-Turns on Corkscrew Rd at Corkscrew Woodlands (2) Better light coordination (3) Instal a traffic light (4) Widen Corkscrew to 6 lanes from Three Oaks to Ben Hill Griffin	Intersection has been studied. No safety or congestion issues identified
24	Cypress Lake Dr (2 Reported)	LCDOT	2011	AM and PM Peak - Daily	(1) signals in the corridor not in synch	(1) Synchronize traffic lights	Signals timed properly
25	Daniels @ Fiddlesticks	LCDOT	2011	AM and PM Peak - Daily	Traffic lights	Have a better timing pattern for the lights.	Signals timed properly
26	Daniels @ I 75 (5 reported)	LCDOT/FDOT	2008	AM Peak - Daily	(1) Inadequate turn lane storage for WB traffic on Daniels to enter SB on ramp (2) Above situation prevents SB off ramp traffic to turn west on Daniels.	(1)Extend green time for WB lefts to SB on ramp (2) Add a second WB left turn lane and widen the SB on-ramp (3) Convert the outside EB and WB through lanes to shared left and through lanes, while widening the SB and NB on ramps to accommodate dual turn lanes	The MPO Needs Plan call for ultimate interchange modifications.

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
27	Daniels Pkwy - Entire corridor (11 reported)	LCDOT	2008	AM and PM Peak - Daily	(1) Inadequate turn lanes (2) Signal timing/traffic volumes (3) Spring training and baseball games at Jet Blue Stadium	(1) Widen Daniels Pkwy (2) Adjust signal timing (3) Schedule baseball games at the stadiums on different days (4) Talk to Jet Blue Park about holding games one hour earlier. This would alleviate congestion for rush hour commuters. (5) Build Daniels bypass by connecting Sunshine Blvd to Green Meadows and Alico Road. Lehigh and Gateway residents could use the bypass to commute to south Lee County thereby relieving congestion on Daniels.	
28	Daniels @ SR 82 (13 reported)	LCDOT	2007	AM and PM Peak - Daily	(1) Signal timing	(1) Signal timing (2) Widen Daniels and Gunnery at the approaches to six lanes and have two NB and SB turn lanes to SR 82	6 lane widening of SR 82 is programmed from Lee Blvd to Shawnee. Improvements also includes a Continuous Flow Intersection at the Daniels/SR 82 intersection
29	Daniels Pkwy @ Bell Tower	LCDOT	2014	PM Peak -Daily	Signal timing for turn lanes Traffic Lights - like a lot of traffic lights in Lee County. Programmed by a moron. A couple of years back, there was an article in the News Press stating that all of the lights have been programmed to save on car emissions.	Add 15 seconds to turn lane traffic.	
30	Daniels @ Plantation (2 Reported)	LCDOT	2014	AM and PM Peak- Daily	(1) Signal timing (2) Inadequate turn lanes (3) Lot of traffic on Plantation	(1) Extend green times for WB Daniels to SB Plantation (2) Widen Plantation to 4 lanes with turn lanes	
31	Del Prado @ 16th St Terrace	CC	2014	All Day - Daily	Many times the left turn arrow, south bound, doesn't work	Get the signal fixed	Will check operation
32	Del Prado @ SE 47th Terrace	CC/LCDOT	2013	PM Peak -Daily	Signal timing	SE 47th Terrace should have less green time	
33	Del Prado Blvd: SR 78 to Cape Coral Pkwy (11 Reported)	LCDOT/CC	2014	AM and PM Peak - Daily	(1) Traffic lights seem to take too long (2) Accidents (3) Heavy traffic	(1) Increase green times for NB/SB traffic	Wil review timing in 2015
34	Del Prado Blvd: SE 6th St to Midpoint Bridge (3 Reported)	LCDOT/CC	2014	AM and PM Peak - Daily	(1) Intersection providing access to McDonalds/Publix/Moe's slow (2) Wrecks in front of the Walmart resulting from SB lefts across three lanes of NB traffic (3) Heavy traffic	(1) Retime traffic signals (2) Extend NB/SB green times at all intersections (3) Remove SB left turn lane into Walmart and make people turn at the Coral Pointe Mall intersection	
35	Del Prado Blvd @ Kentucky Fried Chicken 2100s	LCDOT/CC	2014	AM and PM Peak - Daily	Turn signal light does not always work	Check traffic lights	Will check operation

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	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
36	Del Prado Blvd @ SE 22nd Terrace	LCDOT/CC	2014	AM and PM Peak - Daily	Signal timing and inadequate turn lane storage. The NB left turn arrow fails to turn green causing major backup all the way to Mid Point Bridge.	Fix the signal for NB left turning lane and make it stay green longer.	Will check operation
37	Del Prado Blvd @ Veterans Pkwy (2 Reported)	LCDOT/CC	2014	AM and PM Peak - Daily	Signal timing	Increase green time for SB left to EB Veterans	
38	Estero Blvd (9 reported)	LCDOT	2001	All day -Seasonally	(1) Traffic backups (2) Heavy traffic		
39	Gladiolus @ Maida Lane	LCDOT	2014	All day -Seasonally	Beach signs direct out of town traffic to left lane which is a turn only lane southbound onto Maida	Revise beach directional sign to say left "through" or "thru" lane	
40	Gladiolus/Six Mile Cypress @ US 41 (24 responses)	LCDOT	2007	AM and PM Peak - Daily	(1) Inadequate signal phases (2) In peak season, beach traffic results in congestion on EB Gladiolus in PM, and NB 41 and WB Gladiolus in AM (3) Inadequate storage in NB left turn lanes on 41 to WB Gladiolus (4) Inadequate storage in EB left turn lane on Gladiolus to NB 41 (5) WB traffic backups on Six Mile Cypress Pkwy as a result of motorists in 2 lanes competing to flow into the 3 lanes in Gladiolus causing near accidents when motorists cross US 41 try to go to center lane	(1) Re-open southbound turn on to US41 from old Gladiolus (2) Extend green time for EB lefts (3) Build overpass	A project to extend the WB left turn lanes on Six Mile Cypress Pkwy to SB 41, and adding a third WB through lane is programmed in FY 2017.
41	12th St West @ Gunnery (2 Reported)	LCDOT	2014	4:00 to 5:00 PM - Daily	No EB and WB left turn traffic signal		Turn Phase not needed
42	Homestead Rd (4 Reported)	LCDOT	2012	AM and PM Peak -Daily	(1) Heavy traffic (2) Retime traffic signal on Homestead at Alabama/Leland Heights Blvd - Green time for NB through traffic is short - SB lefts on Homestead Rd to Leeland Heights Blvd too short - Walgreens traffic interrupts NB traffic flow to traffic light.	(1) Add green time for NB through traffic on Homestead Rd @ Leland Heights (2) Eliminate SB lefts to Deleware Rd (3) Widen Homestead Rd to 4 lanes	Construction of Homestead Road widening programmed in FY 2015/16. ROW acquisition is under way. Scope also includes intersection improvements at Alabama/Leland Heights Blvd
43	Matanzas Bridge	FDOT	2001	AM and PM Peak - Daily	No parking, traffic light, most pedestrians walking across road at all points, not enough lanes, etc.	Add road from coconut point and 75 to mid beach, eliminate pedestrian crossing, add parking, add second lane	
44	McGregor Blvd (3 Reported)	LCDOT/FM/FDOT	2013	PM Peak - Daily	(1) Signal timing at traffic signals (2) Drivers going below posted limits	(1) Raise speed limit, (2) Add "Slow traffic keep right" signs wherever there are multiple lanes (3) Adjust signal timing	

	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
45	McGregor Blvd @ Cypress Lake	LCDOT	2013	PM Peak -Daily	(1) traffic volume (2) Inadequate NB left turn lane storage	(1) Widen the road (2) More transit use	
46	Metro Pkwy	LCDOT/FM/FDOT	2014	All Day - Daily	Poor use of traffic signals. Should use a combination of timing and sensors. Traffic on the less traveled street should not need to wait for multiple waves of traffic. I am from a highly populated metro area with many more vehicles on the highway than here. Traffic moves much better there. On the main road, there is usually time for side streets to clear prior to the next wave of main road traffic arriving at the light. Many times the main route traffic will need to stop (due to timing only) when the side traffic could have been clear. This combination works with high traffic conditions as well.	Use a combination of traffic light timing and sensors to detect when side traffic can be cleared. Timing only does not work. Using sensors only for left turns does not work. If no side traffic signal need not change. There are some intersections which do use sensors for side traffic (Gladiolus West of Winkler a good example.)	
47	Metro Pkwy @ Daniels Pkwy (2 Reported)	LCDOT			Light for NB Metro is very short in the morning	Extend green time for northbound	Signal timing adjusted
48	Mid Point Bridge (2 Reported)	LCDOT			Non steady traffic flow....not enough lanes	Bigger bridge	
49	Ortiz Ave: Colonial to SR 82 (2 Reported)	LCDOT	2014	AM Peak - Daily	Ortiz Ave is a 2- lane road from Colonial to Palm Beach Blvd. This road handles a tremendous amount of traffic year round. It was slated to be 4-laned with construction starting in 2008 but was never started when the economy faltered. The county has purchased all of the right-of-way land to complete this project. Residents in the area have been told the project "will not be completed in our lifetimes". This road needs to be four-laned to help alleviate congestion in the area.	Ortiz need to be four laned with sidewalks on both sides of the road for biking and pedestrian safety.	
50	Palamino Ln @ Daniels Pkwy (2 Reported)	LCDOT			Inadequate turn lane storage. Traffic has been backed up on SB Palomino Lane past the development of Danforth Lakes Blvd - Home owners can't get out on Palomino.	A right turn lane would help this situation to go west on Daniels Center Drive then SB on Apaloosa Lane to Daniels	
51	Periwinkle Way	Sanibel	2014	AM and PM Peak - Seaso	Besides people who have no idea how to drive and love to text and take photos from the drivers seat certain traffic cops directing traffic at 4 way stops need to be re-trained on days when specific ones are working. traffic is always horrible.	Signs need to be posted that a yield is NOT a stop sign. I have seen more rear end accidents happen this way.	
52	Pine Island Corridor (9 REPORTED)	FDOT	2014	PM Peak - Daily	(1) Seasonal traffic (2) Traffic accidents	(1) Widen Pine Island Rd to 6 lanes from Chiquita to Del Prado Blvd	
53	Pine Island Rd @ Del Prado Blvd	FDOT/LCDOT		AM and PM Peak -Season	Signal timing, inadequate turn lane storage		

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	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
54	Pine Island Rd @ Hancock Bridge Pkwy	CC		PM Peak -Daily	Traffic can only turn left from the left lane. Traffic in the right lane should turn right.	Signage closer to the Santa Barbara intersection that informs drivers of the need to be in the left lane to turn left	
55	Pine Island Rd @ Piney Rd			PM Peak - Daily	Traffic accidents, signal timing		
56	Pine Island Rd: Pondella and Del Prado (10 Reported)	FDOT/LCDOT		PM Peak -Daily	(1) Signal timing and synchronization (2) Traffic backups on NB Pondella caused by left turning vehicles to WB Pine Island Rd	NB left turning traffic from Pondella fills the already overloaded thru traffic lane on Pine Island from the Del Prado intersection. Sync the lights to accommodate thru traffic and decrease the flow of left turn vehicles from Pondella to alleviate filling the queue.	
57	Pine Ridge Rd @ San Carlos Blvd (7 Reported)	FDOT/LCDOT			(1) Inadequate turn lane storage (2) Inadequate signal timing (3) Traffic accidents	(1) Retime signal (2) EB left turn signal for Indian Creek drivers to NB San Carlos Blvd	PD&E study for a an exclusive trolley lane on San Carlos Blvd will be conducted this fiscal year that will also address problems with this intersection
58	Pondella @ US 41	LCDOT	2009	3 PM - Daily	Signal timing, inadequate WB left turn lane storage	Instal a second WB left turn lane to NB US 41	
59	Riverview Center Blvd @ US 41	FDOT/Bonita	2013	AM and PM Peak - Daily	No traffic signal. Cannot make a left turn. Very dangerous. Several car accidents.	Install a traffic signal.	
60	San Carlos Blvd	FDOT	2013	AM Peak -Seasonally	Signal timing	Make center turn lane a service lane for service/emergency trucks as long as they have a Lee County license sticker obtained by their companies	PD&E study for a an exclusive trolley lane on San Carlos Blvd will be conducted this fiscal year that will recommend a preferred alternative
61	San Carlos Blvd @Buttonwood Drive- Prescott St.	LCDOT/FDOT	2014	AM Peak - Seasonally	Alternating light still activated during off-peak times. Sometimes still going at midnight.	Deactivate the alternating pattern during off season, only activate them during the day when they are needed and that is during season from February - April when is needed.	PD&E study for a an exclusive trolley lane on San Carlos Blvd will be conducted this fiscal year
62	Santa Barbara Blvd @ Pine Island Rd	CC	2011	All day -Daily	The signal changes to allow WB lefts onto Santa Barbara, only to be stopped for red at the Hancock Bridge Pkwy causing traffic back ups at the Santa Barbara and Pine Island Rd intersection.	Stop having a red light immediately south of large traffic volumes turning off of Pine Island Rd.	
63	Santa Barbara Blvd @ Veterans Pkwy	LCDOT/CC	2014	All day -Daily	The signal changes to allow WB lefts onto Santa Barbara, only to be stopped for red at Kamal Pkwy causing traffic back ups at the Santa Barbara and Veterans Pkwy intersection.	Stop having a red light immediately south of large traffic volumes turning off of Veterans .	Signals run free at request of Cape Coral
64	Santa Barbara @ SE 29th Terrace	CC	2013	AM and PM Peak - Daily	Inadequate turn lane storage and not enough green time for NB and SB lefts	Provide protected and permissive EB left turn lanes on SE 29th Terrace	
65	Six Mile Cypress/Ben C Pratt @ Daniels	FDOT		AM Peak - Daily	Signal timing	Make the green light longer for NB traffic on Six Mile Cypress.	Capacity constraint
66	Skyline Blvd @ Skyline Elementary	LC School District	2014	AM Peak - Daily	Traffic leaving school to turn on Skyline from Skyline Elementary	School official should hold traffic to let buses out	

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	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
67	Skyline Blvd @ Challenger Middle	LC School District	2014	AM Peak - Daily	Parents drop off	Have parents line up and drop off on side street	
68	SR 80 @ Riverhall Pkwy	FDOT	2013		Traffic accidents, no traffic signal for making a NB left turn left to WB SR 80	Install traffic light	Intersection meets signal warrant. Developer will be responsible for installing the signal. Installation schedule is unknown.
69	SR 78 @ Andalusia Blvd	FDOT/CC	2014	PM Peak - Seasonally	Signal timing, inadequate turn lane storage mainly right turn lanes are needed	Add turn lanes, modify signal timing cycles and offsets	
70	SR 78: Woodward to US 41	FDOT/LCDOT	2014	PM Peak - Seasonally	Signal timing, inadequate turn lane storage mainly right turn lanes are needed	Add turn lanes, modify signal timing cycles and offsets	
71	SR 82: Colonial to Hendry County Line (20 Reported)	FDOT	2007	AM and PM Peak - Daily	(1) Capacity constrained (2) Inadequate turn lanes (3) Bottleneck and accidents	(1) Widen SR 82	Design phase of SR 82 widening from Colonial/Lee Blvd to SR 29 under way. Construction from Lee to Shawnee is programmed in FY 2018
72	SR 82 @ Lee/Colonial Blvd (2 Reported)	LCDOT/FDOT	2013	PM Peak -Daily	They expanded the intersection and that part of the road to go from three lanes to one in a very short distance. Cars back up in the continuous lane, while cars fly up the two merging lanes and cut in at the end of the last merge. Road rage, honking horns, cars blocking the merging lanes are nightly events. It's a cluster and who ever came up with the idea that it would be an improvement to funnel three lanes of traffic to one right before the stoplight on Gateway should go back to school.	Make 82 two lanes down to Gateway Boulevard. It's a cluster right now with cars trying to come out of the shopping center and Sherwood, as well.	Construction phase for 6 laning SR 82 from Lee to Shawnee is programmed in FY 2018
73	SR 82 @ Lee Blvd (2 Reported)	FDOT	2013	AM and PM Peak - Seasonally	(1) Traffic crashes (2) Signal timing (3) Inadequate turn lane	(1) Change signal timing	Signal is operating properly
74	SR 82 @ Gateway Blvd	FDOT	2013	PM Peak -Daily	Signal timing	Extend WB left turn lane on 82 to SB Gateway Blvd	The WB left tun lane will be extended when SR 82 is widened from Lee to Shawnee in FY 2018
75	Summerlin @ Cypress Lake Dr (3 Reported)	LCDOT	2012	PM Peak - Seasonally	(1) Four lane road doesn't have enough capacity (2) Signal timing (3) Inadequate storage in NB left turn lane for daytime traffic.	(1) Extend green time for NB lefts on Summerlin to WB Cypress Lake (2) Increase green time for NB Summerlin (3) Build overpass	Signal retimed 3/2014
76	Summerlin @ Pine Ridge Rd (2 Reported)	LCDOT	2011	AM and PM Peak -Seasonally			
77	Summerlin Dr @ Winkler Rd (2 Reported)	LCDOT	2011	AM and PM Peak - Daily	(1) Signal timing (2) Inadequate NB left turn lane storage (3) Traffic backups on NB through lane	(1) Longer NB left turn green time (2) Extend NB left turn lane or add second left turn lane	

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	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
78	Treeline @ Alico Road (2 Reported)	LCDOT	2014	AI Day -Daily	(1) Signal timing (2) Inadequate turn lane storage	(1) Extend NB left turn lane to WB Alico (2) Increase green time for NB lefts (3) Increase green time for SB throughs	Capacity constraint
79	Tropic Ave @ SR 80	FDOT/LCDOT	2014	AM Peak -Daily	Light too long	Time the light	Traffic detector repaired
80	Tropicana Blvd	LC School District	2014	PM Peak -School Days	Parents dropping off students outside Mariner High School Bus Ramp	Make parents use parent drop off for student pkg lot	
81	US 41 @ Alico Rd	LCDOT/FDOT	2009	PM Peak -Daily	Inadequate turn lanes	Add another turn lane to turn northbound on to US 41	
82	US 41 @ Bonita Bch Rd (7 reported)	FDOT/LCDOT	2008	AM and PM Peak - Daily	(1) Traffic coming south on US 41 and turning east on B.B road turns north on Pennsylvania Ave backs up to the 41 BB Rd intersection (2) Permitted lefts on green should be allowed (3) Inadequate turn lane storage, signal timing	(1) Expand the EB left tun lanes to NB US 41 (2) A cut through from 41 to Pennsylvania Ave at the light north of 41 and BB road (by K-Mart) would take a lot of the traffic off the 41, BB intersection (3) Change signal timing and widen BB Rd from US 41 to Old 41 (4) Build a flyover	A PD&E Study for a preferred improvement alternative is under way
83	US 41 @ Bus 41 (2 reported)	FDOT/LCDOT	2008	AM and PM Peak - Daily	Inadequate use of the signal. The no left turn on green is ridiculous here. There needs to be a green yield on left there.	Make it a yield on green left turn onto Bus 41. Its a very easy fix change to signal.	FDOT has approved a permissive green. LCDOT to make changes
84	US 41 @ College Pkwy (3 Reported)	FDOT/LCDOT	2014	PM Peak -Daily	The US 41 NB left turn lane to WB College Parkway is too short. As a result, traffic backs up in the inside lane of US 41.	Re-engineer the entire intersection and add an overpass. Short of that suggestion, extend the turn lane and create two lanes.	
85	US 41 @ Crystal Dr	FDOT/LCOT		All day-Daily	Light is not green long enough to allow flow of traffic	Extend green times, especially going north	Capacity constraint
86	US 41 @ Cypress Lake/Daniels (7 Reported)	FDOT/LCDOT	2012		(1) Signal timing (2) Too many cars	(1) Adjust signal timing (2) Build flyover	Capacity constraint
87	US 41: Crystal Dr to Daniels Pkwy (2 Reported)	FDOT/LCDOT	2014	AM and PM Peak - Daily	The number of cars using this segment of road during the day (during winter/spring) is greater than the amount it can properly handle. On top of the busy shopping center nearby, there are also too many other busy roads feeding into this area: College Pkwy, Daniels Pkwy, and Cypress Lake Dr	(1) A two-way overpass from College pkwy to Daniels Pkwy would take so many cars off of US 41, allowing traffic to move smoother (2) Acquire land via eminent domain and widen Woodland Blvd. in the Villas neighborhood which would allow College Blvd to extend onto Metro, 6 Mile Cypress, or better yet gradually merge back onto Daniels parkway.	
88	US 41 @ Caloosahatchee Bridge	FM/FDOT	2014	AM Peak - Daily	Need more motorists to use Edison Bridges	Need a new 4-lane road east from Hancock Bridge Parkway to Pondella. The Office Depot is closed, consider buying part of that mall to create 4-lane road thru there to Pondella.	
89	US 41 @ Littleton Rd	LCDOT/FDOT	2009	Noon - Seasonally	Signal timing and flea market	check signal at 11 am to 2 pm	

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	Location	Responsible Agency	Year 1st Reported	Time of Problem	Nature of Problem Reported	Public Suggestion	Action/Staff Comments
90	US 41 @ North Fort Myers	LCDOT/FDOT	2012	AM Peak - Daily	Too many traffic lights, too many slow moving vehicles coming out of mobile home parks. The lights seem to be sensitive and responsive to the residential traffic rather than allowing US 41 through traffic to have more time.	Change the lights to allow more US 41 traffic through, rather than changing immediately for any car coming out of the parks. Some turn right on red on to US 41, but the light stops traffic on 41 anyway, so the 41 traffic ends up waiting for the light when no car is waiting.	
91	Veterans & Colonial Corridor: SR 78 to I-75	LCDOT/CC	2008	AM and PM Peak -Daily	Inadequate east/west available routes	Build an east/west expressway from Cape Coral to I-75	
92	Veterans Pkwy Corridor	LCDOT/CC	2008	AM Peak-Daily	Poorly timed lights. Unless you speed, you will get caught at every light. Turns a 10 minute drive into a 20 minute drive. It encourages speeding and reckless driving, since that's the only way to make the lights.	Lights should be timed to facilitate traffic flow, not impede it.	Signals scheduled for review in 2015
93	Veterans Pkwy @ Santa Barbara Blvd (3 Reported)	LCDOT/CC	2008	AM and PM Peak - Daily	(1) Signal timing	Build an overpass	

OTHER SAFETY OPERATIONAL AND CONGESTED NEEDS FROM 2014 CONGESTION REPORTING SURVEY

In addition to identifying congested locations, the MPO Congestion Reporting Survey asked the public to identify locations with safety issues, or where difficulty is experienced in executing certain movements while operating a vehicle. These movements could be making u turns, left turns, right turns, changing lanes due to lane drops, and in the case of a pedestrian and a bicyclist crossing an intersection due to lack of marked crosswalks and pedestrian pushbutton signals. Some of these problem locations are identified in Table 2, page 21.

Table 2 Safety –Operational – Other Congested Needs			
	LOCATION	SAFETY/OPERATIONAL/CONGESTION ISSUES & ACTIONS	PROBLEM TYPE
1	Burnt Store @ Tropicana	Survey responses stated that there is a need traffic light at this intersection. Action: <i>As per county staff, Burnt Store is programmed for widening and the design calls for a super street plan that would not require the need for a signal.</i>	Safety
2	Colonial Blvd @ Bowling Green Blvd	Motorists crossing from outermost westbound right lane to access the left turn lane to Bowling Green Boulevard creates dangerous situation. Action: <i>County staff reviewed crashes at the intersection and the finding was that there was no safety issue</i>	Safety
3	Colonial Blvd @ Church Lane	Motorists crossing from outermost westbound right lane to access the left turn lane to Church Lane creates dangerous situation. Action: <i>County staff reviewed crashes at the intersection and the finding was that there was no safety issue</i>	Safety
4	Griffin Dr/Ray Av @ SR 82	Difficulty in turning left from Ray Avenue to eastbound SR 82. Install a traffic light. Action: <i>Intersection meets signal warrants. A traffic light will be installed during the SR 82 widening programmed in FY 2017/18.</i>	Safety
5	Hancock Creek Blvd @ Pondella Rd	Install a traffic light. Action: <i>Traffic warrant study conducted by LCDOT. Signal not warranted.</i>	Safety
6	Pine Island @ Matlacha	Illogical and poorly marked crosswalk. Better crosswalk should be designed and implemented. Action: <i>Crosswalks are being studied by county DOT.</i>	Safety
7	West Terry Street: Old 41 Road west to Bonita Middle School	East Terry to West Terry dangerously aligned; needs immediate attention to address safety issues for heavy foot traffic on narrow sidewalk, especially risky at RR tracks. Students should not be put at risk when walking home from school. Action: <i>City of Bonita Springs will be programming a project in its new CIP to address sidewalk gaps</i>	Safety
8	Alabama Rd: SR 82 to Milwaukee	No sidewalks or bike lanes/shoulders into Lehigh. People walking and biking on Alabama Rd. Action: <i>Needs being referred to the Lee County Bicycle Pedestrian Advisory Committee (BPAC)</i>	Safety/Operational
	Alico Road	Alico east of Domestic Avenue the shoulder is damaged and pot-holed as to be unusable by bicyclists. Action: <i>BPAC evaluating SUP from Quaker Ln to Metro Pkwy. Pavement repair as part of partial resurfacing</i>	Safety/Operational
3	Daniels @ Gateway	Add signs cautioning motorists about lane drop from 3 to 2 lanes on northbound Daniels Road about 50 yards north of the Gateway Blvd. traffic light. Action: None	Safety/Congestion (Reported in 2012 CMR)
7	US 41 @ Llewyn	1. Dangerous lane turns by Lee Memorial–lots of traffic at even that early hour–no turn signals at lights either–cars just turning front of you–cannot see the arrows in the street when that dark 2. Outermost SB lane is a through lane at Llewellyn, causing all turning into Lee Memorial to congest this lane if the light is red and the first person is not turning right Action: None	Congestion/Safety/Operational (Reported in 2012 CMR)

IV. IDENTIFICATION OF CONGESTED CORRIDORS

The Lee MPO analyzes the transportation network system-wide using performance measures, and the results of the analysis (aka *SOS Report*) are documented in the Congestion Monitoring Report. Specifically, 4 key system-wide mobility indicators are measured: total traffic volumes, total vehicle miles traveled (VMT), roadways operating in congested conditions, and accessibility. With so much comprehensive performance data compiled in a single year, it was decided that the analysis (aka *SOS report*) be updated after every 3 years to effectively show progress. The results of the last analysis was included under Section IX of the 2012 Congestion Monitoring Report, and is also again documented in this Report in Appendix A. The next one will be done in 2015.

In doing the transportation network analysis system-wide, the Lee MPO followed FHWA and state guidelines. Some of these performance measures include Increase in *Bike/Ped System Miles* and *Transit Revenue Miles*, *Congested Lane Miles*, *Percent Congested Truck Miles*, *Transit Ridership*, and *System wide LOS*. *Delay in Vehicle Hours of Travel (VHT)* and *Reoccurring Delay* are performance measures that the MPO is seeking to quantify in the future. The County is currently collecting speed and delay information on corridors through their traffic count program. Over time, these variables are expected to become a regular data source assisting the MPO to track VHT and reoccurring delay in the *SOS Report*.

The 2013 analysis indicated that system wide network is utilizing over 50 percent of its capacity. However, looked at individually there are congested roadways which remain that way pretty much the whole year (e.g. Colonial Boulevard) and there are roadways where congestion occurs during peak season (e.g. Gladiolus Drive Eastbound every day throughout the day). As part of the Congestion Monitoring Report, the MPO monitors traffic flow and identifies congested roadways through observation and reporting by the public, and finally through validation based on 100th Peak Hour Level of Service (LOS). The MPO uses a flexible approach in identifying congestion recognizing that congestion on some roadways are welcome depending on its location such as Periwinkle Way in Sanibel where slow or low speeds actually make the corridors bicycle and pedestrian friendly. This rationale may be also applied towards Estero Boulevard once the 6 mile section south of Crescent Road is improved to support a complete street. These two roadways also happen to be constrained facilities. The MPO has used this flexible approach to accept congestion in all constrained facilities. Examples of other constrained facilities are McGregor Boulevard north of College Parkway, US 41 from College Parkway to North Airport Road and US 41 in downtown Fort Myers from Colonial Boulevard to MLK Jr. Blvd, parts of San Carlos Boulevard, and the County owned portion of Pine Island Road that provides access to Pine Island.

A complete list of Problem Corridors and Critical Intersections are included in Table 3 (Pages 23 and 24), and illustrated in Map 2, Page 25. Roadway segments are classified 'Congested' if their 100th Peak Hour LOS do not meet City, County or State LOS. In other words the segments identified under this category are failing as in Colonial Boulevard which is a major arterial covering large distances and carrying commuter traffic from communities as far east as Lehigh Acres to Cape Coral. Traffic volumes on this roadway are high throughout the day every day, and there are traffic backups during peak conditions in both directions from Summerlin Road to I-75 during peak hours.

Roadways segments are classified "Constrained" if their 100th Peak Hour LOS do not meet City, County or State LOS, but conditions cannot be improved because they are on constrained facilities. Because conditions cannot be improved the existing congestion on these roadways is accepted. This group includes roadways like Periwinkle Way, Estero Boulevard, McGregor Boulevard, and parts of US 41 through the City of Fort Myers. The congestion in Periwinkle Way is actually an advantage as the slow traffic makes the commercial center of Sanibel bicycle and pedestrian friendly. It is hoped that ongoing and programmed improvements on the six mile section of Estero Boulevard to enhance safety and promoting alternative modes of transportation would be similarly advantageous.

Another classification are those roadways where traffic will be monitored for future congestion. While these roadways do not fail (their 100th highest peak hour LOS are the same or higher than the Performance Standards for the roadways) they carry sufficiently high traffic volumes, and traffic backups occur during peak hours every day or only in season.

They include roadways like Daniels Parkway where traffic backups occur during peak hours every day and is especially severe during baseball games in the month of March, and the Del Prado Boulevard corridor.

Finally there are those roadways which have been classified as causing traffic bottlenecks but funds have been committed to undertake improvements. These primarily include the SR 82 segments east of Colonial/Lee Boulevard where bottlenecks occur due to capacity constraints. The highest phase funded are construction for the segments from Lee Boulevard to Shawnee Road, and ROW Phases for the segments east of those. For San Carlos Boulevard, only a PD&E study has been programmed at this time. The traffic bottleneck on Six Mile Cypress Parkway is due to its intersection with US 41. The programmed improvements including a westbound through lane from US 41 to the entrance of Home Depot and extension of the westbound left turn lanes should alleviate the traffic backups on the eastern approach of the intersection. However, the improvements would not address the severe backups caused on eastbound Gladiolus Drive during the PM Peak hour.

Table 3 also includes a list of Critical Intersections. They are those intersections which are currently failing or close to failing. The criteria for selection was a LOS of "F" in at least one approach, or a LOS of E at least two approaches and at least one failing turning movement. Exception to this rule was Veterans @ Santa Barbara where traffic backups are observed during the peak season all day. As mentioned earlier, the complete list of congested corridors and critical intersections are included in Table 3 (Pages 25 and 26), and illustrated in Map 2, Page 27.

Traffic backups on some of roadways identified in this list are compounded by, or attributed to, four critical intersections including US 41 and Six Mile Cypress Parkway/Gladiolus Road, US 41 and Bonita Beach Road, Colonial Boulevard and Summerlin Road/Sommerset Drive, and Colonial Boulevard and Six Mile Cypress Parkway. Traffic backups linked to these critical intersections are:

- ❖ Gladiolus Drive from Summerlin to US 41 (Congestion in EB direction during PM Peak Hour)
- ❖ Mid-Point Bridge (Long traffic backups in the EB direction in AM Peak Hour)
- ❖ Bonita Beach Road from Vanderbilt Road to US 41
- ❖ Colonial Blvd from Winkler Ave to I-75 (Both directions in AM and PM Peak Hour)

TABLE 3
Problem Roadways and Critical Intersections

ROADWAY	LIMITS	100 TH PEAK HOUR LEVEL OF SERVICE	ROADWAY OWNERSHIP/IMPROVEMENTS
CONGESTED ROADWAYS			
Cape Coral Pkwy	Del Prado Blvd to West end of bridge	F (Performance Standard E)	City of Cape Coral Roadway
Colonial Blvd	Summerlin Rd to US 41	F (Performance Standard E)	State Hwy
Colonial Blvd	US 41 to Fowler	F (Performance Standard E)	State Hwy
Colonial Blvd	Fowler Ave to Metro Pkwy	F (Performance Standard E)	State Hwy
Colonial Blvd	Winkler Ave to Si Mile Cypress Pkwy	F (Performance Standard E)	State Hwy
Colonial Blvd	Six Mile Cypress Pkwy to I-75	F (Performance Standard E)	State Hwy
US 41	Fountain Interchange to Pondella Rd	F (Performance Standard E)	State Hwy
CONSTRAINED ROADWAYS			
Estero Blvd	Voorhis St to Tropical Shores Way	Congestion Acceptable	County Roadway/Improvements programmed in three 1 mile sections to address safety and improve pedestrian, bicycle, and transit access.
	Tropical Shores Way to Center St		
McGregor Blvd	Winkler Rd to Tanglewood	Congestion Acceptable	State Hwy
McGregor Blvd	Tanglewood to Colonial Blvd	Congestion Acceptable	State Hwy
Periwinkle Way	Causeway Blvd to Tarpon Bay Rd	Congestion Acceptable	City of Sanibel Roadway
US 41	Daniels Pkwy to College Pkwy	Congestion Acceptable	State Hwy
US 41	South Dr to Boy Scout Rd	Congestion Acceptable	State Hwy
ROADWAYS PICKED FOR MONITORING TRAFFIC FOR FUTURE CONGESTION			
College Pkwy	US 41 to East end of bridge	D (Performance Standard E)	County Roadway
Cape Coral Pkwy	Palm Tree Blvd to west of Coronado Pkwy	Not Available	City of Cape Coral Roadway
Cape Coral Pkwy	Coronado Pkwy to Del Prado Blvd	Not Available	City of Cape Coral Roadway
Daniels Pkwy	US 41 to Metro Pkwy	D (Performance Standard E)	County Roadway
Daniels Pkwy	Metro Pkwy to Six Mile Pkwy	E (Performance Standard E)	County Roadway
Del Prado Blvd	Coronado Pkwy to Cornwallis Pkwy	D (Performance Standard E)	County Roadway
Del Prado Blvd	Cornwallis Pkwy to Veterans Pkwy	D (Performance Standard E)	County Roadway
Del Prado Blvd	Veterans Pkwy to SE 12 th Terrace	D (Performance Standard E)	County Roadway
Gladiolus Dr	Summerlin Rd to US 41	C (Performance Standard E)	County Roadway
Pine Island Rd	Stringfellow Rd to Burnt Store Rd	E (Performance Standard E)	County Roadway
US 41	Jamaica Bay West to Six Mile Cypress Pkwy	E (Performance Standard E)	State Hwy
US 41	College Pkwy to South Dr	D (Performance Standard E)	State Hwy
Veterans Pkwy	Country Club Blvd to Midpoint Br. Toll Plaza	A (Performance Standard E)	County Hwy
Veterans Pkwy	Midpoint Br. Toll Plaza to McGregor Blvd	C (Performance Standard E)	County Hwy
Victoria Street	Clifford Street to US 41	Not Available	City of Fort Myers Roadway
TRAFFIC BOTTLENECKS WITH PROGRAMMED IMPROVEMENTS			
SR 82	Lee Blvd to Gateway	F (FIHS Standard C)	State Highway - 6 Ln construction in FY 2017/18
SR 82	Gateway to Gunnery Rd	C (FIHS Standard C)	State Highway - 6 Ln construction in FY 2017/18
SR 82	Gunnery Rd to Shawnee Rd	D (FIHS Standard C)	State Highway - 6 Ln construction in FY 2017/18
SR 82	Shawnee Rd to Alabama Rd	D (FIHS Standard C)	State Hwy - PE for 6 Ln widening under way
SR 82	Alabama Rd to Hendry Cty Line	C (FIHS Standard C)	State Hwy - PE for 6 Ln widening under way
Homestead Rd	Leeland Heights Blvd to Sunrise Blvd	D (Performance Standard E)	County Hwy - 4 Ln construction in FY 2015/16
San Carlos Blvd	Summerlin Road to Estero Blvd	D (Performance Standard E)	State Highway - PD&E Study for multi-modal improvements.
Six Mile Cypress Pkwy	US 41 to Metro Pkwy	C (Performance Standard E)	State Highway - A third WB through lane will be added from US 41 to Home Depot Ent. in FY 2016/17
¹ Traffic backups are interchange related D F – Roadway segments do not meet the adopted County or State LOS			

TABLE 3 Problem Corridors and Critical Intersections (Continued)			
ROADWAY	LIMITS	100 TH PEAK HOUR LEVEL OF SERVICE	MEASURES ALREADY PROGRAMMED
CRITICAL INTERSECTIONS			
Bonita Beach Rd @ US 41			
Colonial Blvd @ Summerlin Rd/Sommerset Ave			
Colonial Blvd @ Six Mile Cypress Pkwy			
Gladiolus/Six Mile Cypress Pkwy @ US 41			
Veterans Pkwy @ Santa Barbara Blvd			
NA – Not Available			

(Map 2: Problem Intersections and Critical Intersections)

**THE MAP WILL BE EMAILED LATER IN THE WEEK PRIOR TO THE BPCC MEETING ON
NOVEMBER 25TH**

DESCRIPTION OF TRAFFIC ISSUES AT PERENIALLY CONGESTED LOCATIONS

McGregor Boulevard from Colonial Boulevard to Tanglewood Boulevard: Traffic woes have plagued McGregor Boulevard from Winkler Road to Colonial Boulevard with Level of Service failing in peak season peak hour. Capacity improvements cannot be implemented because McGregor is a constrained facility. A design phase to add a second northbound through lane on McGregor Boulevard on a limited section from south of Royal Palm to Colonial Boulevard was completed several years ago but construction was never funded. With the project continuing to be a low priority, it was eventually dropped from the MPO Long Range Transportation Plan. There are no bike lanes along this corridor. However, there are existing and programmed sidewalks on both sides of the roadway.

Periwinkle Way: The City of Sanibel continues to manage and monitor traffic at Periwinkle Way and its intersection at Lundgren/Sanibel Causeway. Traffic volumes are high in this corridor during the peak season but the residents have come to accept the congestion as part of the charm and culture of this popular tourist destination. The City has been aggressively expanding its shared use path network to encourage more people to walk and bike in an effort to make driving experience on Periwinkle a little better.

Colonial Boulevard @ Summerlin Road: Congestion has been a perennial issue at the intersection approaches of Colonial Boulevard and Summerlin due to oversaturated traffic conditions. Traffic continues to spill over into the eastbound through lanes from the left turn lane on Colonial Boulevard to Somerset Avenue during AM peak hour. At other times, long traffic backups on the eastbound through lanes at this intersection prevent motorists from accessing the eastbound left turn lane. The cause of traffic backups in the eastbound approach of this intersection is due to (1) motorists from McGregor Boulevard weaving over to the eastbound left turn lane to make a U turn to go to Cape Coral (2) motorists exiting Mid-Point Bridge to McGregor Boulevard (3) Motorists turning left to Somerset Avenue. Extension of the left turn lane could provide some additional storage but would require closing the westbound left turn lane on Colonial to Royal Palm Square. An agreement in place between the County and developer to maintain the westbound left turn lane to provide access to the Royal Palm Square Shopping Center precludes that temporary solution. The westbound congestion is even worse during PM Peak Hour with traffic backing up all the way to US 41 and beyond with the problem compounded by lack of capacity on Colonial Boulevard during peak season peak hour. The traffic signal timings at this intersection have been already optimized. There are no long term solutions planned. The Lee County MPO had voted at its October 22, 2010 meeting not to include the Colonial Expressway in its 2035 Transportation Plan and not to consider any flyovers in that corridor for the next 15 years. Subsequently, the Lee County BOCC terminated the PD&E Study and reallocated the committed funds to other projects. The intersection will continue to be monitored and signal timings adjusted as needed.

Daniels by JetBlue Stadium: Severe traffic congestion on Daniels Parkway occur in the month of March as a result of baseball games at the JetBlue stadium. The traffic jams extend all the way to Treeline Avenue, and sometimes beyond when game days coincide with inclement weather. The long queues at the stadium's access roads resulting from patrons waiting to buy parking tickets add to the traffic woes. Alternative modes of transportation should be explored to ease congestion. This could be a combination of shuttle bus service operated by a private operator that would pick up and return people from a park and ride facility, and by expanding LeeTran bus service to the stadium. A new bus service on Treeline Parkway/Ben Hill Griffin to JetBlue Stadium with a park and ride facility off the Mid Field Terminal Access Road is identified in LeeTran's Transit Development Plan. However, the project is financially feasible only after 2021. Privately funded shuttle bus service seems to be the best way to provide alternative transportation. Bicycling to the stadium should be encouraged by expanding bicycle parking. As the February 25, 2012 grand opening of the stadium demonstrated, people will ride their bikes if bicycle amenities are



provided and proper notification is provided about bike services, coordination of bike rides, and bike routes. 300 people showed up to take advantage of free parking at the bike parking “corral” at the grand opening of the stadium.

Estero Boulevard and San Carlos Boulevard: Traffic congestion reaches unmanageable proportion during season on Estero Boulevard in Fort Myers Beach, and also on the southbound lanes of San Carlos Boulevard approaching the Matanzas Pass Bridge. On a typical day, traffic backs up southbound on San Carlos Boulevard from Main Street to Summerlin Road. On Estero Boulevard traffic backs up from Voorhis Street to Center Street. The Town and County have conducted many studies over the years to find a solution. The Lee MPO has funded a PD&E Study on San Carlos Boulevard supporting alternative modes of transportation to address congestion in San Carlos Boulevard. The project is funded in FY 2014/15.

Gladiolus/Six Mile Cypress Parkway @ US 41: This is a critical intersection and has been this way for some time. During peak hours, severe traffic backup occur on the eastbound lanes of Gladiolus all the way to Summerlin Road. In the westbound direction, traffic backs up on Six Mile Cypress from US 41 to Metro Parkway. Traffic on US 41 during peak season is equally bad with future volumes forecasted to have a Level of Service ‘F’ (using 100th highest hourly traffic volume) from Alico Road to College Parkway.

V. CONGESTION MANAGEMENT PROJECT SELECTION PROCESS

Potential congestion management projects in Lee County originate at the MPO, local DOT, and the State DOT level, and are examined by the TMOC before making their way through the other MPO committees during the assignment of project priorities for state and federal funds. Sometimes, projects are initiated at the TMOC level. Typically projects are 1) identified by the TMOC and MPO staff after the annual Congestion Reporting Survey 2) added to a Master List of Congestion Management Projects, and 3) submitted through the annual MPO priority process to be included in FDOT’s Work Program. The projects originating at the TMOC and local DOT level but planned to be implemented with local government funds only would have to go through local governments Capital Improvement Program. They are built either as a standalone project or as part of a capacity project. Sometimes, projects (with emphasis on safety) are identified by the Lee County Community Traffic Safety Team, and they are programmed with Highway Safety funds after the projects are submitted directly to FDOT.

As in previous years, this and last year’s congested locations reported through the Congestion Reporting Survey were reviewed by the TMOC. Intersections that called for signal retiming were investigated and adjusted by LCDOT. During its annual priority process in 2013 and this year, the MPO assigned project priorities for District 1 sub-allocated STP and State funds, and Multi-Modal Enhancement Box funds. These projects are shown in Table 4, Page 28 and illustrated in Map 4, Page 29.

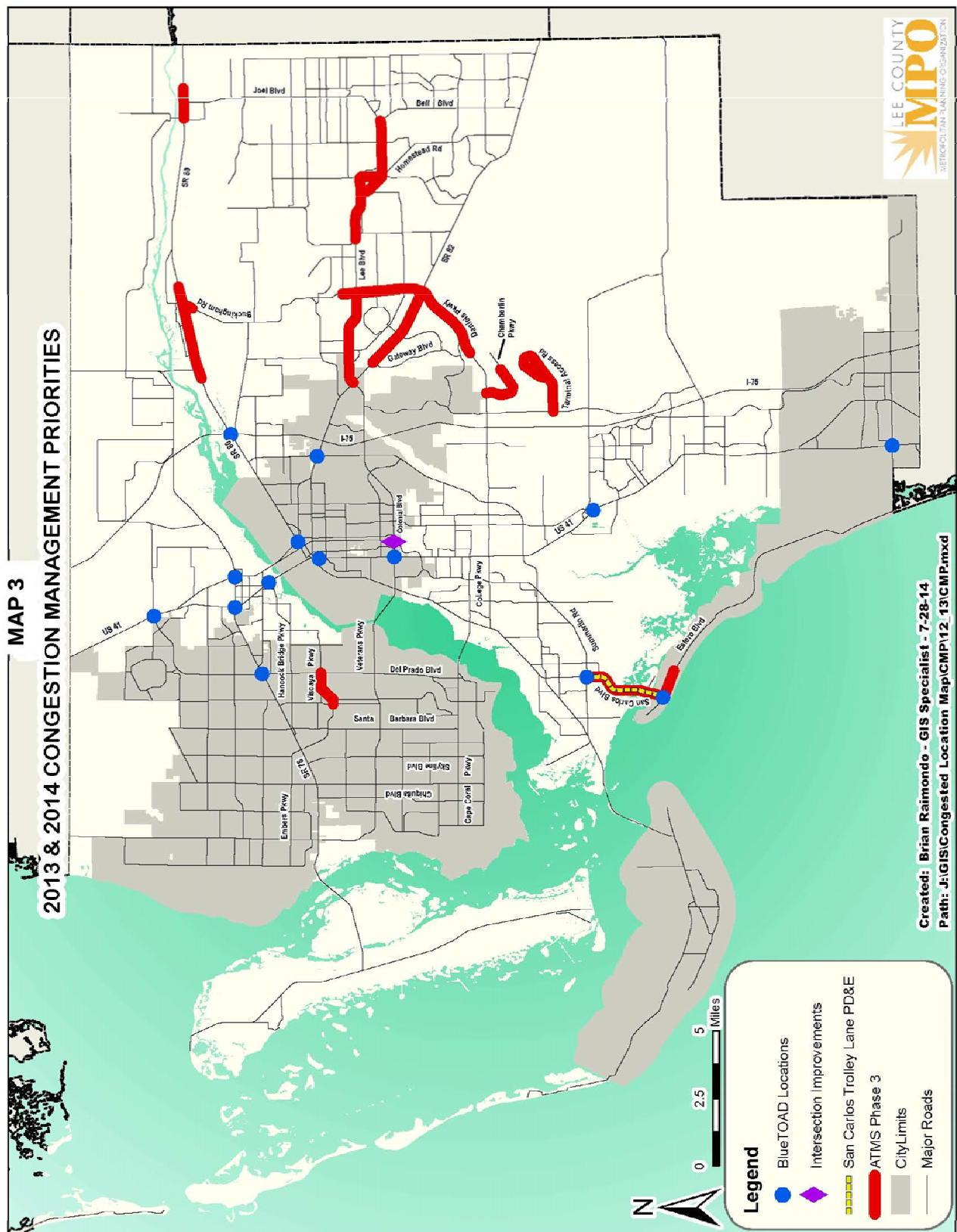
TABLE 4 2013 AND 2014 CONGESTION MANAGEMENT PRIORITIES				
Item #	Location/Project	Funding Category and Proposed Improvement	Prioritized Phase	Estimated Cost
CONGESTION MANAGEMENT PROJECTS AMONG 2013 AND 2014 STP AND STATE FUNDED PRIORITIES				
1	San Carlos Trolley Lane	Implement exclusive trolley lane on San Carlos Blvd from Summerlin Rd to Matanzas Pass Bridge	PE/CST	\$1,200,000
2	ATMS	Countywide Advanced Traffic Management System - Phase III	CST	\$16,581,000
3	Roundabout Feasibility Analysis	Conduct roundabout feasibility analysis at suitable locations	PLN	\$250,000
CONGESTION MANAGEMENT PROJECTS AMONG 2013 AND 2014 MULTIMODAL ENHANCEMENT BOX PRIORITIES				
4	Fowler @ Colonial	Reconfigure NB approach to include 2 through lanes and 2 right turn lanes under signal control	PE/CST	\$1,005,533
5	BlueTOAD Traffic Sensors	Purchase and install 20 BlueTOAD Traffic Monitors to track travel speed on arterial roadways (4 per year)	Purchase + Installation	\$40,000
6	PZT Cameras	Purchase and install 25 cameras to monitor traffic on arterial roadways over a period of 5 years	Purchase + Installation	\$50,000
7	APS	Purchase and install 10 Accessible Pedestrian Signals over a period of 5 years (2 per year)	Purchase + Installation	\$25,000

The roundabout feasibility analysis project (Item #3) has now been funded while the PZT cameras (Item #6) will be installed during the ATMS Phase I project which is underway and anticipated to be completed by the end of the year.

Projects selected through this process, funded, and currently under way are two transit projects including a Bus Pullout Study on major roadways in Lee County and a Bus Q Jump Study on the US 41 Corridor.

Improvements to problem locations identified through the Congestion Reporting Survey are also implemented during major road capacity projects. An overpass and at grade improvements at the Summerlin Road/College Parkway intersection, and left turn flyovers and at grade improvements at the Summerlin Road/Gladiolus Drive intersection were implemented this way. Similarly, LCDOT has included major at grade improvements to the intersection of Homestead and Alabama in the design of the 4-laning of Homestead Road from Alabama Road to Sunrise programmed for construction in FY 2015/16. A Continuous Flow Intersection at SR 82 and Gunnery, the first of its kind in Florida, is going to be built as part of the construction of the 6-laning of SR 82 from Colonial Boulevard to Daniels Parkway. Construction is programmed in FY 2017/18. A PD&E Study for intersection improvements at US 41 and Bonita Beach Road is also under way. Traffic woes were reported at all of these locations in the Congestion Reporting Surveys for several years.

In the past, the MPO has also relied on special funding to implement improvements at problem locations identified through this process. Several traffic operation improvements were among a list of 110 projects prioritized by the MPO for economic stimulus funds. Out of these 110 projects, 3 were funded (two projects originated at the local DOT level and the third at the TMOC level). They included adding a second left turn lane on Daniels Parkway for both the eastbound and westbound direction at its intersection with Bell Tower Drive, a northbound and southbound left turn lane on Sunshine at Lee Boulevard, and an eastbound left turn lane on Milwaukee at Homestead Road.



VI. TRADITIONAL CONGESTION MITIGATION MEASURES

Highway Expansion and Extension Road expansion and new roads increase highway capacity and have been a popular way to address traffic congestion in Lee County.

The county recently widened Six Mile Cypress Parkway from Daniels Parkway to Heritage Palms Boulevard (2 to 4L with undesignated bike lanes and a shared use path), and reconstruction of A & W Bulb Road from Gladiolus Drive to McGregor Boulevard (11' wide lanes with sidewalks and bike lanes). Other capacity projects completed by the County in the last 3 years include the Daniels Parkway widening from Chamberlin Parkway to Gateway Boulevard (2 to 4L with bike lanes and sidewalks), the 4 lane Summerlin Road overpass at College Parkway, Gladiolus Drive widening from Bass Road to Winkler Road (2 to 6L) and Pine Ridge Road to Bass Road (2 to 4L), Bass Road widening from Health Park to Gladiolus Drive (2 to 4L), Summerlin Road widening from Cypress Lake Drive to Boy Scout Road (4 to 6L), and Colonial Boulevard from I-75 to SR 82 (2 to 6L with bike lanes and shared use paths on both sides).



FDOT recently completed the widening of I-75 from Colonial to Lockett Road (4 to 6L), the Michael G. Rippe Parkway



(new 6L with bike lanes and a shared use path) from Six Mile Cypress Parkway to US 41, and the US 41 widening from Corkscrew Road to San Carlos Boulevard (4 to 6L with sidewalks and bike lanes). Projects currently under way include the widening of I-75 from Lockett Road to Charlotte County line (4 to 6L), the I-75 Airport Direct Connect, the Metro Fowler Crossover from north of Winkler Avenue to Kenneshaw (new 4L with sidewalks and bike lanes), and the Bus 41 widening from Littleton Road to US 41 (2 to 4L with sidewalks and bike lanes).

The County recently completed the Bonita Beach Boulevard widening from Old 41 to Lime Street (4 to 6L with sidewalks and bike lanes). The project was funded jointly by the County and the City of Bonita Springs. Another project under way and managed by the City is the Shangri-La Extension from Windley Key Terrace to Imperial Parkway. The project includes sidewalks and bike lanes.

One of the most desired roadway projects in Cape Coral in the past decade has been the widening of SR-78 from Chiquita Boulevard to Burnt Store Road. The project is anticipated to be completed in October 2014. The project was moved forward as a result of collaborative efforts of FDOT, City of Cape Coral, landowners and the State Infrastructure Bank (SIB). The SIB approved the City's application to fund the approximately \$9 million construction phase, the principal of which is being paid back with Lee MPO future funding with the City bearing the interest costs that amounts to \$1 million. The project also includes bike lanes.

The City of Fort Myers completed the 6-lane widening of SR 82 from Ortiz Avenue to Lee Boulevard. The project includes bicycle lanes and sidewalks.

Interchange Improvements



SR 80 Interchange - Northbound exit ramp from I-75 to SR 80

SR 80 interchange improvements have been recently completed by FDOT. The project built a second EB left turn lane to the I-75 NB on-ramp and a third WB left turn lane to SB I-75 on ramp. The NB off ramp was replaced by a new ramp including dual left and triple right turn lanes, and 10' shared use paths on both sides of SR 80 within the off ramps.

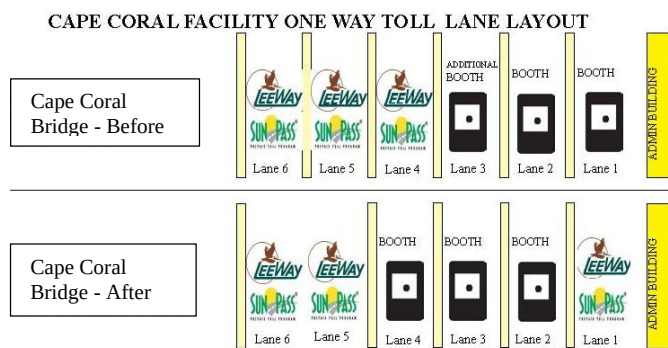
In the recent past, improvements were carried out to the Alico Road, Bonita Beach Road, SR 82, and Corkscrew Road interchanges. At the Alico interchange, the original southbound cloverleaf off-ramp was replaced by a new ramp including dual left and right turn lanes. The existing cloverleaf for northbound traffic was removed and a new on-ramp extending north from Alico Road was built.

At the SR 82 interchange, the northbound and southbound off ramps were expanded to include dual left and right turn lanes. The northbound and southbound off ramps at the Corkscrew Road interchange were expanded to two lanes that widened to dual left and dual right turn lanes at a new traffic signal at the bottom of the ramp. The improvements also included extending the eastbound left turn lane on Corkscrew Road to the northbound I-75 on-ramp.

Traffic Operation Improvements Traffic operation improvements are also traditional congestion relief measures. The local governments regularly budget funds for traffic operation improvements on off state system roadways, and also for signal timing operations with part of the funds spent on the latter reimbursed by the State. Local funds for traffic operation improvements on the off system roadways are also supplemented with federal dollars through the MPO's Multi-Modal Enhancement Box Funds. Traffic operation improvements on the state highway system on the other hand are implemented with MPO funds including the multi-modal enhancement set-aside, the District-wide share of federal and state funds, and Highway Safety funds.

FDOT recently added eastbound left turn lanes on SR 82 at Haviland Avenue, Gregory Avenue and Homestead Road to address safety and traffic backups. FDOT also added an eastbound left turn lane on SR 82 to northbound Columbus Road and westbound left turn lane on SR 82 to southbound Columbus. FDOT also added a separator and an eastbound left turn on MLK Jr. Boulevard to northbound Veronica Shoemaker Parkway.

The County recently improved both the Cape Coral and Mid-Point Bridge by eliminating the eastbound toll booths while adding westbound open road tolling (ORT) lanes in the Mid-Point Bridge to allow transponder users to clear the toll plaza without slowing down to drive through a traditional toll booth. This has increased capacity. "Before" and "After" improvements to Cape Coral Bridge are shown in the





New separator and eastbound left turn lane on MLK @ Veronica Shoemaker

design layout.

The County also recently completed a project that eliminated the southbound left turn lane to eastbound SE 47th Terrace, and restriped it to provide clear transition to the southbound triple lefts to eastbound Cape Coral Pkwy. This addresses both safety and traffic flow. It also added an eastbound right turn lane on Estero Parkway to southbound Three Oaks Parkway. The County is currently managing a project that will add a second northbound right turn lane on Six Mile Cypress Parkway to eastbound Colonial. The project will address the long queues in the existing right turn lane during evening rush hour that backs into the through lanes. The project is

anticipated to be completed by October 2014.

A few noteworthy projects which have been programmed in the next few years include adding a third westbound through lane on Six Mile Cypress Parkway at US 41 and re-aligning it with the existing three (3) through lanes west of 41 (this should relieve some of the congestion in the westbound approach of the intersection), adding a southbound left turn lane on Veronica Shoemaker to eastbound Colonial and ADA improvements, and realigning the intersection of Edison and Cortez at US 41 to address safety.

More roundabouts are being constructed around the country because of their benefits including providing continuous flow at an intersection thereby reducing traffic delay, minimizing conflict points for vehicles and increasing safety for all transportation modes, and for their less long term maintenance costs vs. traffic signals. FDOT supports their construction on state highways. The MPO and the local governments in Lee County are now considering roundabouts on federal aid roadways as an option to improve traffic flow and safety at intersections. The Lee County BOCC conducts roundabout feasibility analysis at all new intersections, and existing intersections which meet traffic signal warrants. Construction is currently under way for a roundabout at the intersection of Beth Stacey Road and Business Way. The project is expected to be completed in November 2014. Design has been completed for a second roundabout at the intersection of Plantation Road and Crystal Road. Construction is funded in FY 2013/14. In the recent past two roundabouts were built by the developer of Coconut Mall on Via Coconut Point at its intersection with Williams Road and Pelican Colony Boulevard.



Roundabout under construction on Beth Stacey at Business Way

The Lee MPO will be conducting a roundabout feasibility analysis in winter of 2015 involving several intersections in Fort Myers, Bonita Springs, and unincorporated Lee County. The analysis will result in the development of conceptual layout drawings at several of these intersections. Preliminary design will be developed at the top two or three intersections. In Cape Coral, a roundabout is proposed at the intersection of Beach Parkway and Agualinda as part of a mixed use development. The development order for the roundabout was approved a few years ago.

Signal Timing Updates A signal timing study involves a detailed counting of traffic at each intersection in a corridor to get a good sampling of traffic patterns. A computer program using mathematical formulas to improve traffic flow theoretically is then subsequently created. The data generated through this program is then downloaded into

the existing traffic signal system. After the signals are re-timed, a series of “after” travel time runs are conducted to compare the new timings to the timings that are running previously.

2009-2010 SIGNAL RETIMING PROJECT
Preliminary PROJECT RESULTS SUMMARY
Off Peak Season WEEKDAY'S (M-F) 10 Weeks of the Year
 CORRIDOR: US 41 North Fort Myers from N Key Dr to Trail Dairy Cir

Roadway		# of Int.	Annual Delay Savings in Hours	Percentage Reduction in Delay	Annual Fuel Savings in Gallons	Annual Reduction in Toxic Emissions	Annual Cost Savings to Motorists	Benefit-to-Cost Ratio
NFM US 41 Corridor Summary		9	15,205	84%	2,450	3%	\$239,631	11 to 1

Results based on summertime weekday operations (Monday-Friday) within the AM, Mid-Day, and PM peak periods occurring between the hours of 6:00 AM and 7:00 PM. Additional benefits and cost savings beyond the values reported here are also realized in the off-peak hours and on weekends.

The City of Cape Coral completed a signal retiming study in March 2012 that retimed the traffic signals on the Cape Coral Parkway, Chiquita Boulevard, Santa Barbara Boulevard, and Country Club Boulevard corridors. Subsequent complaints that the retiming caused delays to side streets crossing Santa Barbara Boulevard, and the longer wait time for the NB and SB left turn movements has the City now readdressing the signal timings at these intersections. A Phase II of a signal timing study was also completed last year by the County on US 41 in North Fort Myers and another on county maintained roads including Bonita Beach Road, Daniels Parkway, Del Prado Boulevard and Veterans Parkway. A study to retime 48 traffic signals on state highways in Lee County was also completed by LCDOT in June, 2009. That project included a review of specific traffic signals located in unique signal system zones on the US 41, SR 80, SR 739, and SR 82 corridors and included summarizing “before” and “after” assessment of the existing traffic signal system operations. In summary, the project generated a significant return on investment, producing a Benefit/Cost ratio of 49:1. That is for every dollar invested in the re-timing, an average return of \$49 was realized. Additional signal timing projects are planned as funding is made available. A summary table with detailed results of each section is available online at <http://www.leesignaltiming.com>.

VII. OTHER CONGESTION MITIGATION MEASURES: LEE COUNTY VARIABLE PRICING PROGRAM, MANAGEMENT & OPERATIONS, COMMUTER ASSISTANCE PROGRAM, SUSTAINABILITY PROGRAM, ALTERNATIVE TRANSPORTATION SERVICES, LANDUSE STRATEGIES

THE LEE COUNTY VARIABLE PRICING PROGRAM

The Variable Pricing (VP) Program first began in August 1998 and provided motorists using the Cape Coral Bridge and the Mid-Point Memorial Bridge with a 50% discount on tolls during selected “off peak” hours as an incentive to keep away from using the facilities during the busiest hours. These incentives helped manage traffic congestion on the bridges. These “off peak” hours were Monday through Friday from 6:30 to 7 a.m., 9 to 11 a.m., 2 to 4 p.m., and 6:30 to 7 p.m. So someone on a reduced fare discounted program with transponder and a prepaid account would pay \$0.25 one way. Thereafter, with toll savings extended to heavy vehicles (3+ Axle) (\$0.50 one way/\$1.50 round trip with one VP toll) and with increasing traffic volume (eventually peaking in 2006 with 51,000 in the Mid-Point Bridge and 48,400 in the Cape Coral Bridge) congestion finally drove motorists to travel during off peak hours. On November 1, 2007 one way tolling in the westbound direction was implemented as a test, and on June 24, 2008 the Lee County BOCC approved its continued use as a permanent fixture. While the off peak hours remained the same, transponder users with a reduced fare discount program now pay \$0.75 (Drivers with a transponder but no discounted program now pay \$1.50). This has resulted in drivers paying the same toll as they did under the two way toll collection system if they had traveled east during non-variable pricing hours and then traveled westbound during variable pricing hours. A concern to the one way tolling in terms of managed congestion was that there was a feeling that drivers heading eastbound would no longer have a financial incentive to travel during off peak hours. With Leeway only monitoring traffic on the westbound direction, there is no system in place to track traffic during the VP hours in both directions.

Without such monitoring, we can only speculate that the VP is probably being used by some motorists as a way to reduce tolls rather than avoiding peak hour congestion especially when traffic volumes continue to be down in both bridges due to the down economy. Percent changes in traffic volumes from 2011 and 2010 on the Mid-Point and Cape Coral Bridge are - 0.2% and - 3.5% respectively according to Leeway's Semiannual Traffic and Toll Revenue Report for FY 2012. The larger drop in traffic volumes in the latter was probably because of the Cape Coral Toll Plaza Demolition/Reconstruction. It is quite possible that some motorists who normally use the Cape Coral Bridge were driving the extra 10 minutes to the Mid-Point Bridge to avoid the construction.

MANAGEMENT & OPERATIONS PROGRAM

Management and Operations Strategies not only improve the efficiency of a transportation system, but also realize significant reduction in carbon emissions. A study in 2008 on the impacts of Lee County's conversion from two way to one way tolling on the Midpoint and Cape Coral Bridges had shown the improved efficiency from the conversion and implementation of open road tolling (ORT) resulted in an annual fuel savings of over 300,000 gallons. This results in a significant savings to bridge users as well as carbon emission reduction of approximately 2,600 metric tons per year. Other strategies such as Incident Management Systems, Advanced Traffic Management System, and Freeway Management System significantly reduce carbon emissions, save fuel, and improve the quality of life by reducing traffic congestion.

I-75 Freeway Management System The Interstate 75 Freeway Management System in Collier, Lee and Charlotte Counties, and the accompanying Regional Traffic Management Center (RTMC) at the SunGuide SWIFT Center have been in operation since early 2010. The IMS monitors traffic and environmental conditions; detects traffic congestion, incidents, and other significant events; disseminates traveler information; and collects traffic data. The ITS devices include Closed Circuit Television Camera (CCTV), Microwave Vehicle Detection System (MVDS), Dynamic Message Sign (DMS), Environmental Sensors, Impact Detection and Alarm Subsystem, and Communication Subsystem.



The CCTVs monitor traffic conditions, provide monitoring, and/or verification of traffic congestion and incidents, and verification of traveler information messages. The MVDS monitors, collects, and processes traffic data, including volume, speed, and lane occupancy. Traffic data gathered from this detection



subsystem will be used to detect congestion, monitor traffic conditions, and identify potential incidents. The DMS subsystem provides traveler information to motorists' en-route by displaying incident information, special alerts (such as Amber Alerts), travel times, and other informational messages. The HAR subsystem provides traveler information to motorists in the vicinity via public broadcast radio. It has the ability to provide more information to travelers than DMSs because the motorist is in the broadcast range for a longer duration of time. The RWIS provides environmental and roadway infrastructure conditions including road surface conditions (wet or dry), precipitation, fog, dust and/or smoke conditions impacting visibility. The Impact Detection and Alarm Subsystem monitors the installed Cable Barrier and Strobe-Light System

installed along I-75 Alligator Alley corridor. This subsystem detects the activation of the strobe-light system caused by impacts to the fence and cable system. Upon activation of any strobe-light, the subsystem sends an alarm to the RTMC,

indicating the location of the circuit activation. Finally, the Communication Subsystem supports the data and transport needs of the ITS system linking the field devices to the RTMC.

FDOT and the MPO are currently trying to identify the funds for additional subsystems including Highway Advisory Radio (HAR) and DMS on the approach roads notifying motorists of incidents on I 75. At some point of time, funds will be identified for Dynamic Trailblazing Signs (DTS) on I 75 to notify about detours to I 75 motorists during incidents.

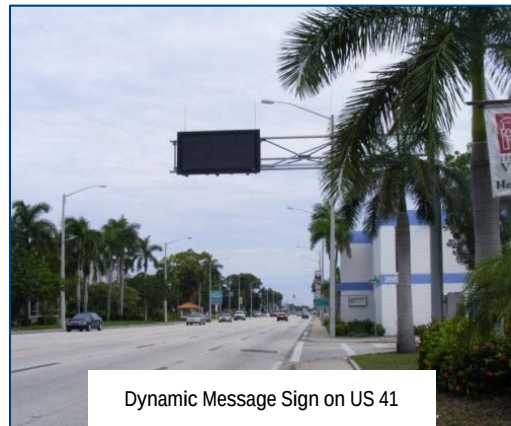
Caloosahatchee Bridge Incident Management System



The Caloosahatchee Bridge Incident Management System (IMS) Phase One detects, verifies, and manages incidents on the Caloosahatchee Bridge and the Edison Bridge, and is expected to improve the efficiency of operations and safety of the two bridges. It is in the 'test' mode, and once the results are acceptable to FDOT will be turned over to LCDOT to run the system in time for the hurricane season. The Caloosahatchee Bridge IMS is expected to reduce the time for incident detection and verification, and reducing clearance time while providing advance warning on the incidents, and possible detours, thus allowing drivers to make informed decisions in using alternate routes. Incidents are detected through a MVDS subsystem that has the ability to detect stopped vehicles, and the ability to

measure true speed. The ITS field elements that constitutes the subsystems include 13 CCTVs (to identify incidents), 1 RWIS (to detect rain and fog), 18 MVDS (to monitor traffic flow), 9 DMSs, 36 DTBs, and 13 HARs (to provide info to motorists). A Sunguide software integrates these field elements into the County's Traffic Operations Center (TOC) at Billy Creek allowing operators at the TOC to control them remotely. The TOC is able to disseminate vital real-time travel information to motorists via AM Radios and can share live video feed with the Regional Traffic Center at the SWIFT Center.

Phase II will expand the IMS to the Cape Coral Bridge and the Mid-Point Bridge. Phase II is not currently funded.



Complimentary ITS Deployments Lee County DOT has been very proactive in expansion of highway ITS and has been installing fiber optic cables along its roadways either through partnership with FPL Fibernet, or on its own in anticipation of a countywide Advanced Traffic Management System (ATMS). The County recently upgraded signal controllers at 181 intersections to Econolite ASC/3, upgraded the central software at the TOC from Aries to Econolite Centracs, and integrated the upgraded controllers at the intersections to the Centracs software at the TOC. Doing this completed the communication network in several corridors by connecting them to the TOC, and making ATMS available in these corridors. These corridors include Cypress Lake Drive from McGregor Boulevard to US 41, Daniels Parkway from US 41 to Gateway, Six Mile Cypress Parkway from US 41 to Colonial, Santa Barbara Boulevard from Pine Island Boulevard to Veterans Parkway, SR 82 from US 41 to Lee Boulevard, etc. Some corridors are already connected to the TOC including Del Prado from Pine Island Road to Veterans Parkway, Veterans/Colonial from Santa Barbara Boulevard to Ortiz Road, Ortiz Road from Colonial Boulevard to Lockett Road, Allico Road from Three Oaks Parkway to Treeline Avenue, Treeline Avenue from Colonial Boulevard to Corkscrew Road, Summerlin Road from Causeway Boulevard to Colonial Boulevard, and Veterans Parkway from Santa Barbara Boulevard to Chiquita Boulevard.

BlueTOAD: The County has also implemented BlueTOAD (Bluetooth Travel Time Origination and Destination) on several corridors. BlueTOAD uses vehicle probe technology to calculate travel times and average speeds through subsequent detections of Bluetooth enabled devices in vehicles such as cell phones, and navigation systems. The data generated could be used to identify degrading corridors and subsequently implement plans including geometric improvements and signal timing to improve the conditions. Once the improvements are implemented before and after studies could be conducted to measure the effectiveness of the improvements. Keeping this in mind, the technology will be an effective tool in evaluating the efficiency of a fully completed Lee County ATMS through a before and after implementation scenario by tracking the performance of corridors included in the ATMS. The archived data may also be used for MPO performance measures from the Congestion Management Process to assess congestion management projects before and after they are implemented. It can also serve as the basis for an advanced travel information system by calculating and posting travel times on DMSs. Bluetooth detection sensors are currently in place along Daniels Parkway, Cypress Lake Drive, College Parkway, Summerlin Road and Colonial Boulevard, and will be expanded to several other corridors with the availability of sensors in the future. At the County's request, the Lee MPO has submitted a request this year to FDOT to program the purchase and install 4 sensors per year for 5 years. A project monitoring site has been set up where Lee County traffic personnel can observe traffic pattern boundaries along these corridors, and could use this information to anticipate recurring and non-recurring congestion resulting from incidents. With the ability to expand this technology system-wide, BlueTOAD real time speed map and associated data could be used as an arterial incident management system. On a larger scale, the data could be used for innovative and preferred data source for both congestion and reliability analysis.



Advanced Traffic Management System The Advanced Traffic Management System (ATMS) includes a computer network distributed along the roadways which is monitored and controlled remotely through a Traffic Operations Center (TOC). Traffic Signals are connected to the network and can be controlled and timing adjustments made from the TOC. Characteristics include:

- Microwave Vehicle Detectors (MVD) are located along the roadways to identify vehicle backups.
- Closed circuit television (CCTV) cameras are used to remotely verify the conditions where vehicle backups occur.
- Dynamic Message Signs (DMSs), websites, and Highway Advisory Radios (HARs) are used to get information to the traveling public.

Phase I of a design build project to complete the design and upgrade of the existing traffic signal system in Lee County to an ATMS is under way. The upgrade of the system with a centralized architecture is expected to make the system adaptive and dynamic to changing conditions. ATMS will make it possible to remotely operate and control the traffic signals and CCTV surveillance system from LCDOT's Traffic Management Center (TOC) at



Downtown Fort Myers

Billy Creek. In Phase I, the ATMS will run on the entire US 41 corridor from the Collier County Line to Charlotte County line, Business 41 from US 41 to Bayshore Road, and Bayshore from Bus 41 to US 41. The project will include new controllers and cabinets at 61 priority intersections, fiber optic installations, and video monitoring at 36 locations. The project will also deploy microwave vehicle detection stations at 28 locations for monitoring traffic flow throughout the traffic

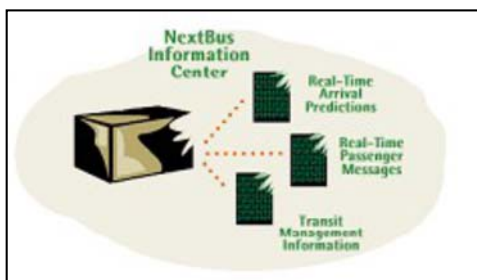


management system. The project will replace the video wall displays at the TOC. Design was completed in summer 2013. Construction is under way and the project is anticipated to be completed in Early 2015. On completion, the project will tie up with the already functioning ATMS that is running on several roadway corridors in Lee County including Summerlin Road, Del Prado Boulevard, Colonial Boulevard, Treeline Parkway, Ortiz Road, Daniels Parkway, SR 82, Cape Coral Parkway, etc.

Phase II will consist of 116 additional intersections and communications connections on other major corridors in Lee County. Construction is funded in FY 2016/17. Phase III will cover San Carlos Boulevard, SR 82 east of Lee Boulevard, and roadway corridors in Lehigh Acres. It is not currently funded.

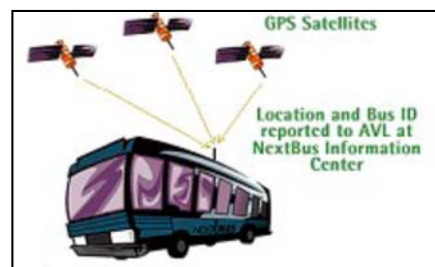
TRANSIT ITS

- ❖ **Automatic Vehicle Locating System** LeeTran will be installing its bus fleet with an Automatic Vehicle Locating System (AVL) that would allow its buses to be tracked by dispatch, and the information disseminated in the form of bus arrival times in real time at bus stops via live displays. It will also allow Auto-



Announcements of key locations along bus routes, and facilitate transit signal priority at intersections for buses if this is pursued by LeeTran in the future. The project is funded through a FY 2012 FTA Grant under the Community Living Initiative Veteran's Transportation Capital Grant Program. The grant will also

fund the purchase and installation of information kiosks for the use of Veterans and the general public at the VA Hospital in Cape Coral that would provide travel times and other transit related information, as well as provide access to veteran services available.



- ❖ **ADA Trip Scheduling hardware** – To better meet the Americans with Disabilities Act of 1990 (ADA) requirements, LeeTran purchased scheduling software to improve the scheduling of daily ADA trips. LeeTran also purchased and installed Mobile Data Terminals (MDT) in the entire paratransit fleet to assist in the dispatching of its paratransit vehicles. The MDT component of the scheduling software is planned on being upgraded to tablets as the original components exceed their usable lifespan.
- ❖ **Fixed Route** – In addition to the ITS projects listed above, LeeTran has identified the need to upgrade existing ITS components based on hardware and software which have exceeded their usable lifespan, and identified new ITS components that would benefit the transit riding population, funding has yet to be identified. They include upgrading farebox hardware and software, expansion of the Automatic Passenger Counter equipment on current fleet, Computer Aided Dispatching, and Wi-fi at terminals. The potential to bundle these ITS components for cost efficiency will be studied.



TRIP REDUCTION AND ALTERNATIVE TRANSPORTATION SERVICES



Public Transit Lee County Public Transit (LeeTran) passenger trips has been steadily growing over the years. In fiscal year 2012, ridership increased by a whopping 17%, and in the following fiscal year (2013) the ridership increased by another 8.5%. Passenger per revenue hour also increased during these years. LeeTran attributed the unprecedented gains in 2012 and 2013 to higher fuel prices, and bus route changes that shifted resources to areas of need. These route changes were based on a Comprehensive Operations Analysis (COA) that provided LeeTran the data to revamp about one-third of the system. The route changes implemented in October 2011 and January 2012 had immediately showed positive results. As part of the fiscal year 2014 budget, however, Lee County Board of Commissioners reduced LeeTran's annual budget which resulted in cuts to evening and weekend services. Since the cutbacks went into effect, overall ridership at the end of fiscal year 2014 dropped by 131,039 passenger trips compared to fiscal year 2013. BikeWalkLee, a community coalition in Lee County, feels that the service cutbacks could be the cause of the decline as the overall transit system may be now perceived as less reliable as a way to get to work, or meet other transportation needs. BikeWalkLee contends that compared to 2013, Lee County's employment and population numbers for 2014 are up and the tourism season this year is one of the best on record, all indicating that ridership numbers should have increased above last year's numbers, not declined, without the transit cuts.

Table 5 below shows the 3 year ridership for all routes, and that of Route 140, LeeTran's most popular route, which runs on the US 41 corridor. As of November 14, 2013, US 41 from Merchants Crossing to Coconut Pointe was split into routes 140 and 240. The numbers provide for FY 2014 are the sum of both routes.

Table 5 THREE YEAR STATISTICS OF ROUTE 140									
	FY 2012			FY 2013			FY 2014		
Route	Ridership	Passenger Per Rev Hr	Passenger Per Rev Mi	Ridership	Passenger Per Rev Hr	Passenger Per Rev Mi	Ridership	Passenger Per Rev Hr	Passenger Per Rev Mi
140**	1,209,936	29	2	1,297,483	32	2	1,293,227	32	2
All Routes	3,756,378	21	1	4,070,851	22	1	3,939,812	22	1
% of all Routes	32%			32%			33%		

** The numbers provide for FY 2014 are the sum of routes 140 and 240.

Table 6 RIDERSHIP IN THE FIRST TWO FISCAL YEARS FOR LINC ROUTE					
Fiscal Year	Ridership	Revenue Miles	Revenue Hours	Passenger Per Rev Hour	Passenger Per Rev Mile
2013	117,207	83,348	4,758	24.6	1.43
2014	121,810	93,862	4,716	25.8	1.30

Another popular route is the Lee in Collier (LINC) Route which has been in operation since October of 2012. Table 6 provides the statistics for this route. Revenue per Rider and Passenger per Hour are the highest among all routes.

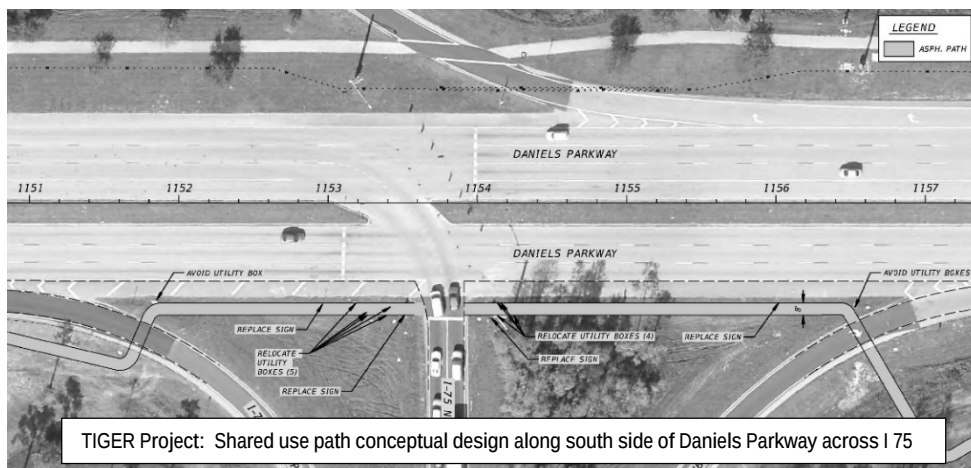
Aside from the ridership increases, other highs in public transit include a record-setting grant of \$13.9 million in 2011 that brought LeeTran's fleet into its best state of repair in many years. The agency will receive 5 hybrid buses and 2 hybrid trolleys in 2015 to replace vehicles exceeding their useful life which will bring up its total to 30 out of 59 buses using hybrid propulsion. In 2012, LeeTran was awarded \$1.4 million Veterans Transportation and Community Livability Initiatives Grant to assist veterans. The grant has been broken down into two separate components, one contracted to the Southwest Florida Regional Planning Council (RPC) which deals with gathering information related to veterans within the RPC's six county region. This information would be relevant to veterans as it is centered on their knowledge of and how to access the services that are available to them. The second which is being handled by LeeTran pertains to purchasing equipment that will be used within the transit fleet to provide the ITS platform to deliver transit related data in kiosks. This data will provide Veterans information related to services that are available to them including access to transportation and service providers.

LeeTran also partnered with FDOT and the MPO to address the long-term funding needs of transit. A Transit Task Force with representatives from private sector employers, chambers of commerce and economic development groups looked at transit issues, but the committee has been on hiatus for several months.

Walking and Biking In Lee County the approach to transportation has been shifting. Local governments are adopting complete street policies requiring accommodation of bike/ped/transit in all road projects, incorporated complete streets and sustainability into land use planning, and adopted a comprehensive bicycle pedestrian master plan. They are also turning increasingly toward improving the efficiency and sustainability of the existing transportation system. This shift is well encapsulated in the Transportation Element in Lee County's *Recommendations for EAR Based Amendments* which states, "This shift in priorities emphasizes community connectivity and improved circulation for pedestrians, bicyclists and transit users, with the goal of creating compact, walkable communities within the county. The term multi-modal will appear frequently in this element, referring to the need to consider all modes of transportation for people and goods: automobiles, walking, biking, public transportation, ridesharing, aviation, and ports". The Lee Plan and the Transportation Element draft EAR changes, including policies for a balanced multimodal transportation system, complete streets, accessibility, livability and walkability are under review. A significant number of bicycle pedestrian projects have been completed, funded, or under way in the last 5 years in Lee County. Local governments with the MPO's help took advantage of the ARRA funds that became available during this period to implement some of these projects. FDOT now accommodates bike lanes in resurfacing projects. Lee County has a process to review CIP projects for complete streets. The process includes bicycle and pedestrian improvements in widening and reconstruction projects and reviews resurfacing projects for complete streets. Needs are identified and considered in prioritization of retrofit improvements. The County recently completed a project that installed wayfinding signs and converted paved shoulders into designated bike lanes along the Lee County Tour De Park Loop and the University Loop. Additional improvements on these two bicycle corridors identified in the MPO's countywide Bicycle Pedestrian Master Plan and a Bi-County Transit Connector will be implemented through a \$10.5 million TIGER V grant that was awarded to the Lee MPO last year. The TIGER grant project will add pathways, bike lanes, sidewalks and sidewalk



10' Shared use path on Palm Beach Boulevard recently built as part of the SR 80 interchange capacity improvements



TIGER Project: Shared use path conceptual design along south side of Daniels Parkway across I 75

connections, wayfinding signs, bicycle parking, bus shelters, ADA-compliant infrastructure, and intersection improvements and on completion will create an integrated, safe, efficient, connected multimodal corridors from downtown Fort Myers to Collier County. The project is managed by the MPO and is currently under way.

The MPO also completed a countywide Bicycle Pedestrian Safety Action Plan this year. As part of the implementation of the Action Plan, Road Safety Audits were conducted at four high crash intersections this year including Colonial Boulevard and Six Mile Cypress Parkway, US 41 and Six Mile Cypress Parkway, SR 78 and Santa Barbara Boulevard, and SR 80 and Marsh Avenue.

The City of Bonita Springs adopted a resolution in May 2013 that created a Bicycle Pedestrian Safety Advisory Committee. The City also adopted a Complete Streets Policy Resolution in October 2014 and will be now working on the incorporation of this policy in its comp plan, various ordinances, local development codes, etc.

The City of Cape Coral has partnered with a local bicycle advocacy group called the Cape Coral Bike Ped in creating 90 miles of interconnected bicycle routes that could potentially boost ecotourism and property values in the area. At project completion by the end of the year there will be seven sponsored bike routes complete with Adopt a Route signs, safety signs, green and white traffic control signs, and street amenities.



The City of Fort Myers developed a complete streets design manual modeled after the City of Deerfield's Living Streets Manual. This is the city's first step towards the implementation of its 2011 Complete Streets Resolution. The draft manual is currently under review by the City's Bike/Ped Committee.

The Town of Fort Myers Beach has been working to improve pedestrian safety by focusing its attention on crosswalk improvements, lighting of Estero Boulevard, traffic calming and safety awareness education. Pedestrian safety issues are addressed by the Town's Public Safety Committee. As a result of their efforts, the Town installed new Rectangular Rapid Flashing Beacons at two crosswalks, installed safety awareness banners, removed street signs that caused driver distraction,

printed and distributed a new safety brochure, and added lighting at several high volume crosswalks, all along Estero Boulevard.

Sanibel has expanded its path system while also widening existing pathways in heavily traveled areas. The City was recently awarded the Federal Lands Access Grant to extend shared use paths to improve access to the Ding Darling Wildlife Refuge. It also received a State DEP grant to build a shared use path along Bowman's Beach Road from Sanibel Captiva Road to the entrance to Bowman's Beach. The City completed a crosswalk study last year which evaluated several busy crossing points in the community and followed that up by implementing new cross walks at three locations. As part of the safety focus, a regular series of "Cycling Safety Notes" public service ads was developed by the Sanibel Bicycle Club which is published by Sanibel's two weekly newspapers.

Several recognitions have come to Lee County for their efforts to increase bicycling and walking, and livability. The City of Sanibel received BikeWalkLee's 2013 Complete Streets Champion of the Year for maintaining a community with easy access to walking and biking. It also became the first city in Southwest Florida to be recognized by the League of American Bicyclists as a Bicycle Friendly Community. The City of Cape Coral and Cape Coral Bike Ped received BikeWalkLee's second 2013 Complete Streets Champion of the Year award for public private partnership to create the 90 mile cycling route. The Lee County BOCC received the Florida Bicycle Association 2011 Elected Official Champion Award for its continued focus on changing the interface between transportation and community planning to make Lee County more walkable, bikeable, and livable. The 2011 Urban Land Institute (ULI) Sustainability Award for the Bicycle and Pedestrian Initiative went to the Lee County BOCC and the MPO for having made significant strides in improving bicycle and pedestrian conditions in Lee County. The National Complete Street Coalition recognized the Lee County Complete Streets Resolution as one of the most progressive policies adopted by a county government after its Complete Streets Policy Analysis 2010. Lee County's Resolution is one of fifteen top rated policies.

Table 7 indicates percentage of dollars spent annually by modes using state and federal funds sub-allocated to the MPO. The table shows increased spending on alternative transportation over the years as a result of the shift in transportation priorities.

Table 7 SPENDING ¹ BY MODES IN LEE COUNTY TRACKED THROUGH TRANSPORTATION IMPROVEMENT PROGRAM						
Mode	2001	2008	2010	2011	2012	2013
Roads/Resurfacing ¹	50%	72%	65%	59.5%	40%	26%
Aviation	34%	15%	17%	16%	21%	26%
Transit	7%	7%	11%	13.5%	22%	30%
Traffic Operations	8%	4%	4%	4.7%	8%	5%
Bike/Ped	<1%	1%	2%	4.9%	3%	6%
Planning	<1%	1%	1.5%	0.6%	1%	1%
Notes: ¹ Does not include expenditure by local governments						
² These projects also include sometimes bike/ped improvements in their scopes						

INCREASES IN ALTERNATIVE TRANSPORTATION MODE SHARES TRANSLATE TO REDUCED CARBON EMISSIONS AND TRAFFIC CONGESTION

Relieving congestion and moving people and goods efficiently in the coming years will require a multi-faceted transportation system. Bicycling and walking can reduce the number of vehicle miles traveled, which reduces both congestion and carbon emissions. According to the Brookings Institute Report, the Cape Coral-Fort Myers metropolitan area was the 6th worst among the 100 largest metros in the nation for carbon emissions by automobile transportation in 2005. One of the reasons for this large carbon footprint may be attributed to low usage of alternative transportation modes.

Since 2009, the Lee MPO, the Lee County Board of County Commissioners, the City of Fort Myers, and now most recently the City of Bonita Springs have adopted complete streets policies, required accommodation for bike/ped/transit in all road projects, incorporated complete streets and sustainability into land use planning, and adopted a countywide comprehensive bicycle pedestrian master plan. County officials had also leveraged their ARRA (stimulus) funds as well as the annual Florida Department of Transportation work plan to increase investments in alternative transportation modes. The county has demonstrated its commitment to a balanced multi-modal transportation system and increasing alternative transportation mode shares is a part of that effort.

For many Americans, walking, bicycling and taking transit is a necessity, since approximately one-third of the population is unable to drive—because of age, disability, lack of income to buy and maintain a car, choice, or license restrictions. For example, in the City of Fort Myers, approximately 18% of households don't own cars. In addition, in Lee County, 22% of our population is 65 or over which translates to approximately 130,000 residents. Based on a national average that 21% of Americans from this age group do not drive, the number of Lee County residents from this age group who do not drive is an estimated 27,300. A 2008 AARP survey of its members showed that two-thirds of respondents were limiting their daily driving in order to save money, with 15% bicycling more. A majority of AARP members said they would bike, walk, and use transit more if their neighborhoods were more accommodating.

As Floridians struggle to survive on limited incomes, they are choosing walking, bicycling, and transit as a transportation mode choice. The average American family spends 18 percent of its annual income on transportation. According to AAA's latest annual report (2014) on the cost of owning a car, it costs \$10,027 a year to operate a mid-size car. With a Lee County median household income of \$48,453 (2014), that's almost 21% of a family's income tasked to transportation if it's a one-car family and 41% in a two-car family. Investing in bicycling and walking is a low-cost way to provide transportation alternatives to these families.

The data collected on the use of alternative modes of transportation comes in two different measures: modes used to commute (journey) to work; and use of these modes for all travel. Although journey to work data from the 2010 Census is the only reliable source at the local level, commuting represents only 16% of all trips (NHTS 2009). Given the high level of retirees living in Southwest Florida, the commute to work numbers are most likely to be significantly lower than

16% of all the trips in Lee County.

Thus, a better focus for Lee County's efforts to increase mode share would be to focus on all trips taken, not just commute to work trips. However, the data on all travel (not just commuting to work) comes from the National Household Travel Survey which is only national and state data, not local data. To estimate the various mode shares of all travel for Lee County, the ratios between the national commute to work and all trips taken for the various modes were calculated and applied to calculate estimates.

Currently, Lee County's use of alternative transportation modes, except for biking, is low compared to both the National and the Florida numbers as shown in Table 8 below, so there are major opportunities for shifting some of the current auto trips to biking or walking, especially the 43% of all driving trips that are 3 miles or less (28% of all trips are less than 1 mile). (Source: 2009 National Household Travel Survey).

Table 8 Mode of Transportation - Commuting to Work and Total Use National, Florida, Lee County						
Mode	Commuting to Work			All Travel		
	National	Florida	Lee	National	FL	Lee (Estimate)
Transit	5.1%	2.1%	1.2%	1.9%	1.2%	0.4%
Walk	2.8%	1.5%	1.0%	10.4%	9.2%	3.3%
Bike	0.6%	0.6%	0.7%	1.0%	1.2%	1.2%

(National, Florida, and Lee County Commuting to Work data was obtained from 2013 ACS data, while Lee County bike share data of 0.7% was obtained from League of American Bicyclists Analysis which uses 2010 ACS data). 'All Travel' National and Florida commuting data was obtained from 2009 National Household Travel Survey while Lee County percentage is only an estimate based on national ratios.

Based on analysis by the League of American Bicyclists, we know that mode shares can be increased significantly. Since 2005, the 38 Bicycle Friendly Communities among the 70 largest cities saw a 53 percent increase in bicycle commuting. In contrast, the 32 non-Bicycle Friendly Communities (among the 70 largest cities) grew 42.8 percent. Since 2000, large Bicycle Friendly Communities grew 84 percent compared to 47 percent for large non-BFCs.

With increased investments in bike/ped/transit facilities that Lee County is beginning to make, programs and education the usage of the three alternative modes can be significantly increased in Lee County. It is possible for us to double or even triple the use of walking, biking and public transportation in Lee County.

The above piece was originally prepared for the 2012 Congestion Monitoring Report by Darla Letourneau of BikeWalkLee, but has been updated for the 2014 edition by MPO staff.

Sources:

Statistics on some factoids came from Darla Letourneau testimony for House Committee on Transportation and Infrastructure, March 27, 2011.
 Highlights from the 2009 National Household Travel Survey, released on Jan. 8, 2010, by League of American Bicyclists
 Alliance for Biking and Walking: Bicycling and Walking in the United States: 2014 Benchmarking Report, issued April 2014.
 League of American Bicyclists 1999-2012 Data for the 70 largest US Cities, including share of bicycle commuters and percent change
 League of American Bicyclists 2010 bicycle commuter data for all 375 cities
 CUTR's Trends and Conditions Report from the 2009 NHTS Florida Data Analysis, published in March 2013

COMMUTER ASSISTANCE PROGRAM

FDOT's Commuter Services has been working with local governments and transportation partners in Southwest Florida to help build better communities that offer a wider range of transportation choices such as bicycling and walking, better accessibility for carpools and vanpools, and transit services. These efforts are helping this region reduce traffic congestion and improve the quality of our environment.

As a result of the efforts of the Florida Commuter Services, the Lee County Board of County Commissioners, Lee County Clerk of Courts, Lee County DOT Operations, Florida Gulf Coast University, Department of Environmental Protection and have all received Best Work Places for Commuters Gold level partner status. These agencies offer incentives including preferred carpool parking, emergency ride home, transit subsidies, bike racks/showers, emission reduction and trip-saving policies for fleet vehicles, alternative work schedules like compressed work weeks and teleworking programs, and participates in more than four outreach or transportation events and intermodal campaigns every year. Employee participation in these programs is high.

Another Commuter Services partner - South Seas Island - is the only entity in Lee County to receive Platinum Level Partner status. South Seas Island offers innovative commuter benefits, has incorporated alternative transportation modes into Green Team/Sustainability efforts, and has significantly reduced the number of drive-alone commuters. Nearly 90% of South Seas Island Resort employees use alternative transportation including company-sponsored vanpool services, carpooling, or choosing to live in onsite housing. During the National Best Workplaces for Commuters (BWC) Race to Excellence Virtual Awards Ceremony, Commuter Services FL District One was awarded the "Gold Supporting Agency" and the "Best of Supporting Agency Award." South Seas Island Resort was awarded the National "Gold Employer Award."

LeeTran, who is also a partner operates a vanpool service called CONNEXUS with six vehicles that provides connections to employers in Sanibel. Other significant partners include Arthrex, Chico's FAS, Lee County Health Department, Lee County Port Authority, Lee County School District, Lee County Supervisor of Elections, Keiser University, Hodges University, Shell Point, Office of the Public Defender - 20th Circuit, BikeWalkLee, Edison State College, Goodwill Industries of SWFL, Lee County MPO, Lee County Tax Collector, LeeSar Inc., U.S. Fish and Wildlife Service, J.N. "Ding" Cypress Darling Wildlife Refuge. In the last two months Arthrex has committed to nine new Commuter Services vanpools that provide connection to employees in Ave Maria and Fort Myers.

The statistics in Table 9 below are for commuters/employees officially registered with the FDOT Commuter Services Program. Drive alone commuters are registered with the program, but have not identified themselves as using an alternative commute. That does not mean they don't use an alternative mode on occasion. The reports are updated monthly or twice per year as QC (calls or emails) are implemented to commuters. This way if employees have left their place of employment (retired, down sized, relocated), or have graduated from a partner school, the records are removed and the database updated.

Table 9 LEE COUNTY REGISTERED COMMUTERS BY MODE									
Month and Year	Drive Alone	Carpool	Vanpool	Bike	Bus	Walk	Telework	Unknown	Total
6-2010	1,504	626	3	30	42	7	7	42	2,261
6-2011	1,974	756	96	68	88	121	7	22	3,132
6-2012	2,309	931	235	77	99	120	8	18	3,699
6-2013	2,538	1,020	150	81	110	123	10	17	4,051
6-2014	2,896	1,199	284	83	116	229	15	16	4,840

For more information on the CAP Program, contact Christine Diaz at Christine.diaz@dot.state.fl.us. Information is also available at www.commuterservicesfl.com

LANDUSE STRATEGIES

LEE PLAN POLICIES There are specific policies in the Lee County Comprehensive Plan (Lee Plan) restricting rezoning, issuance of residential development orders, and issuance of building permits if they threaten to increase traffic on constrained facilities in the unincorporated areas.

Policy 14.2.2 of the Lee Plan restricts further rezoning on Pine Island Road when traffic on this road between Burnt Store Road and Stringfellow Road reaches 810-peak hour, annual average two-way trips. If it reaches 910-peak hour, annual average two-way trips, the existing regulation would restrict further issuance of residential development orders, or kick in other measures to maintain the adopted level of service, until improvements can be made in accordance with the Lee Plan.

Policy 37.2.2 of the Lee Plan does not allow issuance of building permits that will cause the maximum volume to capacity (v/c) ratio to exceed 1.85 in constrained facilities in the unincorporated areas identified by the County. Permits will only be issued when capacity enhancements and operational improvements are identified and committed for implementation that will maintain the v/c ratio on the constrained facility at or below 1.85. *No constrained facility was expected to approach v/c ratio exceeding 1.85.*

Policy 7-1-2 of the Town of Fort Myers Beach Comprehensive Plan identifies a methodology to measure the minimum acceptable level of service standard for Estero Boulevard based on the roadway's peak capacity of 1,300 vehicles per hour. As per the policy, the minimum level of service shall be that average monthly traffic flows from 10 am to 5 pm during each month do not exceed the peak capacity for more than four calendar months in any continuous 12 month period. *This standard was not exceeded in any month in 2012, nor was it expected to exceed in 2013 during any four (4) calendar months.*

These policies are also referenced in pages 54 and 55 of the 2013 Lee County Concurrency Report.

TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA)

Cape Coral Downtown TCEA: The City of Cape Coral calls for the establishment of a Downtown TCEA in its Comprehensive Plan, and has language in both the Future Land Use and Transportation Element to that effect. The TCEA is expected to enhance the City's ability to undertake activities including urban redevelopment, urban infill development, increasing retail and commercial services, as well as employment opportunities within the Downtown area thereby reducing vehicle trips to Fort Myers, access to a variety of transportation choices for downtown residents and visitors, and opportunities for mixed use communities, etc. All such activities confined to the TCEA will be exempted from transportation concurrency requirements as long as they incorporate any of five provisions including (1) preferential parking for carpools, vanpools, and/or multiple occupancy vehicles with the object of increasing the average vehicle occupancy for trips generated by the development (2) parking price structures favoring carpools, vanpools, and/or multiple occupancy vehicles, with the object of increasing either the average vehicle occupancy for trips generated by the development, or increasing transit ridership (3) flexible work schedules for employees of the development, with the object of decreasing peak hour automobile trips generated by the development (4) payment of a subsidy to LeeTran to support an increased level of transit service within the TCEA (5) payment into one or more funds, to be established by the City or the CRA with the fund(s) used to support programs and/or capital projects designed to provide additional parking and/or to enhance bicycle, pedestrian, and transit mobility within the TCEA (6) the provision of transit shelters, built to City of Cape Coral specifications, within the development (7) the provision of a safe and convenient internal pedestrian and bicycle circulation system within the development, including the placement of bicycle racks or bike lockers (8) The provision of transit turn out lanes on heavily traveled roadways (9) the provision of structured parking for use by residents, patrons and employees of the development (10) clustering buildings within the development, or otherwise designing the development to achieve maximum residential density or non-residential intensity at the development site in a manner, which preserves open space, enhances multi-modal opportunities and provides transit oriented densities or intensities (11) where feasible, the construction of new roadway or alleyway

facilities to reduce congestion on major roadways and to provide alternate access to the development (12) any other innovative transportation related modifications or standards submitted by the developer and acceptable to and approved by the City of Cape Coral.

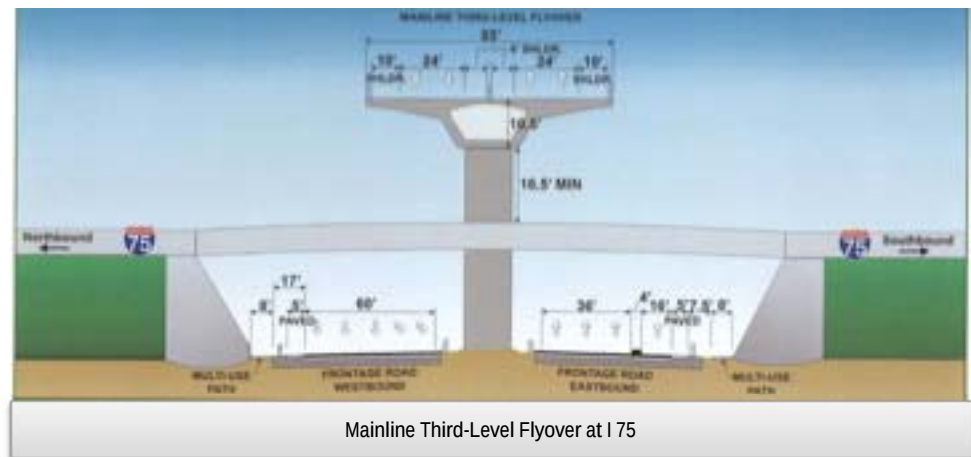
Downtown Fort Myers TCEA: The City is working on a Downtown Fort Myers TCEA Mobility Study. The Plan that will be developed as part of the study will establish mobility strategies, and provide data and analysis in support of a Comprehensive Plan amendment necessary for the implementation of the Transportation Concurrency Exception Area similar to the one established in the City of Cape Coral. The Study is anticipated to be completed in December 2015. More information on the Mobility Study is provided in Page 52.

Bonita Springs TCEA: The City of Bonita Springs identifies a preliminary delineation of potential TCEA in one of its Comprehensive Plan maps. The preliminary TCEA delineation also includes the Old 41 redevelopment overlay. Goal 1, Objective 1.5 of the comp plan states that the City shall investigate, and initiate if warranted, a Comprehensive Plan Amendment to designate a TCEA in order to accommodate redevelopment and infill along Old US 41 between Bonita Beach Road and Terry Street. While a TCEA has not been established, the City has committed \$16 million for improvements along Old 41 from Terry Street south to the Oak Creek Bridge. Some of the improvements include sidewalk and bicycle connectivity, and that along with transit will improve alternative transportation. The improvements will attract business to downtown Bonita Springs, and may also lead to urban infill development.

VIII. HIGHWAY AND TRANSIT CAPACITY, AND TRAFFIC FLOW STUDIES

COLONIAL EXPRESSWAY PD&E STUDY

The Colonial Expressway PD&E study for four elevated expressway lanes and multi-lane at grade frontage roads from McGregor to east of I-75 commenced in 2007 following the recommendations of a corridor study. Several alternatives were developed as part of the study including a No Build Alternative, Alternative A - Expressway with Retaining Wall, Alternative B - Expressway on Structure (Same as Alternative A except that bridges over the cross roads are lengthened), Alternative C – Tolloed Expressway with Retaining Wall, Alternative D - Tolloed Expressway on Structure, Alternative E – Multi-Level Expressway (Segment 1 only) and Alternative F – Segmental Expressway (Segment 1 only). Segment 1 is Colonial from west of McGregor to US 41. In Alternative E, the frontage roads are located below the bridge structure.



Various reports were developed as part of this study and approved by the FHWA. The study was still underway when the Lee County MPO voted at its October 22, 2010 meeting not to include the Colonial Expressway in its 2035 Transportation Plan, and not to consider any flyovers in that corridor for the next 15 years. Subsequently, the Lee County BOCC stopped the ongoing PD&E Study and reallocated the committed funds to other projects.

SECOND STREET PD&E STUDY

A PD&E Study for the four-laning of Second Street from Fowler Avenue to Seaboard was initiated in 2006. Expansion of Second Street from 2 to 4 lanes, and making it a two way street will enable the conversion of First Street to a two way street as well. First Street was widened to accommodate its transition to a two way street in the future. The cost

of widening Second Street is estimated at \$39 million in 2006 dollars. The project is currently on hold as the City has submitted to FDOT the results of a study to justify that Second Street could support future traffic with a two lane two way roadway. Both First Street and Second Street are owned and maintained by FDOT. With conversion to two way streets, the ownership of the 2 roadways would be turned over to the City as per an agreement between the City and State.

SR 31 PD&E STUDY AND SR 31 STATE ENVIRONMENTAL IMPACT REPORT

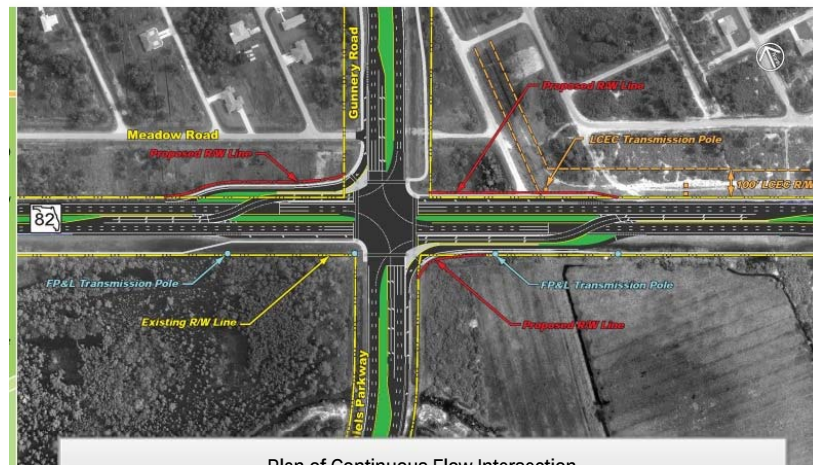
SR 31 is anticipated to provide future access to the proposed Babcock Ranch Development of Regional Impact (DRI). In addition, the corridor serves as an important truck route and is identified by the Florida Division of Emergency Management as a primary state evacuation route. SR 31 is proposed to be widened from a two-lane undivided segment from south of SR 80 to North River Road (CR 78) to a four-lane divided facility to address traffic impacts resulting from the development of the Babcock Ranch community. The project length is approximately 3.2 miles. The PD&E Study is currently on hold pending the execution of an agreement on the placement of an FGT line that currently runs along SR 31. The signatories to the agreement include FDOT, Babcock Ranch and FGT.

North of CR 78 to north of Cook & Brown Road, in Charlotte County, SR 31 is also proposed to be widened to a four-lane divided facility, expandable to six lanes. The project length is approximately 4.5 miles. A State Environmental Report on the proposed widening is also on hold pending the execution of the agreement on the placement of the FGT line. The agreement is anticipated to be executed before fall 2014.

SR 82 VALUE ENGINEERING STUDY

A value engineering study on the proposed SR 82 design from Lee Boulevard to SR 29 was conducted by FDOT District One in October 2011. The proposed design is from the SR 82 PD&E Study that was completed in August 2009. The recommendations from the Value Engineering Study are as follows:

- ❖ Construct Segment 1 from Lee Boulevard to Shawnee Road as six lanes with sidewalks.
- ❖ Construct Segment 2 from Shawnee Road to Lee/Hendry County line as six lanes with sidewalks from Shawnee Road to Alabama Road, and as 4 lanes with sidewalks from Alabama Road to Lee/Hendry County line.
- ❖ Construct Segment 3 from Lee/Hendry County line to SR 29 as 4 lanes with sidewalks.
- ❖ Use box culverts instead of bridges.
- ❖ Either use the Continuous Flow Intersection with advance left turn lanes on all 4 legs of the SR 82/Daniels intersection with an increased cost of \$316,473, or a diverging diamond interchange with an increased cost of \$5,316,008.
- ❖ A value engineering alternative for stormwater retention/right of way that would save \$25.9 million as compared to the FDEP Statewide Stormwater Rule proposed in the PD&E study.



Plan of Continuous Flow Intersection

SR 82 @ Daniels Pkwy/Gunnery Rd

Currently, design is under way for all 3 segments. Bicycle pedestrian facilities in design now include bicycle lanes, a sidewalk on the north side, and a 12' wide shared use facility on the south side. Construction on SR 82 from Lee Boulevard to Daniels Parkway (Segment 1) is funded in FY 2018, while ROW is funded in FY 2015 through FY 2018 from Shawnee Road to Homestead Road. Construction phase from Shawnee Road to Alabama is identified in the SIS

2nd Five Year Plan in FY 2022, while the construction phase from Homestead to Hendry County line is identified in the 2040 SIS Plan in the FY 2025 – FY 2030 time frame. Construction phase is not currently identified in the SIS Plans.

SR 82 PD&E STUDY

The PD&E Study for widening SR 82 from a 2 to 6-lane roadway from Colonial/Lee Boulevard to SR 29 was completed in August 2009. A preferred build alternative was selected which was divided into three segments – Segment 1 is from Lee Boulevard to Shawnee Street, Segment 2 is from Shawnee Street to the Lee/Hendry County Line, and Segment 3 is from the Lee/Hendry County line to SR 29. Typical cross sections include 12' travel lanes, 5' paved shoulders, 5' sidewalks, 30' median and swales.

A Continuous Flow Intersection (CFI) is proposed at the intersection of Daniels Parkway/Gunnery Road and SR 82 (See plan of CFI in the previous page). A CFI is an at-grade intersection that would involve moving the left turn movements on SR 82 from the intersection at Gunnery Road/Daniels Parkway to a point several hundred feet prior to the intersection. Since left turning traffic would not have to cross on-coming traffic at the main intersection, more of the traffic signal time can be given to the heavy SR 82 through movements. The CFI is anticipated to operate at LOS "D" and its estimated construction cost is \$18.6 million. Currently, preliminary engineering is under way for all three segments. Construction is programmed for the CFI and the 82 widening from Lee Blvd to Shawnee Road in FY 2018. ROW is programmed in the same fiscal year for the segment from Shawnee Road to Alabama Road and FY 2015/16 for Alabama Road to Homestead Road.



STUDIES CONDUCTED BY THE NOW DISSOLVED SW FLORIDA EXPRESSWAY AUTHORITY

In response to unprecedented growth in Southwest Florida, and the lack of adequate and alternate north south routes, the Southwest Florida Expressway Authority (SWFEA) pursued the construction of additional tolled lanes on I-75 in Lee and Collier Counties beyond the construction of six lanes on I-75. Early growth and traffic projections pointed to the need of additional capacity by the year 2015. The SWFEA accordingly conducted an Investment Grade Toll and Revenue Study with 5 alternatives – Alternative A from Collier County line to Allico Road with 4 general use and 6 express lanes, Alternative B from Collier County line to Daniels Parkway with 4 general use and 6 express lanes and a new interchange and connector at SW Florida International Airport, Alternative C from the Collier County line to Colonial Boulevard with 4 general use and 6 express lanes and a new interchange and connector at the SW International Airport, Alternative D from Immokalee Road to Allico Road with 6 general use and 4 express lanes, and Alternative E from Immokalee Road to Daniels Parkway with 6 general use and 4 express lanes. The study showed that traffic counts that were thought likely in 2015 appeared to be more likely to occur in 2018-2020 as a result of the down economy with net present value of 30 year revenue stream covering capital and operating costs of the 6XL alternatives but not the 4XL alternatives. More importantly, the study demonstrated that potential projects are difficult to finance owing to lower revenue in the first half and much higher in the second half. The SWFEA was dissolved in the early part of 2011 by the Lee and the Collier County BOCCs respectively after the Authority made a determination that the tolling of Interstate 75 between Lee and Collier County was no longer viable due to the economic downturn. 4XL in I 75 from the Collier County line to SR 82 is currently identified in the MPO 2035 Needs Plan. Eight general use lanes are identified in the Needs Plan for the rest of I-75 from SR 82 to the Charlotte County line.

The SWFEA had also considered implementation of a reversible 7th lane project in the median to potentially fund an expansion in the future. The reversible lane would switch direction between the morning and afternoon rush hour traffic. The directional split that would normally warrant the reversible lane was not strong enough and the idea was dropped.

HANSON STREET-EDISON AVENUE EXTENSION STUDY

The City of Fort Myers completed a preliminary engineering and design study of the proposed extension of Hanson Street and Edison Avenue from their existing eastern terminus in January 2007. The study identified and evaluated alignment alternatives and developed preferred alignments for both corridors. The preferred alignment for Hanson Street. The estimated cost of the Hanson Street alignment is \$98 million. The recommended Edison Avenue alignment follows the same east west alignment of the existing roadway with a slight shift to the south midway through the extension. The total cost of the preferred alignment is approximately \$4.82 to \$4.97 Million excluding costs associated with contamination impacts.

BONITA BEACH ROAD VISION STUDY

The Lee MPO took a vote at its August 2014 meeting to stop an ongoing PD&E Study to improve multi-modal traffic flow at the Bonita Beach Road and US 41 intersection. The project limits included US 41 from just north of Beaumont Road to Boston Road, and Bonita Beach Road from Windsor Road to Spanish Wells Boulevard. This action followed in the heels of a Bonita City Council action in July asking the MPO to stop the study and another action in early August preceding the MPO Board meeting to allocate \$100,000 in its FY 2014-2015 budget to hire a firm to develop a vision for Bonita Beach Road for drivers, pedestrians and bicyclists. At the August meeting, the City Council had also taken an action to remove the funds toward widening Bonita Beach Road from four to six lanes between Old 41 Road and U.S. 41. It had also directed city staff to research mobility fees that can be used for bike lanes, sidewalks and mass transit versus road impact fees charged to developers that must be used for widening road projects.

BONITA BEACH ROAD CORRIDOR ANALYSIS

The City of Bonita Springs, contracted URS to analyze existing traffic conditions on the Bonita Beach Corridor from Imperial Street to Bonita Grande Drive and recommended short term improvements. The consultant completed the analysis and the findings and recommendations were presented at the July 18, 2007 City Council meeting. Following were the findings of this analysis:

- ❖ *LOS at the intersection of Bonita Beach Road and the I-75 northbound ramp is "E"; Eastbound left is operating with a delay of 68.5 seconds with traffic backups in this direction extending beyond the southbound I-75 ramp intersection.*
- ❖ *LOS at the intersection of Bonita Beach Road and Bonita Grande is "E".*
- ❖ *Westbound direction of the corridor operates at LOS "E" in the pm peak hour.*

Recommendations include: Optimization of signal timings and phasing along the corridor, addition of a second eastbound left turn lane combined with optimization of signal timings, phasing, and widening of Bonita Beach Road from Imperial Street to Bonita Grande Drive to add a continuous left turn lane in either direction. The analysis shows that the existing span of the road can accommodate four 11' wide travel lanes by relocating the existing sidewalks. If the improvements are implemented now, the LOS will fail in 5 years based upon 3% historical growth. The improvements do not take into consideration traffic from potential new developments in the study area.

Subsequently, FDOT contracted URS to conduct a traffic study on the I-75/Bonita Beach Road Interchange. URS recommended a Phase I improvement to be undertaken in 2012 including addition of a lane in each direction along Bonita Beach Road plus ramp improvements. The completion of the improvements will maintain an acceptable level of service (LOS) D until approximately 2016. The cost estimate is \$11.34 million. Phase II improvements to be undertaken in 2018 include the replacement of the I-75 bridge structures over the Bonita Beach Road and an additional lane in each direction along Bonita Beach Road. The cost estimate is \$43.4 million.

FDOT completed the Phase I improvements in spring of 2011 using federal funds originally earmarked for the new I-75/Coconut Road interchange (Rest of the earmarked money was spent to offset the additional expenses required for the Immokalee Road interchange improvements). Phase II improvements are not currently funded and are identified in the Lee MPO 2035 Needs Plan as a critical needs interchange.

NORTH CAPE EAST WEST CORRIDOR ASSESSMENT STUDY

The City of Cape Coral completed a preliminary assessment corridor study that assessed the feasibility of developing a new east west corridor north of SR-78. The new corridor will be in the form of a controlled access facility that will connect US 41 to Burnt Store Road. Diplomat Parkway and Kismet Parkway were the two roadways that were under consideration for the alignment of this new facility. If the new east west corridor is developed it will relieve traffic on Pine Island Road by providing an alternative route to get to US 41 and I 75. Step 2 will include a full blown corridor study along Diplomat Parkway that will conduct feasibility studies, potential alignments, recommended alignment, preliminary design, environmental studies, permitting, right of way acquisition and construction. The corridor study will commence in fall 2015.

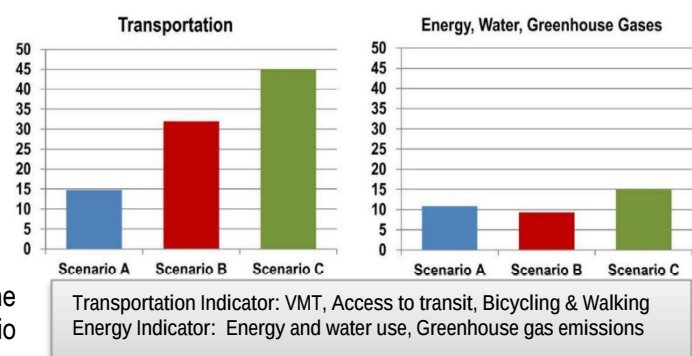
CHIQUITA BOULEVARD TRAFFIC ANALYSIS

In January 2008, a Traffic Operations Analysis on Chiquita Boulevard from El Dorado Parkway to Embers Parkway was completed by the City of Cape Coral. Recommendations included widening Chiquita Boulevard from a 4-lane to a 6-lane roadway from Cape Coral Parkway to Pine Island Road by 2020, 8-laning from Gleason Parkway to Veterans Parkway by 2030, and signalizing the intersections of Chiquita Boulevard at Beach Parkway, Mohawk Parkway, and Embers Parkway by 2020. Other significant recommendations included installation of a single point urban interchange at its intersection with Veterans Parkway and adding/extending left turn lanes at its intersections with Cape Coral Parkway, Savona, Gleason, Veterans, Trafalgar and Pine Island Road. Some of the recommendations from the traffic analysis have been incorporated in the design of the Chiquita Boulevard improvements which are expected to improve safety and traffic flow through the area. The project involves the widening of the existing roadway from 4 to 6-lanes from S.R. 78 (Pine Island Road) to Cape Coral Parkway. The project is designed in two phases - Phase I is from Veterans Memorial Parkway to S.R. 78 (Pine Island Road) and Phase II from north of Cape Coral Parkway to Veterans Memorial Parkway. Both Phase I and Phase II design are complete. The designs have three, 12-foot travel lanes, 6-foot sidewalks, landscaping, new traffic signals and street lighting. Construction is estimated at \$38 million in Year of Expenditure dollars, and is not currently funded. The project is identified in the MPO Cost Feasible Plan with construction shown in FY 2016-20 time frame.

To preserve the new capacity with the proposed widening over the long term, an access management study was also conducted in 2008 along Chiquita Boulevard from El Dorado Parkway on the south to Embers Parkway on the north. Implementing the access management plan is expected to improve vehicular safety, but will not compromise accessibility to adjacent properties.

LEE MPO LAND USE SCENARIO STUDY

The Lee MPO recently completed a land use study. The Study identified and analyzed future land use scenarios that would reduce or shorten vehicle trips and increase alternative travel options as the County continues to grow. Three alternative scenarios were examined - Scenario A encouraged outward expansion and was modelled closely on the land use scenario used to create the MPO's 2035 longrange transportation plan, Scenario B was modelled after current comprehensive plans with an assumption that considerable intensification takes place as encouraged by those plans (but not required), and Scenario C assumed that intensification encouraged by current plans is more successful than it is in Scenario B. Scenario C also intensifies land use patterns on College Parkway and along north south transportation corridors to take advantage of public transit along the rail corridor or U 41 and recent improvements to the north south road network such as the Michael G. Rippe/Metro Parkway and Three Oaks/Parkway.

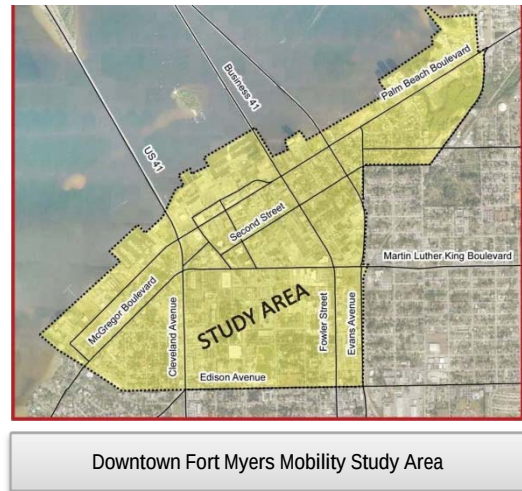


Scenario C scored best in reducing vehicle miles traveled, access to transit, diverse housing options, access to jobs and shopping, walking and bicycling, energy use, rural land retention, water use, and reduced greenhouse gas

emissions. At its June 20, 2014 meeting, the Lee MPO Board picked Scenario C as the preferred scenario for application during the development of the Lee MPO 2040 Long Range Transportation Plan.

DOWNTOWN FORT MYERS TRAFFIC CONCURRENCY EXCEPTIONS AREA TRANSPORTATION MOBILITY STUDY

As part of this effort, the City is researching and evaluating land use and multimodal transportation strategies and measures to reduce reliance on the automobile and foster alternative modes of transportation, such as transit, trolleys and bicycle/pedestrian facilities. The mobility plan is hoped to support the revitalization of Downtown Fort Myers. The mobility strategies and measures being considered include establishing a trolley circulator to serve Downtown businesses and residents, eliminating gaps in the bicycle and pedestrian network to improve connectivity, improving pedestrian street crossings to encourage walking, improving connections between modes of travel, establishing integrated multimodal corridors, establishing a bicycle sharing program for people who arrive by bus, boat or car enhancing the potential for transit-ready development in higher density areas, maintaining two-way operations, rather than one-way, on Downtown streets, and maintaining two-lanes on Downtown streets and expanding to four-lanes only if needed. A public workshop was held during March 2012 to get public input into the development of the Plan. The Plan will establish mobility strategies, and provide data and analysis in support of a Comprehensive Plan amendment necessary for the implementation of a Transportation Concurrence Exception Area similar to the one that has been established in the City of Cape Coral. The Study is anticipated to be completed in December 2015.

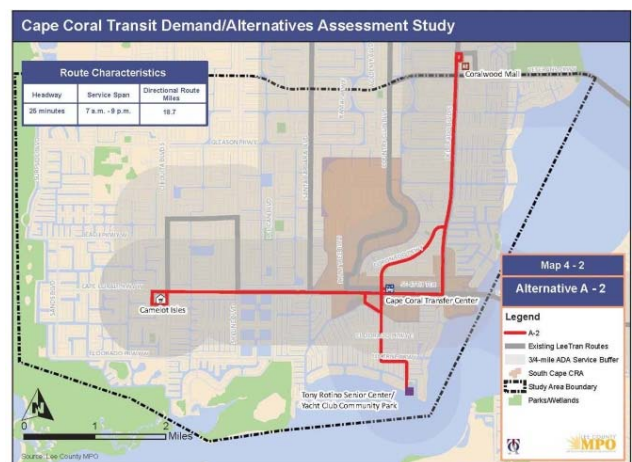


Downtown Fort Myers Mobility Study Area

CAPE CORAL TRANSIT DEMAND/ALTERNATIVE ASSESSMENT STUDY

The MPO completed the Cape Coral Transit Demand/Alternative Assessment Study in June 2012 in response to citizen complaints of a lack of transit circulator service connecting to activity centers in the downtown area. The study area extended beyond the downtown and adjacent areas to include Surfside Boulevard to the west and the Veterans Parkway to the north. On the south and west, the study area extended to the Caloosahatchee River. The consultant analyzed the potential transit demand and developed a set of three potential transit service alternatives. A sketch level evaluation of the three alternatives was performed to prioritize and identify the top two alternatives. Following are the recommendations:

- ❖ The MPO select a locally preferred alternative from among the top two priorities to run transit services. These alternatives included Alternative A-2 that features a circulator service along Downtown-Coralwood Mall-Coronado Parkway-Yacht Club-Camelot Isles (Priority #1), and Alternative A-1 that features a circulator service along Downtown-Mohawk Parkway-Yacht Club/Camelot Isles-Cape Harbor (Priority #2).
- ❖ Develop a detailed transit operations plan for the locally preferred alternative that the MPO selects after also identifying a service provider (e.g. LeeTran, Cape Coral Mini Bus Service etc.).
- ❖ The MPO determine the ADA Service approach that is required on any new fixed route bus transit service. The choices include (a) provide ADA services only in those areas currently not served by either LeeTran or Cape Coral Mini Bus Services (b) Eliminate coverage in areas with no ADA service coverage including the Yacht Club/Tony Rotino Center (c)



Establish service as deviated fixed route which is defined as transit service that operates along a fixed alignment or path at generally fixed times but may deviate from the route alignment to collect or drop off passengers who have requested the deviation (d) Establish service as a flex route which is a hybrid type combining the predictability of a fixed route service with the flexibility of demand response services. Passengers transferring from a fixed route bus to the flex route simply board the vehicle and tell the driver their destination within a designated flex service area of about 7 square miles in size. Passengers travelling from a designated service area to connect to a fixed route bus must call and make a reservation.

- ❖ Identify a steady funding long term funding source to implement the transit alternative within a reasonable time frame which could be sales tax, property tax, transit tax or a mix of federal, state and local funding sources. In the short term, local and private funding sources could be identified to implement the recommendations and run the bus service, and once the service is running the MPO, LeeTran and FDOT could partner to ensure maintaining the service.

The MPO approved the study at its June 22, 2012 meeting. No further action is planned at this time.

THE CITY OF CAPE CORAL DOWNTOWN CRA AND SURROUNDING TRAFFIC STUDY

This study was conducted in 2007 by the City of Cape Coral.

It was necessary as the Cape was experiencing growth to the west and north of the downtown resulting in increasing traffic through the major arterials in the study area especially during the peak hours. The specific area of concern then and still is the high volume intersection of Del Prado Boulevard/Cape Coral Parkway which feeds traffic to and from the tolled Cape Coral Bridge over the Caloosahatchee River into Fort Myers. The study had recommended short term, mid-term and long term improvements. Some of the short term improvements from that study were:

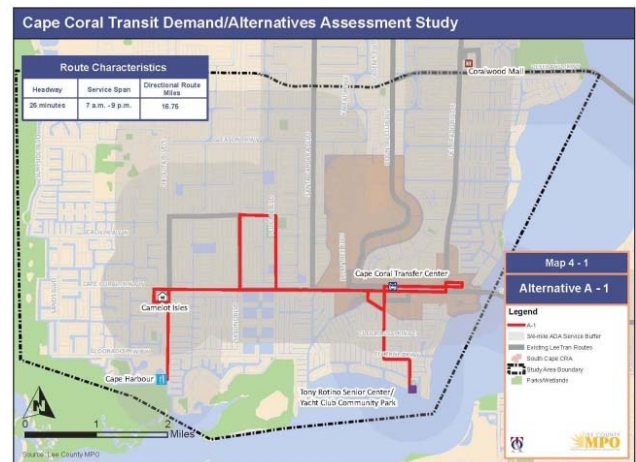
- ❖ *The widening of Cape Coral Parkway from 4 to 6 lanes from Coronado Parkway to Del Prado Boulevard using the outside parking lane/right turn lane.*
- ❖ *Extend the eastbound left turn lane on Cape Coral Parkway to northbound Coronado Parkway.*
- ❖ *Change the Cape Coral Parkway left turn lane signals from protected only to protected/permissive.*
- ❖ *At the intersection of Cape Coral Parkway and Del Prado Boulevard, change the eastbound right turn lane on to a shared through and right turn lane to provide three through lanes, and an additional westbound through lane by reducing the median width.*
- ❖ *Installation of two southbound left turn lanes on SE 17th Place to eastbound Cape Coral Parkway*

Some of the proposed mid-term improvements for reducing traffic delays were:

- ❖ *Widening SE 46th Lane from 2 to 4 lanes and extending it to Santa Barbara Boulevard.*
- ❖ *Widening the intersection of Del Prado Boulevard and SE 46th Lane to provide 1 left turn lane, 2 through lanes, and one right turn lane on SE 46th Lane.*
- ❖ *Install two eastbound left turn lanes and extend the eastbound left turn lane on Cape Coral Parkway.*
- ❖ *Installation of a free flow northbound right turn lane from Waikiki Avenue to Cape Coral Parkway.*
- ❖ *Installation of roundabouts to cash in on benefits like reduction in crashes and vehicle delay.*

Some of the long term improvements were as follows:

- ❖ *Widening the Cape Coral Bridge from 4 to 8 lanes.*
- ❖ *Installation of a two lane southbound left turn flyover from Del Prado Boulevard to eastbound Cape Coral Parkway.*
- ❖ *Installation of two eastbound right turn lanes on SE 46th Lane to northbound Del Prado Boulevard.*



Of all of the above recommendations, only the eastbound right turn lane at the Cape Coral Parkway/Del Prado intersection was converted to a shared through and right turn lane. This has actually created traffic backups and safety issues as motorists rush through the intersection to beat the slow moving traffic on the left through lane before the lanes drop from three to two. This was reported in the MPO's Congestion Survey from April.

SAN CARLOS BOULEVARD STUDIES

LeeTran Sketch Level Analysis: In October 2010, LeeTran presented the results of a sketch level study (at a Lee County Board M&P meeting) which examined enhanced trolley lane options along San Carlos Boulevard and Estero Boulevard. These options included (1) Rerouting the Summerlin Square Park and Ride service so that it terminated at the Times Square area on Estero Blvd (and not on Bowditch Park) using new transfer locations, before returning back to Summerlin Square. Bowditch Park would be served only by the Beach Trolley route (2) Capital improvements within the existing right-of-way of San Carlos Boulevard to incorporate a trolley lane using three different alternatives. Alternative 1 would operate a trolley service along the existing center lane during rush hour traffic only; Alternative 2 would modify the existing 66' right of way so that it accommodated four travel lanes (two in the northbound and two in the southbound direction), a southbound trolley-only lane, no center turn lane, and Alternative 3 would modify the right of way to accommodate for four travel lanes (two in the northbound and two in the southbound direction), a center turn lane, and a southbound trolley-lane (3) Capital improvements to Estero Boulevard to accommodate a combination of mixed-flow and free-flow trolley service on the corridor, and to install bus stops.



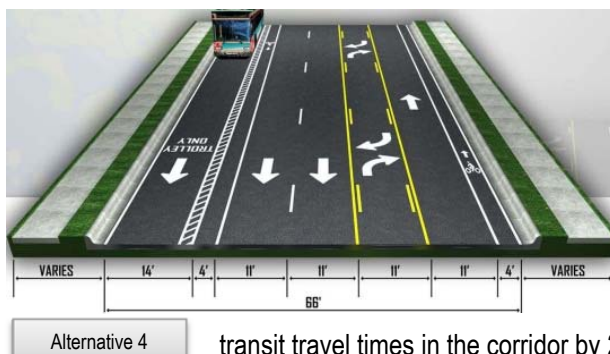
Trolley Lane Feasibility Analysis:

FDOT followed up with a more refined analysis in February 2012 focusing only on San Carlos Boulevard from Matanzas Pass Bridge to Summerlin Road. The analysis increased the number of alternatives studied under the capital improvements to five (5), and examined the alternatives for congestion and transit time impacts. In addition, Alternative 3 would now require additional right of way to accommodate 4' bike lanes, a 12' (instead of 10') trolley lane, and a 11' (instead of 10') center lane. Alternative 4 included a cross section with one 11' northbound travel lane, one 11' center turn lane, two 11' southbound travel lanes, one 14' southbound trolley lane, and bike lanes. Alternative 5 included a cross section with a 11' travel lane and a 12' trolley lane in each direction, 4' bike lanes and a 11' bi-directional center turn lane. All five alternatives were examined in terms of traffic operational efficiency, safety and construction practicality followed by a benefit/cost analysis. Subsequently, Alternative 1 was eliminated due to safety issues while Alternative 3 was eliminated due to environmental impacts and costs. The remaining alternatives reduced the existing queue (9,100 feet on average during the mid-day peak) by 34-39% and reduced

Alternative	Travel Time Savings Benefit	Crash Reduction Benefit	Fuel Savings Benefit	Transit Revenue	Total Benefit	Annualized Construction Cost	Annualized Transit Cost	Total Annualized Cost	Benefit/Cost Ratio
Alt-1	\$1,014,737	\$146,558	\$180,958	\$31,620	\$1,373,873	\$385,951	\$517,155	\$903,106	1.52
Alt-2	\$1,337,993	-\$439,674	\$143,272	\$31,620	\$1,073,211	\$389,662	\$517,155	\$906,817	1.18
Alt-3	\$1,263,178	\$146,558	\$150,809	\$31,620	\$1,592,165	*\$607,890	\$517,155	\$1,125,045	1.42
Alt-4	\$967,884	\$293,116	\$192,423	\$31,620	\$1,485,044	\$391,517	\$517,155	\$908,672	1.63
Alt-5	-\$1,746,079	-\$439,674	\$127,558	\$31,620	-\$1,147,227	\$393,373	\$517,155	\$910,528	-1.26

* Does not include right-of-way cost

Analysis Results



transit travel times in the corridor by 2-7 minutes/trip. Benefit-cost ratios ranged from 1.1 to 1.63.

San Carlos Boulevard PD&E Study

A PD&E Study is programmed in FY 2015. The Study originally called for exploring alternatives that would accommodate a dedicated trolley lane. It was subsequently felt that further research and discussion with stakeholders were necessary to better understand the problems and challenges along this corridor. It was also felt that problem understanding and identifying improvements would assist in developing the scope for this PD&E Study.

Accordingly, the MPO conducted an Early Stakeholder Coordination Effort. A team of transportation professionals met individually with stakeholders to discuss challenges in April and May 2014. A community workshop was held on May 30, 2014, to build consensus for improvements among stakeholders, community residents, business owners, and community leaders. Following are suggestions for improvements that met with the greatest consensus among the group:

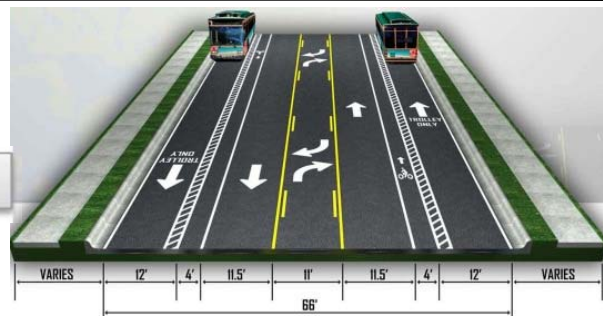
- Address congestion and safety issues in Times Square by either constructing a roundabout, or improve existing signal and pedestrian crossings while also realigning and redesigning the intersection.
- Enhance bike and pedestrian safety on San Carlos Boulevard by adding bike lanes and pedestrian crossing while ensuring sidewalks are continuous on both sides of the road and across the Matanzas Pass Bridge.
- Make trolley service faster by adding a dedicated southbound trolley lane from the park and ride lot to Matanzas Pass Bridge, while increasing trolley service during the winter season and adding amenities like bike racks at trolley stops
- Address congestion at the intersection of Pine Ridge Road and San Carlos Boulevard by adding a NB right turn lane on San Carlos Boulevard to WB Pine Ridge Road, add a second WB left turn lane on Pine Ridge Road to SB San Carlos Boulevard.
- Expand the study limits of the PD&E Study to Crescent Street on Estero Boulevard

The next steps include undertaking the PD&E Study to identify recommendation followed by prioritizing and funding the project development phases.

BUS RAPID TRANSIT FEASIBILITY STUDY

A Bus Rapid Transit (BRT) is a premium bus service that operates in mixed-flow or exclusive running way that combines the speed, reliability and amenities of rail based transit systems with the flexibility of buses. A BRT study was conducted in 2007 to evaluate four specific corridors for potential BRT implementation within the 2030 planning horizon. The study resulted in a recommendation of one north/south BRT line along the US 41 corridor and one east/west line along the Colonial Boulevard corridor, which could go through preliminary design, engineering, right-of-way acquisition and construction for future BRT service. The study included a route structure analysis (single vs. overlapping routes), route limits, ROW preservation needs, an analysis of segments with the potential for dedicated running ways and a future land use strategy to create transit-supportive users near future BRT corridors.

Since then the four BRT lines from the study were reevaluated with modifications during the development of the MPO 2035 Transportation Plan. The modifications resulted in proposed BRT lines along the US 41, Veterans Parkway/Colonial Boulevard/Lee Boulevard, MLK Jr. Boulevard/Lee Boulevard, Palm Beach Boulevard/Second Street corridors. A fifth one along the Sanibel Boulevard/Seminole Gulf Railroad (SGLR)/US 41 (in Collier County) corridor was also studied. All five corridors were evaluated as a combination of exclusive running ways, mixed traffic and express bus operations. These BRT services were identified only in the Needs Plan. Subsequently, LeeTran developed a 10 year (FY 2012 – 2021) Transit Development Plan where only the US 41 BRT line from the Rosa Parks Center to Gladiolus was evaluated with services proposed to operate on 10-15 minutes frequencies, and 5 days a week between the hours of 6:00 am and 8:00 pm. Although the BRT service is identified only in the Needs Plan, the premium services goal does have an objective requiring BRT services to be available in 2021.

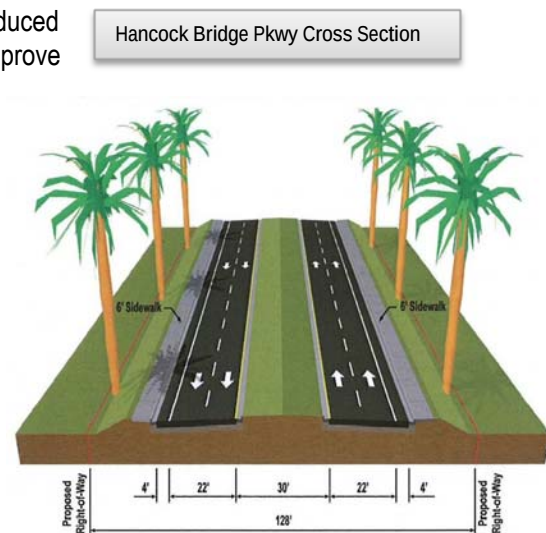


COMPREHENSIVE OPERATIONS ANALYSIS

A Comprehensive Analysis (COA) was completed by LeeTran in October 2010. The COA used the existing budget limitations as its starting point, then, route-by-route, evaluated how each could be more efficient and effective. The evaluations were based on (a) *Boardings per Revenue Mile* that gauged service effectiveness by route, and is the ratio of daily passenger trips to total daily revenue miles of operation, and (b) *Operating Cost Per Boarding* that gauged service efficiency, and is the daily operating expenditures divided by daily ridership. The recommendations from this study made its way into the 2012-2021 TDP resulting in the implementation of a new transit network that has greatly reduced duplication of routes and is freeing up enough funding to improve frequencies on the most popular routes. Some of the changes resulting from the introduction of the new network include the new LinC (Route 600) service connecting Lee and Collier counties, realigning Route 150 in Bonita Springs, splitting Route 110 to Lehigh Acres into two routes, etc.

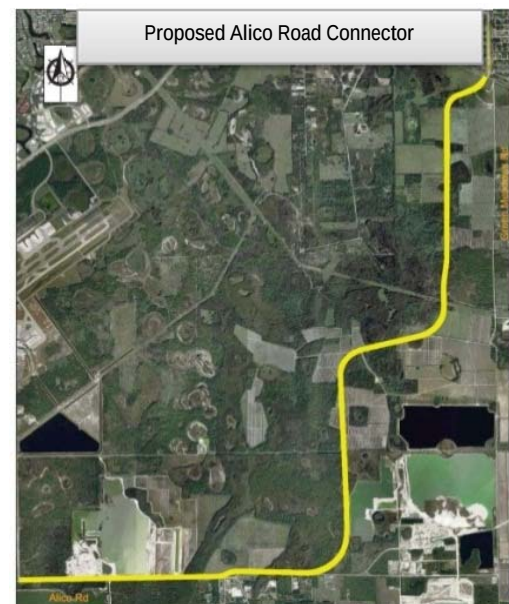
HANCOCK BRIDGE PARKWAY EXTENSION ALIGNMENT STUDY

This study was completed in September 2010. The purpose of the study was to identify a preferred alternative alignment for the extension of Hancock Bridge Parkway from US 41 to Business 41. The extension is expected to alleviate the current traffic congestion during morning and afternoon peak periods by redistributing east/west traffic between the Edison Bridge and the Caloosahatchee Bridge. Three corridor alternatives were developed for evaluation. They included an alternative where the existing Hancock Bridge Parkway is extended east through vacant commercial buildings and along Oak Street to Business 41, a second alternative that also extends Hancock Bridge Parkway east through the vacant buildings, then north to connect with Cabana Avenue and then to Business 41, and a third alternative which widens Pondella Road from US 41 to Business 41 from 4 to 6 lanes without extending Hancock Bridge Parkway. Based on comments received from the public and evaluations of engineering and environmental factors, the study recommended the third alternative to meet the future traffic needs of North Fort Myers. The typical section is a 6-lane divided urban arterial with six 11-foot travel lanes and a 6-foot sidewalk on both sides. Dual left turn lanes would be accommodated at the intersections. This project is however not identified in the MPO 2035 Transportation Plan.



ALICO ROAD CONNECTOR ALIGNMENT STUDY

This study was completed in July 2009. The project called for an alignment to provide a north south connection to SR 82 and to Lehigh Acres via Sunshine Boulevard. The preferred alternative is along a southwest/northeast path aligning with the existing portions of Alico Road and extends through Florida Rock and Jamerson Farms property to SR 82. The total 2009 cost including right-of-way and construction is \$168.8 million based on an ultimate 6-lane facility. The ultimate cross section is a suburban cross section with 11' lanes, paved shoulders, raised curb medians, flush shoulders (no curb & gutter), open drainage and sidewalks on both sides. No project development funds are currently funded. A 4-lane roadway improvement is identified in the MPO Cost Feasible Plan with ROW and construction funded in FY 2031-2035 time frame. Total cost of the two phases is \$126,180,000 in Year of Expenditure dollars.



LUCKETT ROAD AND SUNSHINE BOULEVARD CORRIDOR EXTENSION STUDY

The original Lockett Road Corridor extension study was completed in June 2008. The study involved the widening and extension of Lockett Road from I-75 to Joel Boulevard in Lee County. A recommended alternative was finalized with a six-lane segment proposed from I-75 to Buckingham Boulevard and a 4-lane segment proposed from Sunshine Boulevard to Joel Boulevard. The typical cross section for both the 4 and 6-lane segment include a 22' wide median, 5' shoulders, 11' travel lanes and 5' sidewalks. The total cost including design, right-of-way and construction is estimated at \$242.7 million. Project development phases are not currently funded. The proposed extensions are identified only in the MPO 2035 Needs Plan.

The study area for the Sunshine Boulevard extension study area extended from Lehigh Acres at 59th Street West north to SR 80. The final recommendation for the Sunshine Boulevard extension was a No-Build alternative.

The final alignments of the recommended alternative and technical reports for Lockett Road extension can be viewed online at <http://www.leegov.com/gov/dept/dot/projects/Documents/Workshops/Lockett%20Sunshine%20report%202008.pdf>

DING DARLING ALTERNATIVE TRANSPORTATION IN PARKS AND PUBLIC LANDS STUDY

The City of Sanibel, the J.N. Ding Darling National Wildlife Refuge and LeeTran recently completed the Ding Darling Alternative Transportation in Parks and Public Lands Study. The Study was funded through a \$1,600,000 Alternative Transportation in Parks and Public Lands grant. The objective of the study was to evaluate alternative transportation options to reduce the number of vehicles entering environmentally sensitive properties within the City of Sanibel and JN Ding Darling National Wildlife Refuge. This would establish island refuge carrying capacity thresholds for preserving wildlife habitat that humans seek to observe on the island, and predominantly within the refuge. The recommendations from the study were supported by the City of Sanibel at its June 5, 2012 Council meeting, and by the Lee County MPO at its June 22, 2012 meeting. Some of the noteworthy recommendations include expanding the existing shuttle service to the satellite overflow parking lot and the Tarpon Bay Recreation Area, decreasing headways to 30 minutes during peak season, and providing a new non-guided shuttle service to Wildlife Drive. While study recommendations on improvements within the City's jurisdiction are not being actively pursued by the City at the moment, an environmental assessment on the improvements proposed within the Ding Darling Wildlife Refuge was completed last year. A few conceptual design approaches were also developed.

DUNES TRAFFIC ANALYSIS AND TRAFFIC CALMING STUDY

The City of Sanibel is undertaking a project that will collect traffic data in the public roadway system within the Dunes subdivision and surrounding roadway to analyze traffic volumes and speed. The project also calls for potential traffic calming options that may be implemented to address traffic related issues may be identified from the analysis.

TRAFFIC CALMING STUDY ALONG ATLANTA PLAZA

The City of Sanibel commissioned a study to determine various traffic calming methods and street modifications for use in the Atlanta Plaza Drive corridor and its intersection with Casa Ybel Road, as well as its intersection with several other intersecting residential streets. Each of the proposed methods were ranked based upon effectiveness and estimated cost. The study was completed in August 2014. Staff recommendations would be subsequently presented to the City Council for action in November.

DONAX AREA TRAFFIC STUDY AND CAUSEWAY BOULEVARD/PERIWINKLE WAY INTERSECTION DEVELOPMENT OPERATIONAL ANALYSIS

The Donax area traffic study was completed by the City of Sanibel in 2008. The study examined traffic conditions and potential options to address the problem of non-local traffic using Donax Street, Junonia Street, Nerita Street, and other local streets as alternate routes between Periwinkle Way and East Gulf Drive. The City had also conducted an operational analysis in 2005 that had recommended 2 alternatives to improve the traffic operation improvements at the 4 way stop at the intersection of Periwinkle Way, Lindgren and Sanibel Causeway. They included: Alternative 1 - A police controlled intersection with improvements that include a proposed realignment of west Periwinkle Way to directly connect with Causeway Boulevard while creating a T-intersection between east Periwinkle Way and Lundgren

Boulevard, and by realigning Lindgren Boulevard to “T” with east Periwinkle Way; Alternative 2 - a roundabout at the intersection of west Periwinkle Way and Causeway Boulevard.

ESTERO BOULEVARD ANALYSIS AND DESIGN PROJECT – PHASE I AND PRELIMINARY DESIGN

Phase I was a County project that reevaluated proposed cross sections from the Town of Fort Myers Beach Estero Boulevard Streetscape Master Plan. The cross sections were of the six segments in the Master Plan that divided the Estero Boulevard Corridor from the north to the south end within the Town limits (the reconstruction in the north end from San Carlos Boulevard to Bowditch Park was completed by the Town in 2010). Phase I also conducted right-of-way and topography surveys of the corridor. Subsequently, the County developed 30% design plans (Preliminary Design) for the entire six mile section from Crescent Street to Big Carlos Pass Bridge. Proposed improvements include a center lane, accommodation of bicycle pedestrian facilities, bus pullouts, and landscaping. Per Board direction in 11/19/13, the entire project will be implemented in 6 consecutive segments from north to south starting at Crescent



Street, with construction funding every year. The first one mile section (aka the Segment 1) for design and reconstruction is from Andre Mar Drive to Lani Kai (just south of Crescent Drive). The County worked with property owners on ROW encroachments and conflicts in this segment before developing the final design plans. Construction for the first segment is under way. So far funds have been committed by the County for design and construction of the first three project segments.

ESTERO BOULEVARD EXCLUSIVE BUS LANE STUDY

One of the proposals that were identified in the Town of Fort Myers Beach Congestion Mitigation Study (from 2002) was the provision of a dedicated bus lane on Estero Boulevard which could substantially improve the speed and reliability of transit service, thereby decreasing the number of internal trips made by the automobile. Since this option was studied at only a conceptual level, a feasibility study was completed in 2008 to evaluate the concept in greater detail. The feasibility study included evaluation of new technologies that may allow development of two-way transit capabilities within a very constrained cross section. According to the consultant hired for this study, it was determined that “new technologies” were not feasible at the time of completion of the study, particularly in light of budget limitations and safety considerations. Nevertheless, LeeTran’s Trolley Lane Analysis from 2009 did consider a combination of mixed-flow and free-flow trolley service on Estero Boulevard, and to install bus stops as part of a proposed capital improvement to the corridor.

QUEUE JUMP STUDY

Lee County had conducted a Queue (Q) Jump feasibility study in 2000. The analysis had recommended building and operating toll charged Q - Jumps at the intersections of Metro Parkway and Colonial Boulevard, and Summerlin Road and San Carlos Boulevard. While the County proceeded to complete 60% design plans for a Q-Jump at the first location (with the idea that the plans would be updated and finalized once construction funds became available) it built a general use flyover at the second location. Subsequently, the proposed Q-Jump at Metro and Colonial was found to be economically viable only if built and operated as part of the proposed Colonial Expressway using traditional toll revenue bonds instead of operating it individually as a toll charged Q-Jump. However, with the MPO deciding not to include the Colonial Expressway in its 2035 Transportation Plan and its subsequent removal from the County’s CIP, the County decided not to proceed with the Colonial/Metro Q-Jump.

2009 REASON FOUNDATION STUDY ON REDUCING CONGESTION IN LEE COUNTY

An analysis of congestion in Lee County was conducted by Reason Foundation in 2009 as one of several case studies as part of a broader project called the Galvin Mobility Project during the height of the housing boom in SW Florida. The study had concluded that even after implementation of cost feasible projects identified in the then MPO's Transportation Plan, congestion in Lee County would still be considerably worse than when the report was completed. The study had recommended additional improvements to address recurring and non-recurring congestion by 2030 to improve roadway level of service. Managed lanes on I-75 and on selected arterials were picked as the improvements to address recurring congestion while Ramp Metering, Freeway Management System and Incident Management System strategies were identified to address non-recurring congestion. For I-75 it was proposed that the phased expansion to 10 lanes by 2030 be carried out with all new lanes being managed lanes. The report also called for corridors with express lanes and queue jumps that would allow motorists to bypass congested intersections on an elevated lane or an underpass by paying a toll charged electronically. Since the report was written, Lee County like the rest of the Nation went through an economic slump but is on the road to recovery now. Traffic volumes are growing again. Managed lanes on I-75 are identified in the MPO 2035 Plan but the cost to implement them would be well over a billion dollars. An alternative solution could be the extension of CR 951 with a much lower price tag (\$800 Million). Whether I 75 Managed Lanes or the CR Extension should be the ultimate solution would be studied during the development of the 2040 Plan as also a time frame in the long term of its implementation. A Ramp Metering System while not an identified need in the 2035 Plan continues to be identified by FDOT District 1 in its Regional ITS Architecture. This need is justified only if there are no managed lanes, or an alternative such as CR 951 Extension by the time I-75 is projected to fail without the improvements. The Bridge IMS on the Edison and Caloosahatchee bridges was completed over a year ago but it continues to remain un-operational as FDOT struggles to address glitches. Congestion plagues Colonial Boulevard from Country Club Boulevard in Cape Coral to Six Mile Parkway especially during peak season peak hours. The various segments from Summerlin Road to Metro Parkway all fails. Improvements to Colonial Boulevard will be studied as part of the 2040 Plan.

The full report is available online at <http://reason.org/news/show/1007110.html>.

APPENDICES

Appendix A: Trends and Conditions, State of the System Report, Sept. 2013

Appendix B: Mobility Data for Cape Coral Urbanized Area

Appendix C: Congestion Reporting Forms

APPENDIX A



TRENDS AND CONDITIONS

STATE OF THE SYSTEM REPORT

September 2013

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1. PERFORMANCE MEASURES

The Lee County MPO adopted a Congestion Management Process (CMP) in February 2010. The CMP provides a systematic framework for transportation decision-making in Lee County. It is designed to provide information about mobility and safety conditions on the transportation network to the MPO as it identifies and prioritizes improvement strategies for inclusion in the Lee County MPO Transportation Improvement Program.

The CMP identifies a range of strategies as a means to manage congestion on the multimodal transportation network. It also provides information to evaluate and monitor the effectiveness of implemented strategies on the transportation system. To facilitate the decision-making process, the CMP identifies certain performance measures to support a system-wide analysis of mobility conditions on the transportation network before and after strategies are implemented.

As part of the CMP, the Lee County MPO prepares Congestion Monitoring Reports (typically prepared annually) that provide an overview of mobility and safety conditions on the Lee County transportation network. A system-wide performance evaluation is conducted to identify congested corridors and areas within the County, and transportation strategies are identified to improve mobility conditions in these areas.

As the preparation of the 2012 Congestion Monitoring Report was being initiated, congress passed into law the new federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), on June 30, 2012. MAP-21 emphasizes a performance-based planning process for states and MPOs, and it identifies the following national goals to guide transportation plans and programs:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

To ensure consistency of the Lee County MPO's CMP with the MAP-21 goals guiding the development of MPO plans and programs, the MPO conducted a review of the performance measures in the Lee County MPO CMP to determine if refinements are needed to align these with the MAP-21 national goals. The results of this consistency review and the associated data and analysis requirements to support the Lee County CMP are described below.

Consistency of Long Range Transportation Plan Goals with MAP-21 Goals

The Congestion Management Process is an implementation tool to measure progress towards achieving the goals and objectives of the Long Range Transportation Plan (LRTP). Therefore, the measures used to evaluate the performance of the transportation system as part of the CMP should be supportive of the LRTP goals and objectives. This ensures that the implementation strategies identified within the CMP are being planned for and implemented to achieve the adopted LRTP goals.

The adopted 2035 Long Range Transportation Plan goals were reviewed to determine how well they align with the new MAP-21 national goals. **Figure 1-1** shows the results of this comparison. The 2035 LRTP goals are generally consistent with the MAP-21 national goals guiding the development of state and MPO plans and programs. Of the eight plan goals included in the 2035 LRTP, six of the goals address at least one of the MAP-21 national goals. Implementing agencies, such as FDOT, have a greater role in demonstrating progress towards achieving two of the MAP-21 goals – *Infrastructure Condition* and *Reduced Project Delivery Delays*.

On the other hand, two of the 2035 LRTP goals addressing the financial feasibility of the transportation system and agency coordination in the development of the transportation plan do not fully align with the MAP-21 national goals. These two goals are focused more on the process to develop the plan than on a specific measurable outcome, and therefore, may be candidates for exclusion in the next MPO LRTP update.

FIGURE 1-1: LONG RANGE TRANSPORTATION PLAN GOALS WITH MAP-21 GOALS

		MAP-21 National Goals						
		Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays
Lee County MPO - 2035 Long Range Transportation Plan Goals								
1	A multimodal transportation system that is balanced and integrated with all transportation modes to ensure safe and efficient movement of people and goods	●	Implementing Agency Role	○	●	●	○	Implementing Agency Role
2	A transportation system that is safe and secure for existing and future residents, visitors and businesses	●		○	○	○	○	
3	A transportation system that enhances emergency responsiveness and evacuation	●		○	●	○	○	
4	A transportation system that is sensitive to the effects to the sociocultural elements of the community, the community character and environmental resources	○		○	○	○	●	
5	A sustainable transportation system that enhances economic growth and anticipates development trends	○		○	○	●	○	
6	A transportation system that is maintained, optimized and expanded using the best available technologies and innovations	○		○	○	○	○	
7	A transportation system that is financially feasible	○		○	○	○	○	
8	A transportation system that is coordinated through local, regional and state agencies and based on effective integration of transportation, land use, conservation and smart growth planning	○		○	○	○	○	

Evaluation of CMP System-wide Performance Measures

The existing performance measures supporting the Lee County MPO CMP were evaluated to determine how well they align with the MAP-21 goals and to identify other measures that may provide a more comprehensive understanding of mobility conditions on the transportation network. This analysis included the following key considerations:

- Do the performance measures (indicators) provide meaningful information about mobility conditions on the transportation network?
- Is there a high confidence level in the data to support the performance measurement based on the data currency, accuracy, and availability?

Based on a critical review of the existing performance measures and data requirements, several additional measures are recommended. The existing CMP system-wide performance measures provide a good general assessment of mobility and safety conditions for multimodal travel on the transportation network. New suggested performance measures provide additional information to support transportation decision-making and are supported by current and available data of good quality. The new measures support the MAP-21 national goals guiding transportation plans and programs, and the data collection requirements supporting the new measures are minimal. The State of the System Report summarizes the suggested system-wide performance measures supporting the CMP.

2. INTRODUCTION

STATE OF THE SYSTEM REPORT

The State of the System (SOS) report is a key component of the Lee County Metropolitan Planning Organization's (MPO) Congestion Management Process (CMP). The CMP provides a systematic framework for better transportation planning decision-making by:

- Monitoring mobility conditions in the TPO planning area (Lee County),
- Identifying appropriate strategies for roadways or intersections where congestion occurs, and
- Evaluating the effectiveness of implemented strategies.

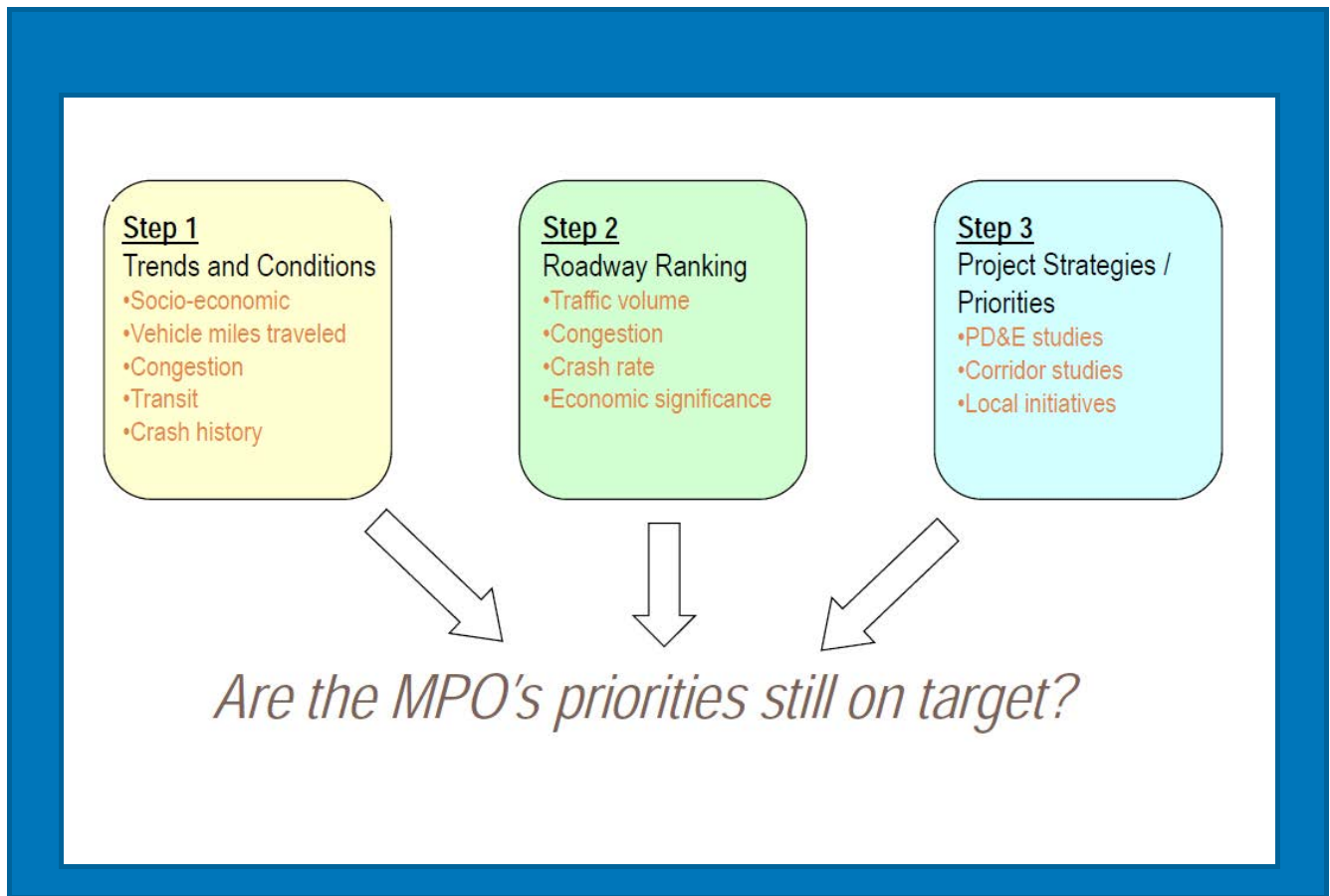
Figure 2-1 illustrates the Lee County CMP and how the SOS Report supports that process. Key findings and information within the SOS Report provides a benchmark for policy-makers to identify new and/or confirm existing transportation project priorities. Priority corridors are the top candidates for action given the TPO's funding constraints. Action steps can range from conducting more detailed evaluations of corridors to implementing strategies, depending on previous steps taken and the complexity of the problem. In general, state and regional roadway priorities are implemented through the MPO's Transportation Improvement Program (TIP), while local roadways are addressed through the capital improvements programming process of the respective jurisdictions.

The SOS report provides a summary of transportation conditions and trends on the County's network of major roadways during the 2012 calendar year. The SOS network includes the Florida Strategic Intermodal System (SIS), Regional Roads (major arterials of regional significance) and Non-Regional Roads (other state roads and local arterials and collectors) as illustrated in **Map 2-1**. This report also evaluates other transportation systems in the County, including Lee County Transit (LeeTran), socio-economic factors that influence travel patterns, and other multimodal statistics.

The five primary data sources used to monitor transportation conditions in the County are:

- FDOT, County and municipal traffic counts that measure traffic volumes on Regional and Non-Regional roadways;
- FDOT and County collected crash data to identify crash rates;
- Agency reported ridership and system performance statistics for LeeTran; and
- The Bureau of Economic and Business Research (BEBR) for county and state-wide socioeconomic trends,

FIGURE 2-1: CONGESTION MANAGEMENT PROCESS DIAGRAM



The SOS report includes a system-wide analysis to provide a holistic perspective on mobility and travel conditions in the County. Specifically, four key system-wide mobility indicators are measured: total traffic volumes, total vehicle miles traveled (VMT), roadways operating in congested conditions, and accessibility.

In addition to these mobility indicators, the SOS report includes information on other key indicators related to safety (as measured by crash rates), transit ridership, freight transport and socioeconomic conditions.

MAP 2-1: STATE OF THE SYSTEM NETWORK OF ROADWAYS

SIS Corridors - Florida Strategic Intermodal System

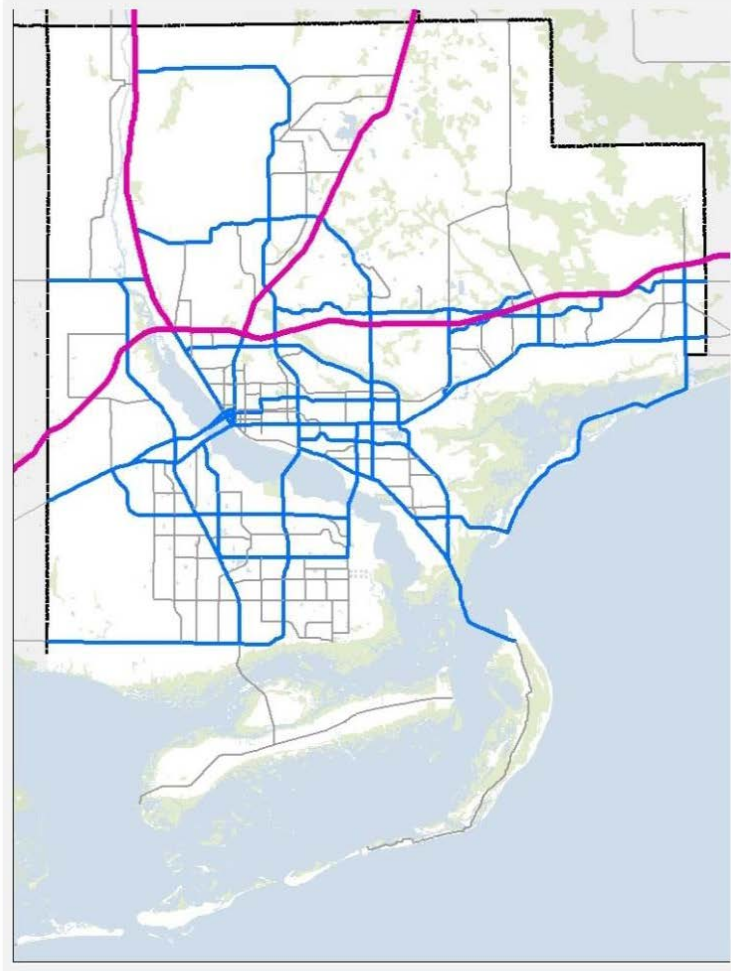
- Statewide, interconnected network
- Mobility is highest priority

Regional Roads

- Regionally significant arterials
- SIS Connectors

Non-Regional Roads

- Other arterials and collectors

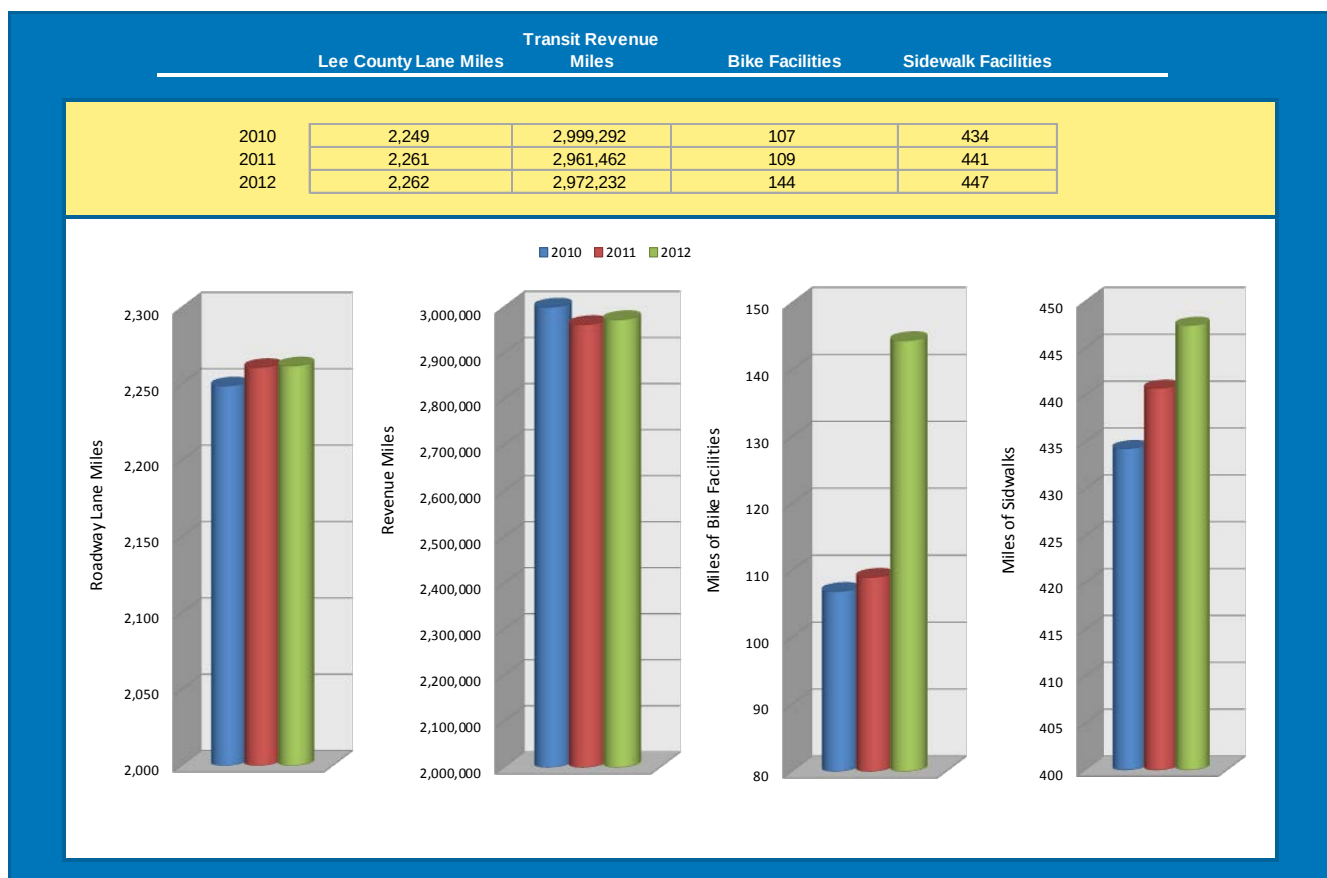


3. MOBILITY

SYSTEM MILES

The transportation system is characterized into four multimodal categories that include roadways, transit, bicycle facilities and pedestrian facilities. **Figure 3-1** identifies the multimodal system miles in Lee County and the increase in miles between 2010 and 2012. Roadway lane miles, transit revenue miles and sidewalk system miles have increased moderately between 2010 and 2012, whereas the bicycle system miles have increased by 35 percent over the same period.

FIGURE 3-1: MULTIMODAL SYSTEM MILES



Vehicle Miles of Travel

The State of Florida has defined the Strategic Intermodal System (SIS) as facilities deemed vital for inter- and intra-state commerce. SIS facilities are comprised of corridors, hubs and connectors. SIS corridors include the State's Interstate highways as well as other high speed, high capacity roadways. SIS corridors in Lee County include I-75, SR 82 east of I-75 and State Road 80 east of I-75.

Regional and non-regional roads include all streets except those designated in the SIS and local neighborhood streets as well as SIS connectors. SIS connectors are roadways that connect SIS corridors to SIS hubs. Regional roads are major arterials in Lee County including US 41 (Tamiami Trail) and Daniels Parkway. These roads traverse and provide regional access to activity centers of the County. Non-Regional roads are minor arterials and major collectors that primarily serve activity centers of the County.

Vehicle miles of travel (VMT) is a system-wide measure of travel demand. It is calculated by multiplying a roadway segment's traffic volume by the segment's length then summing the products for all segments in the County. **Figure 3-2** shows the VMT for SIS, regional, and non-regional roadways between 2010 and 2012. Key observations include the following:

- VMT has remained relatively flat in Lee County between 2010 and 2012 while population has increased in the same period.
- Over the same time period and described later in this report, transit ridership has increased, auto ownership per household has decreased and fuel sales per vehicle have been flat. These factors may be contributing to the relatively flat trend for VMT.

FIGURE 3-2: VMT BY FACILITY



VTM per Person on Regional and Non-Regional Roads

A second statistic, VMT per person, is calculated by dividing the total VMT by the total population in the County. The VMT per person indicates how far, on average, County residents are traveling per day. From 2011 to 2012, VMT per person dropped slightly county-wide and particularly on the SIS and regional roadway system, edging total VMT closer to 2010 conditions.

FIGURE 3-3: DAILY VMT PER PERSON



Traffic Volumes per Lane

The Florida Department of Transportation (FDOT), Lee County and the municipalities within the county annually collect traffic data for their respective roadway networks. This data was compiled for years 2010 through 2012 to determine trends in traffic levels on the SIS, regional, and non-regional roadways. This data is summarized in **Figure 3-4**, and key observations include the following:

- Daily traffic volumes per lane on the SIS and regional roadway network have decreased slightly trending with the VMT between 2011 and 2012.
- Most notable is the increase in traffic volumes per lane on the non-regional roadways between 2010 and 2012 reflecting a better distribution of traffic with a reduction in systemwide VMT.

FIGURE 3-4: TRAFFIC VOLUME PER LANE



Truck Vehicle Miles of Travel (VMT)

Truck VMT is a system-wide measure of freight travel demand in the County. It is calculated by multiplying a roadway segment's truck volume by the segment's length then summing the products for all segments. **Figure 3-5** shows the Truck VMT on SIS, regional and non-regional roadways, and key highlights of truck VMT over the past year are:

- The reduction in truck VMT between 2011 and 2012 was largely on the non-regional roadways, which shows a shift of some truck traffic to regional roads.

FIGURE 3-5: TRUCK VMT

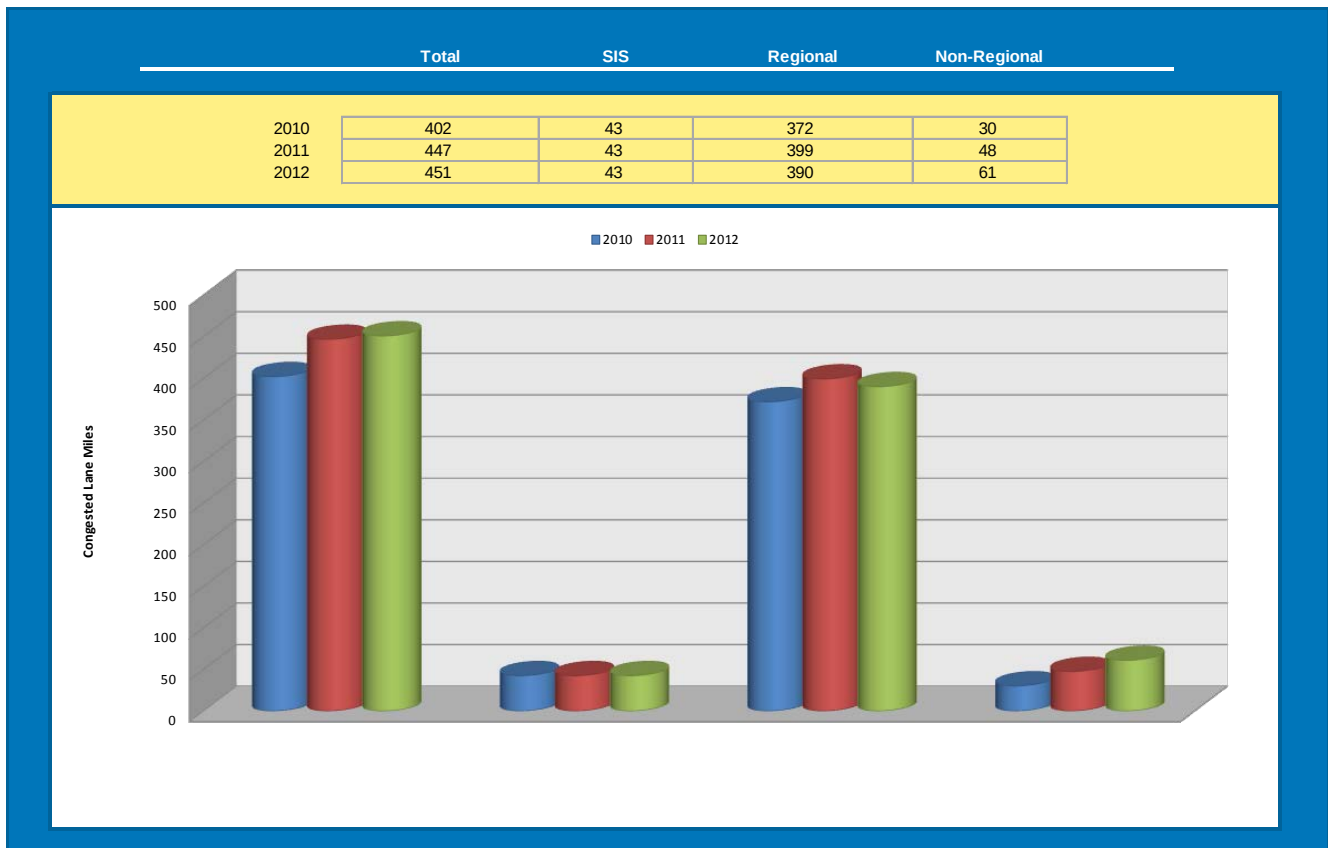


Regional and Non-Regional Road Congestion

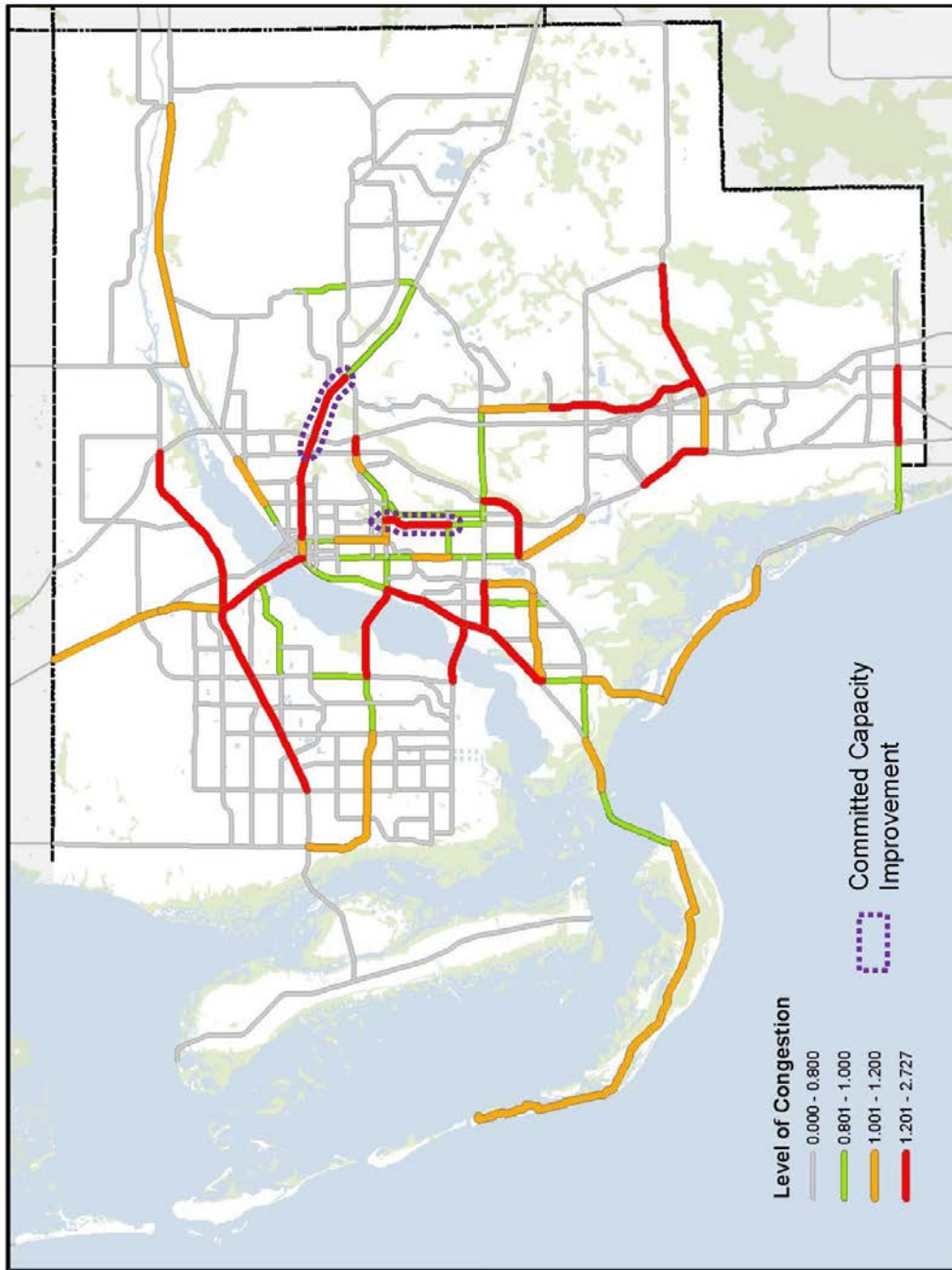
Congestion levels on the SIS corridors, regional and non-regional roads are estimated by dividing the total traffic volume on a roadway segment by its capacity as defined by the FDOT Generalized Level of Service guidelines. Congested segments are those where segment volumes exceeds the available capacity. This information helps to identify deficiencies on the roadway network. Total congested lanes are determined by summing the lengths of all congested segments. The percent of congested lane miles is calculated by dividing congested lane miles by total lane miles. **Figure 3-6** summarizes congested lane miles on the SIS, regional and non-regional roadways, and **Map 3-1** portrays the congested roadways within the County. The key observation is listed below:

- There was an increase in congested lane miles between 2010 and 2012, largely on the non-regional roadways.

FIGURE 3-6: CONGESTED LANE MILES



MAP 3-1: LEVEL OF CONGESTION

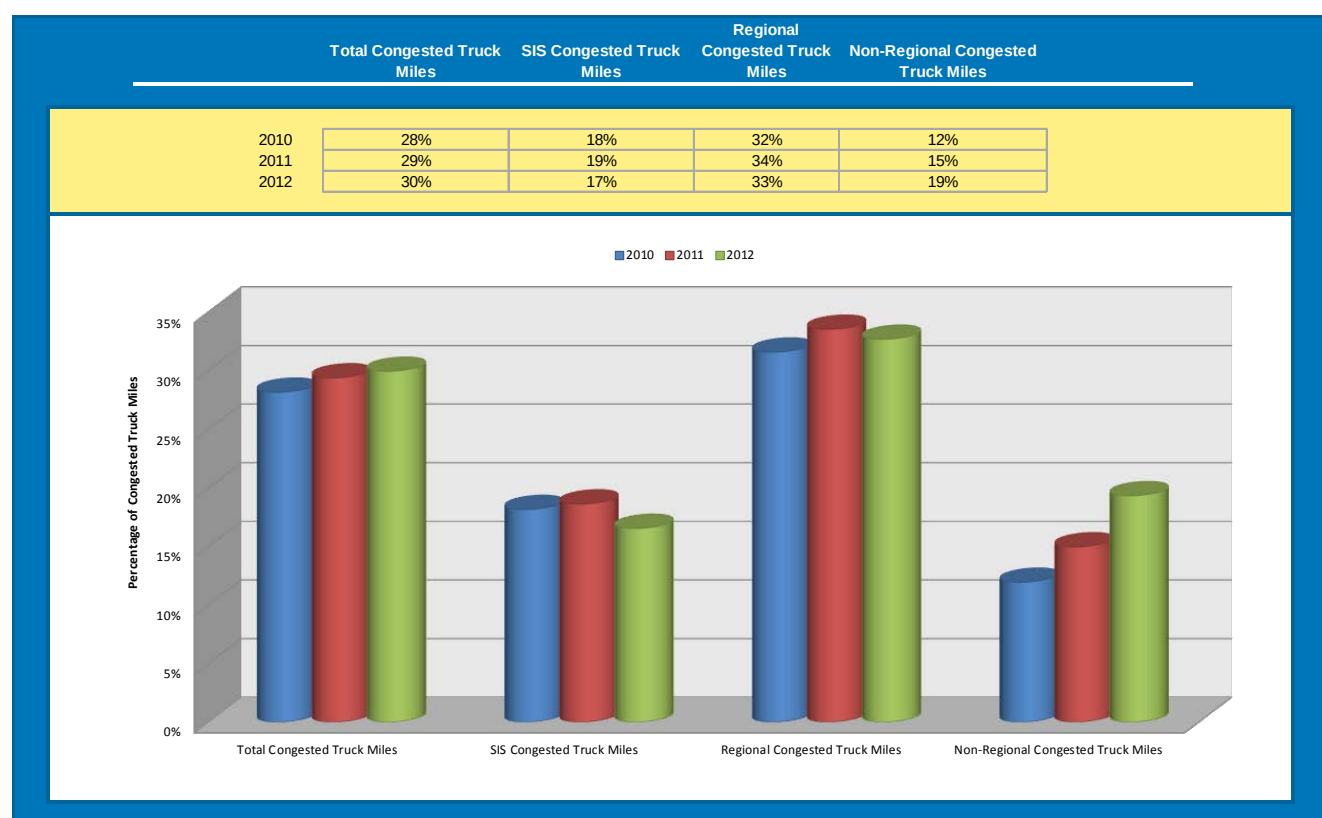


Percent Congested Truck Miles

Truck congestion levels are estimated by dividing the total volume on a designated truck roadway segment by its capacity as defined by the FDOT Generalized Level of Service guidelines. Congested segments are those where segment volumes exceeds the available capacity. This information helps identify deficiencies for the movement of freight and goods on the roadway network.

- There was an increase in congested lane miles between 2010 and 2012, largely on the non-regional roadways.

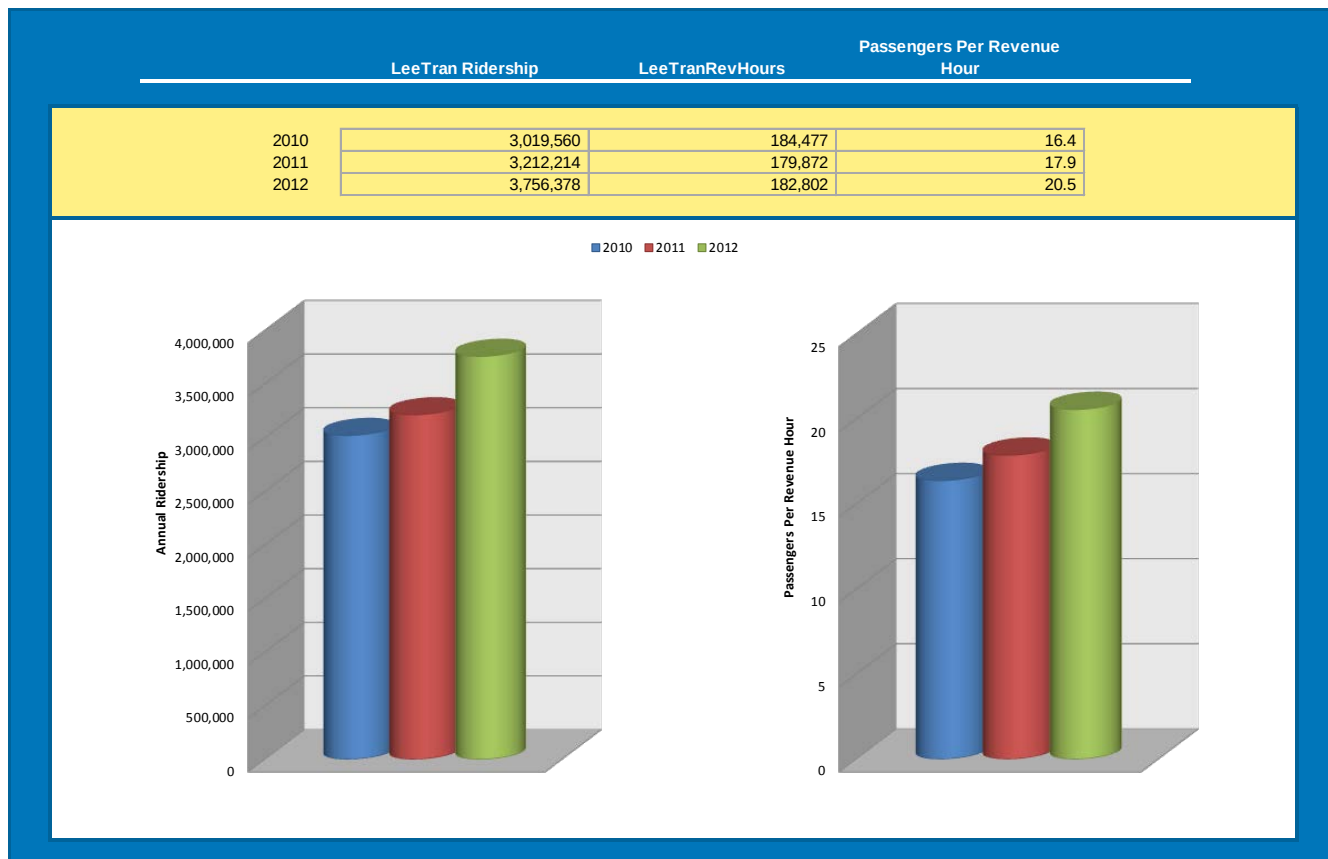
FIGURE 3-7: CONGESTED TRUCK MILES



Transit Ridership

Lee County Transit (LeeTran) is the major provider of public transportation in Lee County. LeeTran operates fixed route buses and trolleys, coordinates a commuter assistance program and operates paratransit services. Statistics on transit use are tracked annually to provide insights about multi-modal mobility trends and conditions in the County. Overall, transit ridership increased over the past three years. The increase is notable given the County's slowing growth trend and declining congestion levels. The increase in transit trips indicates that a larger portion of County residents are traveling by transit. Improved transit service and the price of fuel are some likely reasons for the increased transit mode share. **Figure 3-8** shows the transit ridership and passengers per revenue hour for LeeTran between 2010 and 2012.

FIGURE 3-8: TRANSIT RIDERSHIP



System-wide Level of Service

System-wide Level of Service (LOS) in Lee County is estimated by dividing system-wide Vehicle Miles Travelled (VMT) by systemwide Vehicle Miles of Capacity (VMC). This produces an overall system-wide Volume-to-Capacity (V/C) ratio. A V/C ratio of 1.0 would indicate that all available capacity in the system is being utilized. Notable trends in the system-wide LOS (V/C) over the past three years are:

- The system-wide V/C has increased slightly since 2010, from 0.54 to 0.56 in 2012.
- Though there are some congested areas and roadways, the system-wide network is utilizing just over 50 percent of its capacity.

FIGURE 3-9: SYSTEMWIDE LEVEL OF SERVICE

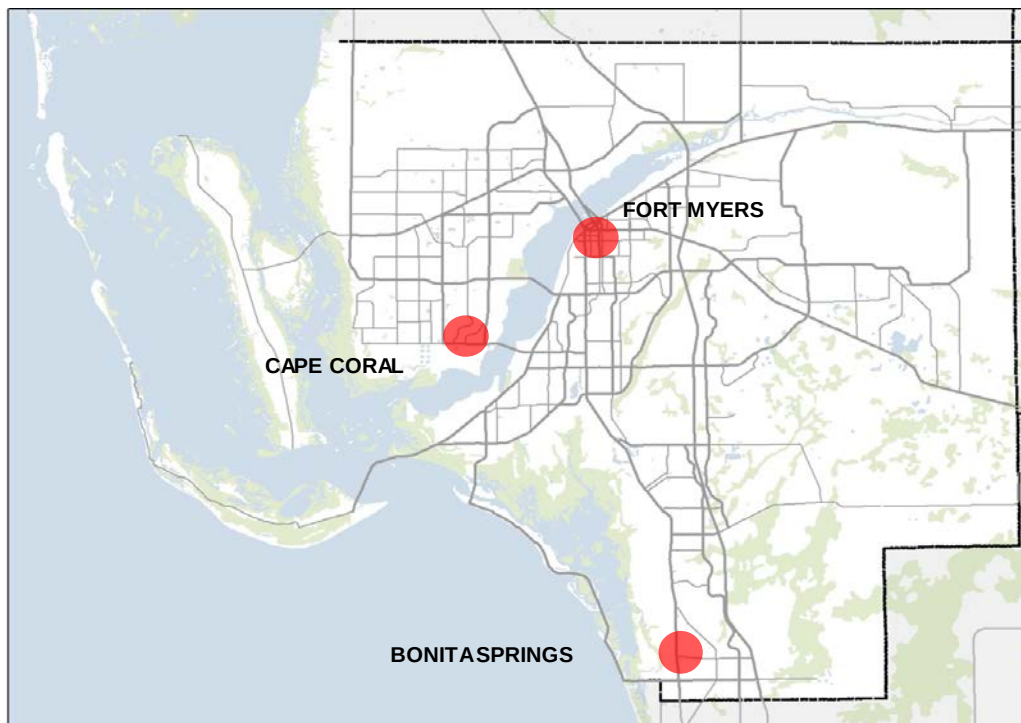


4. ACCESSABILITY

ACTIVITY CENTERS

Activity centers are identifiable locations that contain the highest concentration of population and employment in a geographical area. The major activity centers in Lee County are Bonita Springs, Cape Coral and Fort Myers. These activity centers, shown on **Map 4-1**, and the 20-minute travelsheds (existing and future year) surrounding them provide the basis for a number of accessibility performance measures discussed within this section.

MAP 4-1: ACTIVITY CENTERS

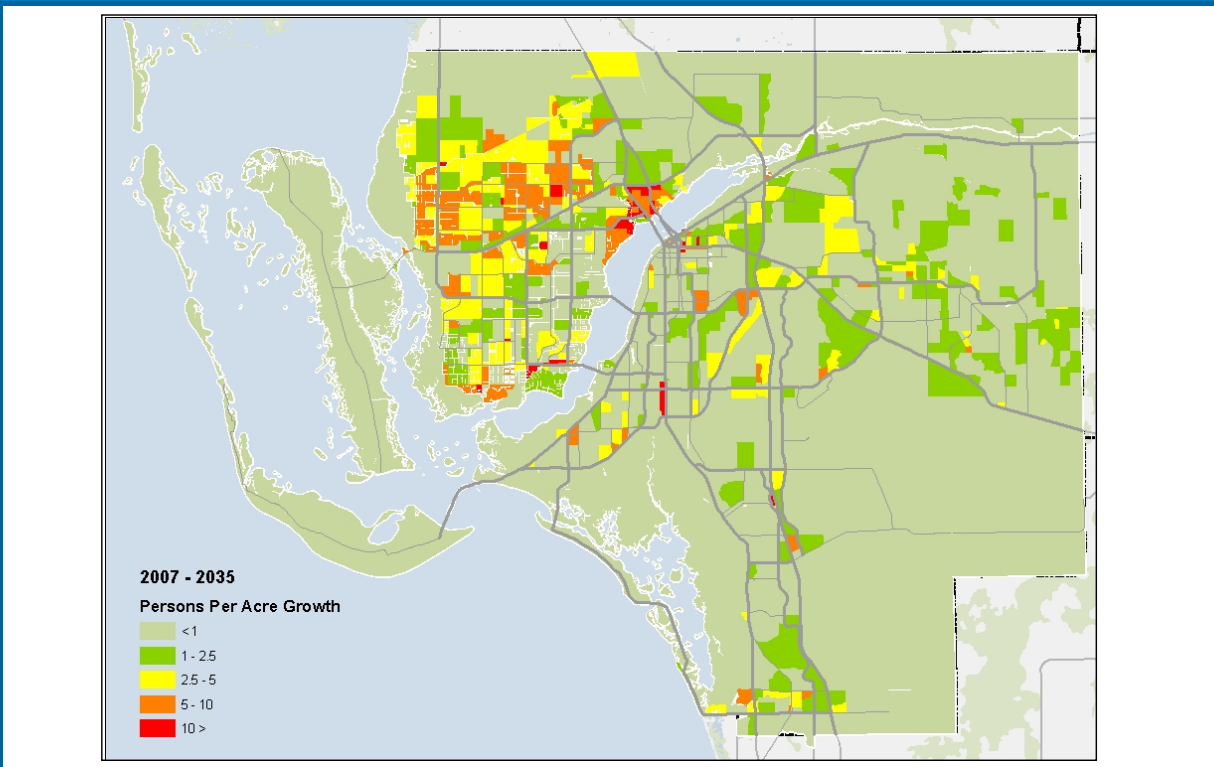


Population Growth

Population growth in Lee County is projected to top 1,000,000 in 2035 – up from just under 600,000 in 2007. This is an increase of over 400,000 people between 2007 and 2035. **Map 4-2** shows where the population growth is projected to occur in the County, normalized by persons-per-acre.

- The population of Lee County is projected to increase from 595,713 in 2007 to 1,018,856 in 2035, equating to an annual population increase of 2.5 percent per year.

MAP 4-2: POPULATION GROWTH

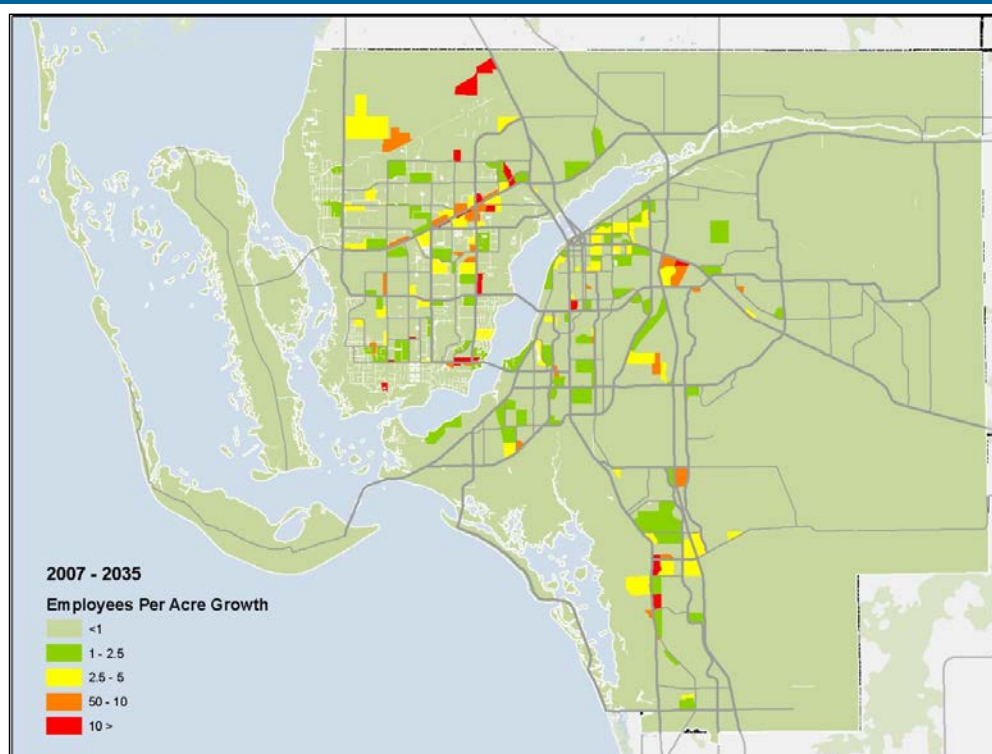


Employment Growth

Employment growth in Lee County is projected to approach 450,000 in 2035 – up from just over 275,000 in 2007. This is an increase of over 160,000 jobs between 2007 and 2035. Map 4-3 shows where employment growth is projected to occur in the County, normalized by employees-per-acre growth.

- The employment in Lee County is projected to increase from 277,993 in 2007 to 445,451 in 2035, equating to an annual increase in employment of 2 percent per year.

MAP 4-3: EMPLOYMENT GROWTH



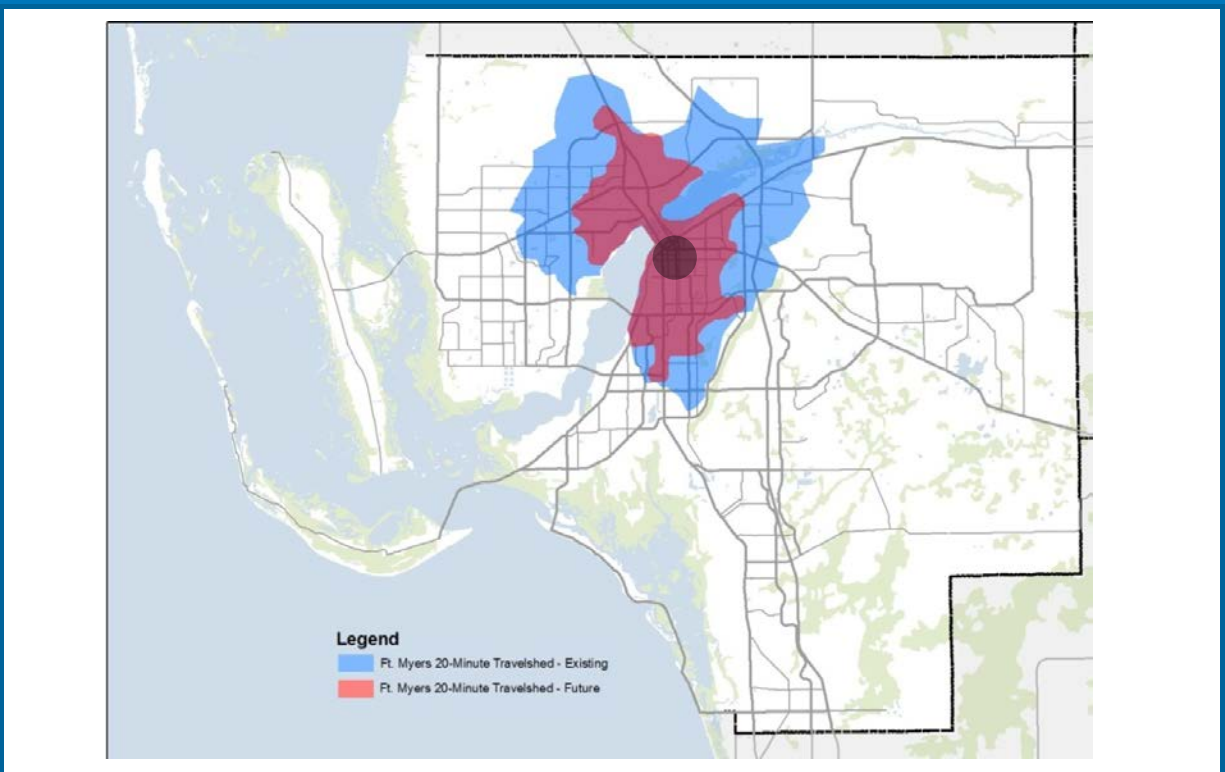
Fort Myers Activity Center

The Fort Myers activity center is generally characterized by the area of high population and employment concentrated in downtown Fort Myers. The blue shaded area on **Map 4-4** below represents the area that can be accessed within 20 minutes by automobile based on current congestion levels (existing 20-minute travelshed). The red shaded area on the map represents the area that can be accessed within 20 minutes by automobile based on 2035 projected congestion levels (future 20-minute travelshed).

The shrinking size of the 20-minute travelshed is attributed to increased congestion levels in the future. This trend leads to decreasing accessibility for population and employment in the future, as well as less accessibility to transit service.

In the case of the Fort Myers activity center, due to increasing congestion levels, the areas west of Del Prado Blvd and the I-75 corridor between Colonial Blvd and Bayshore Rd fall outside the 20-minute travelshed in the future.

MAP 4-4: FORT MYERS ACTIVITY CENTER ACCESSIBILITY



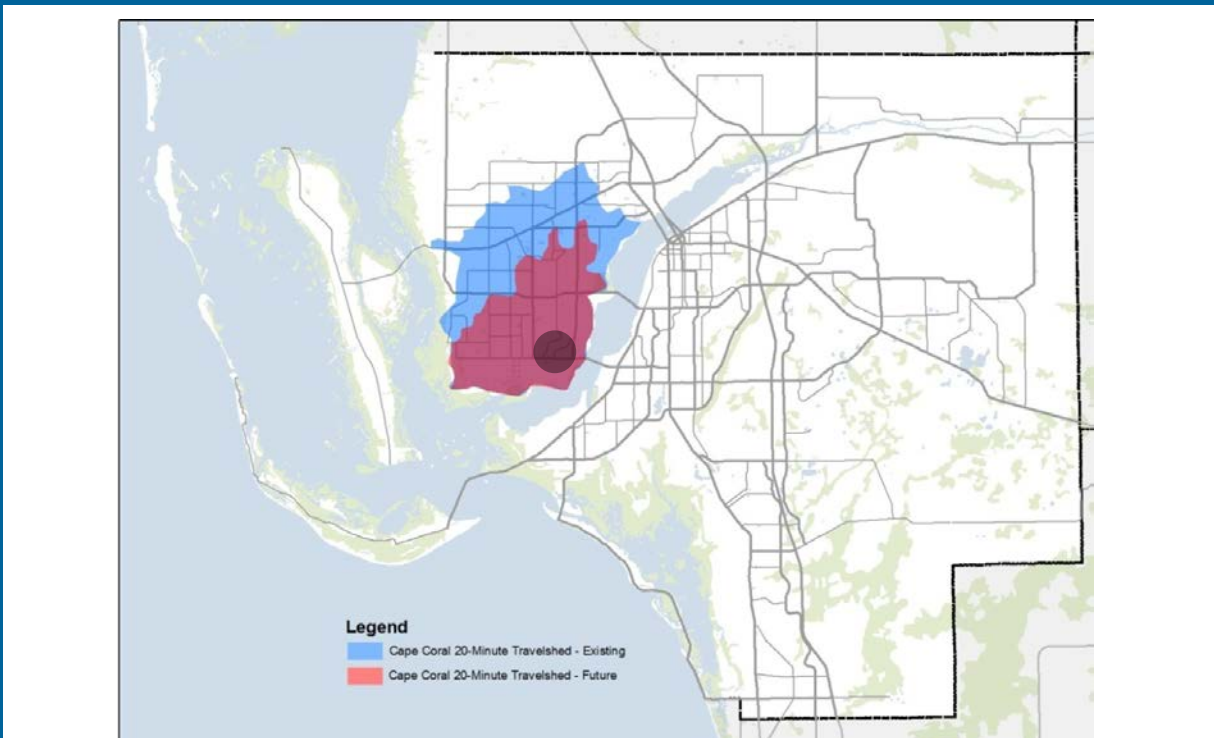
Cape Coral Activity Center

The Cape Coral activity center is generally characterized by the area of high population and employment concentrated in downtown Cape Coral. The blue shaded area on **Map 4-5** below represents the area that can be accessed within 20 minutes by automobile based on current congestion levels (existing 20-minute travelshed). The red shaded area on the map represents the area that can be accessed within 20 minutes by automobile based on 2035 projected congestion levels (future 20-minute travelshed).

The shrinking size of the 20-minute travelshed is attributed to increased future congestion levels. This trend leads to decreasing accessibility for population and employment in the future, as well as less accessibility to transit service.

In the case of the Cape Coral activity center, due to increasing congestion levels, the entirety of the SR 78 (Pine Island Rd) corridor falls outside the 20-minute travelshed in the future.

MAP 4-5: CAPE CORAL ACTIVITY CENTER ACCESSIBILITY



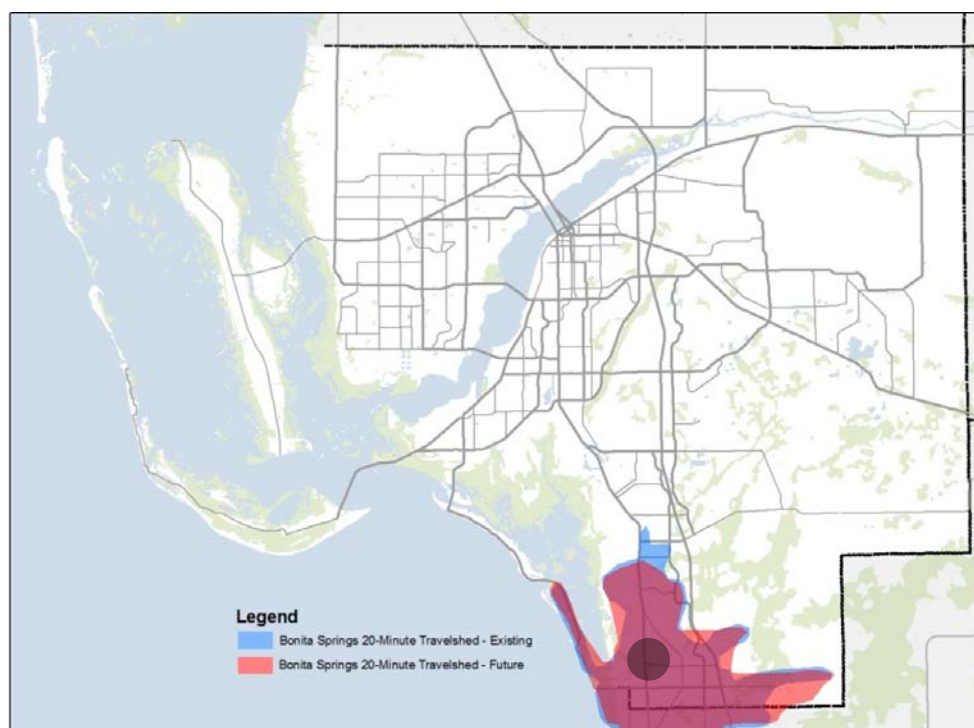
Bonita Springs Activity Center

The Bonita Springs activity center is generally characterized by the area of high population and employment concentrated in Bonita Springs along the US 41 corridor. The blue shaded area on **Map 4-6** below represents the area that can be accessed within 20 minutes by automobile based on current congestion levels (existing 20-minute travelshed). The red shaded area on the map represents the area that can be accessed within 20 minutes by automobile based on 2035 projected congestion levels (future 20-minute travelshed).

The shrinking size of the 20-minute travelshed is attributed to increased congestion levels. This trend leads to decreasing accessibility for population and employment in the future, as well as less accessibility to transit service.

Due to the fact that a large portion of the 20-minute travelshed for Bonita Springs is located in Collier County, some of the reduction in accessibility in the future is not fully taken into account.

MAP 4-6: BONITA SPRINGS ACTIVITY CENTER ACCESSIBILITY



Population within 20 minutes of Activity Centers

As mentioned previously, the population of Lee County is projected to increase from 595,713 in 2007 to 1,018,856 in 2035 – an annual increase of 2.5 percent per year. One component of measuring accessibility is determining how much of the County's population is within the 20-minute travelshed of the three activity centers.

Due to the reduction in size of the 20-minute travelshed caused by increased congestion levels, the amount of population that will fall within the 20-minute travelshed in the future will be reduced, as shown in **Table 4-1** below.

TABLE 4-1: POPULATION WITHIN 20-MINUTES OF ACTIVITY CENTERS

ACTIVITY CENTERS	2007 POPULATION WITHIN 20- MINUTE TRAVELSHED	% OF COUNTY POPULATION	2035 POPULATION WITHIN 20-MINUTE TRAVELSHED	% OF COUNTY POPULATION
Fort Myers	171,954	29%	168,860	17%
Cape Coral	145,912	25%	140,408	14%
Bonita Springs *	116,059 *	9%	141,547 *	8%

* 2007: 53,495 in Lee, 62,564 in Collier

* 2035: 78,461 in Lee, 63,086 in Collier

Transit Revenue Hours within 20 minutes of Activity Center

Another component of measuring accessibility is determining how much of the County's (LeeTran) transit revenue hours occur within the 20-minute travelshed of the three activity centers. This is important, due to the fact that as congestion increases – it becomes more difficult to serve transit riders effectively. Due to the reduction in the size of the future 20-minute travelshed caused by the expected increased congestion levels, the amount of transit ridership that will fall within the travelshed will be reduced.

As mentioned previously, due to the fact that the majority of the future 20-minute travelshed reduction for Bonita Springs is located in Collier County, there is no reduction in LeeTran revenue hours in the future.

TABLE 4-2: TOTAL NUMBER OF CONGESTED LANE MILES

ACTIVITY CENTERS	EXISTING REVENUE HOURS WITHIN 20-MINUTE TRAVELSHED	LEETRAN SYSTEMWIDE FY 2012 REVENUE HOURS WITHIN TRAVELSHED	FUTURE REVENUE HOURS WITHIN 20-MINUTE TRAVELSHED	LEETRAN SYSTEMWIDE FY 2012 REVENUE HOURS WITHIN TRAVELSHED
Fort Myers	146,740	85%	129,770	76%
Cape Coral	33,998	20%	30,605	18%
Bonita Springs	54,864	32%	54,864	32%

Delay in Vehicle Hours of Travel and Reoccurring Delay

Delay in Vehicle Hours of Travel (VHT) and Reoccurring Delay is a performance measure that the MPO is seeking to quantify in the future. The County is currently collecting speed and delay information on key corridors through their traffic count program. Over time, these variables will become a regular data source assisting the MPO to track VHT and reoccurring delay within the Congestion Management Process / State of the System Report.

5. SOCIOECONOMIC

SOCIO-ECONOMIC INDICATORS

Tracking socio-economic trends provides insights into possible reasons for changing conditions on Lee County's transportation network. This section provides a summary of the key indicators influencing travel demand, travel patterns, and travel mode choice in the County.

Population

The number of people living in Lee County is the fundamental driver for travel demand in the County. Florida has had steady population growth since the mid 1950's, and Lee County has grown between three to five percent annually prior to 2007. In 2006, Florida's economy began to decline, and there was an unprecedented drop in the population growth rate for Florida and Lee County through 2009.

The decrease during 2009 is most likely attributed to the decline in the construction industry and the real estate market. Below are notable population trend statistics, as shown in **Figures 5-1 and 5-2**:

- After reaching a low annual growth rate in 2009 of 0.65 percent, Lee County's growth rate has steadily risen to just over 2 percent in 2012.
- The State's declining population growth rate between 2004 and 2009 follows the same trend as Lee County; however the population decrease for the State wasn't as severe – dropping from 2.3 percent in 2004 to 0.39 percent in 2009.
- Lee County's population has risen from 516,435 in 2004 to 638,029 in 2012 – an increase of 24 percent; while over the same period Florida's population has increased from 17.4 million to 19.1 million – an increase of 10 percent.

FIGURE 5-1: POPULATION GROWTH RATES

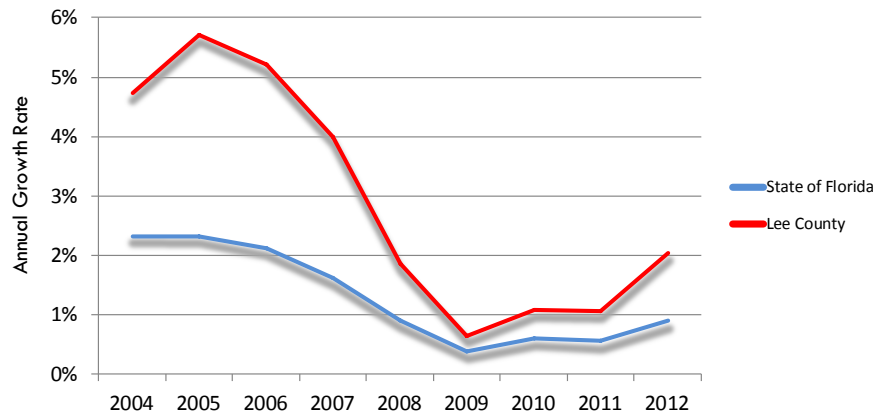
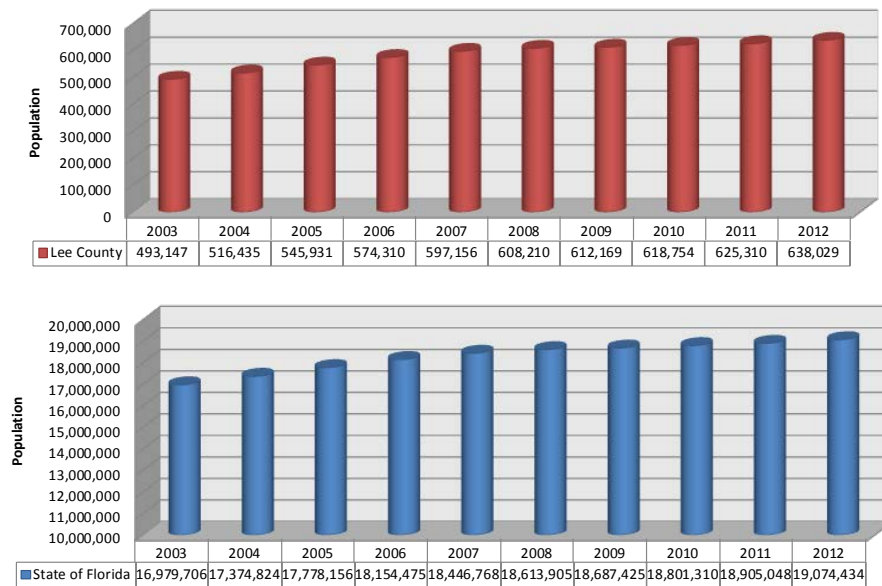


FIGURE 5-2: COUNTY AND STATE POPULATION GROWTH

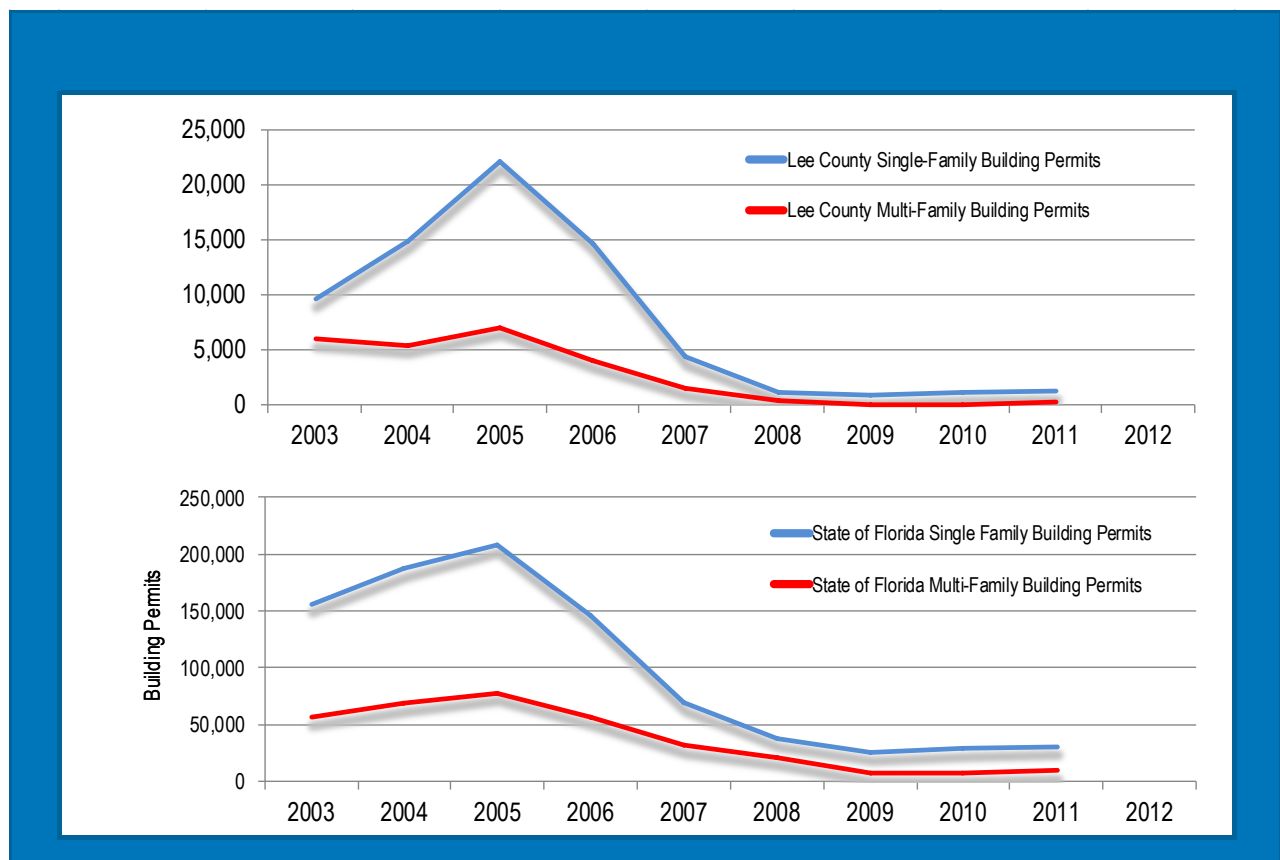


Residential Building Permits

The real estate boom in the middle of the last decade contributed to a construction surge of new dwelling units, but that boom was subsequently followed by a real estate bust that has stalled the construction of new dwelling units. The trends of new single-family and multi-family building permits are shown in **Figure 5-3**. Highlights of dwelling unit trends are:

- Consistent with the national economic slowdown, the number of new residential dwelling unit permits in both the State and the County dropped dramatically between 2006 and 2009.
- Lee County single-family building permits range from a high of 22,211 in 2005 to a low of 906 in 2009. Have been increasing yearly since 2009 to 1,262 in 2011.
- Florida single-family building permits range from a high of 209,162 in 2005 to a low of 26,636 in 2009. Have been increasing yearly since 2009 to 31,874 in 2011.

FIGURE 5-3: LEE COUNTY BUILDING PERMITS ISSUED

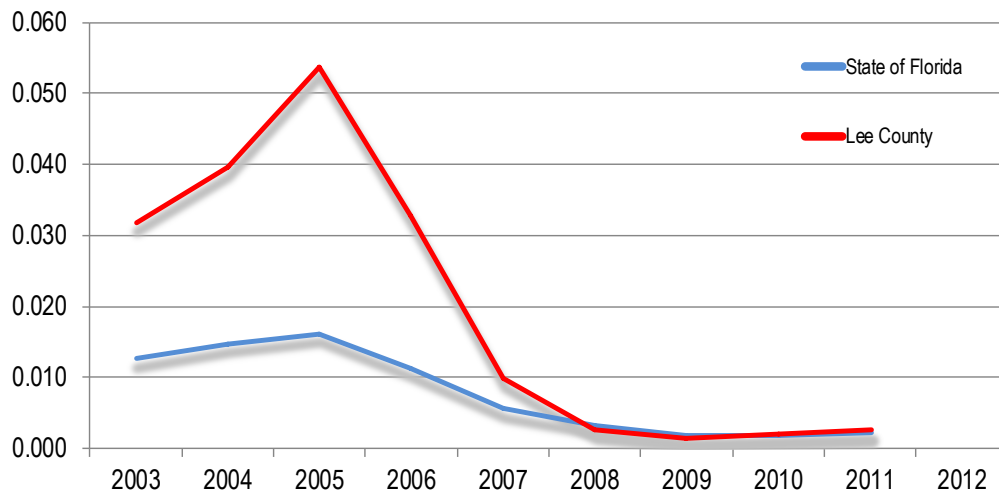


Residential Building permits Per Capita

The combination of the real estate boom and ensuing bust are the main contributors to the increase and decrease in the building permits per capita ratio. Since the population of both Florida and Lee County has increased each of the past ten years, any reduction in this ratio can be directly attributed to the real estate and construction slowdowns. Total residential building permits per capita are shown in **Figure 5-4**, and the trends are as follows:

- Lee County residential building permits per capita range from a high of 0.054 in 2005 to a low of 0.002 in 2009. It has been rising slightly over past three years.
- Florida residential building permits range from a high of .016 in 2005 to a low of .002 in 2009. Has been rising slightly over past three years.

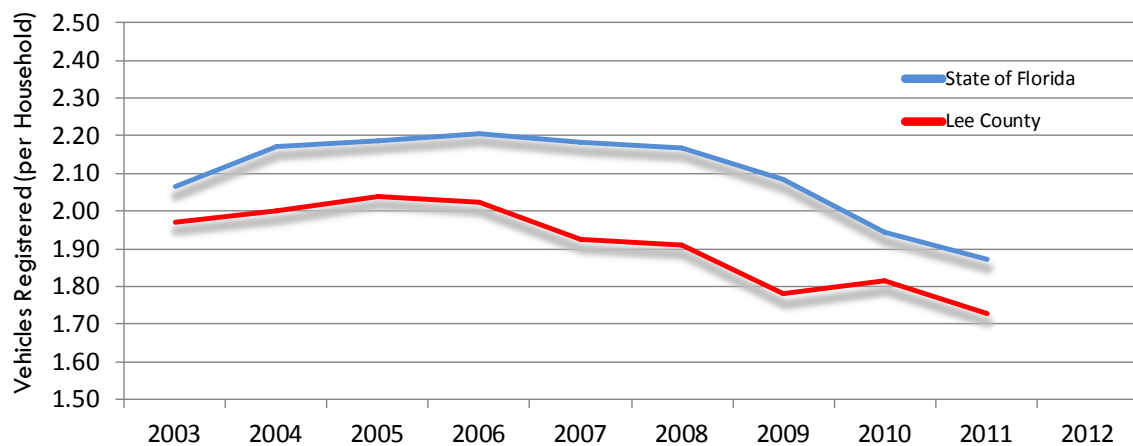
FIGURE 5-1: TOTAL RESIDENTIAL BUILDING PERMITS PER CAPITA



Vehicle Registrations

The Florida Department of Safety and Motor Vehicles records the number of vehicles registered annually in the state and by county. **Figure 5-5** indicates that the number of vehicle registrations per household in the State and Lee County increased steadily (except for 2002) from 2000 to 2006 but began falling in 2005-2006. Since 2006, this ratio has been dropping in both the State and the County. Since the population of both Florida and Lee County has increased each of the past ten years, any reduction in this ratio can be directly attributed to changing attitudes about car ownership and the economic downturn/increasing gas prices.

FIGURE 5-5: VEHICLE REGISTRATIONS



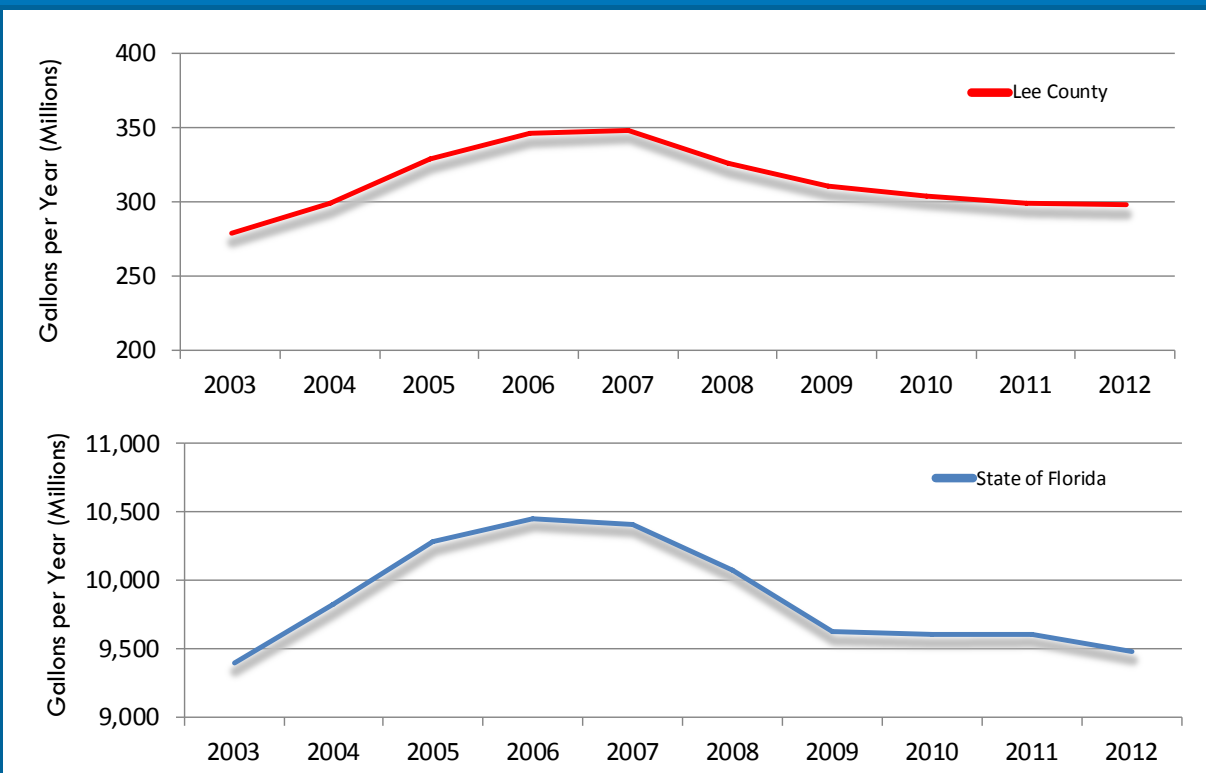
Fuel Sales

The Florida Department of Revenue compiles data annually on the total fuel sales (gasoline and diesel) for all counties across the state. Taxable fuel sales for Lee County and the State are shown in **Figure 5-6**. Highlights for fuel sales trends are:

6. Highlights for fuel sales trends are:

- Total fuel sales in Lee County experienced a 2.1 percent drop between 2010 and 2012. The drop is most likely attributed to the economic recession which forced motorists to either drive less (as reflected in the lower volumes) and/or buy vehicles with better fuel economy. Gas tax revenues are directly impacted by the drop in fuel sales because they are collected on a per gallon rate.
- Statewide fuel sales have declined by 1.3 percent over the same period.

FIGURE 5-6: TAXABLE FUEL SALES FOR LEE COUNTY AND STATE OF FLORIDA

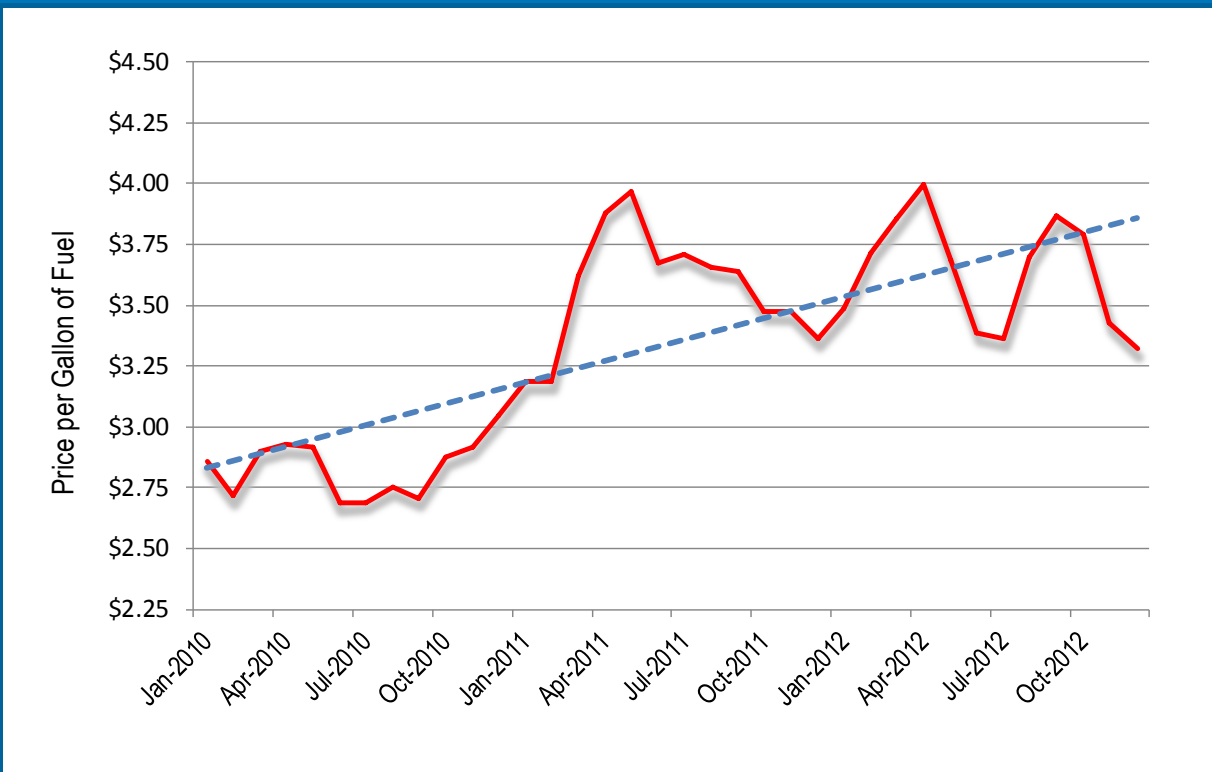


Gasoline Price Per Gallon

Shifts in gasoline prices impact travel behaviors. Comparing gasoline prices along with total VMT, volumes and fuel sales can help determine the degree to which higher fuel prices may reduce overall travel across the County. Gasoline prices in the State for the past three years are shown in **Figure 5-7**, and key observations include:

- Gasoline prices have steadily increased since 2010.
- In 2012, prices peaked at \$4.00 per gallon. The 2010 peak price per gallon was \$3.05.

FIGURE 5-7: STATE OF FLORIDA RETAIL GASOLINE PRICES



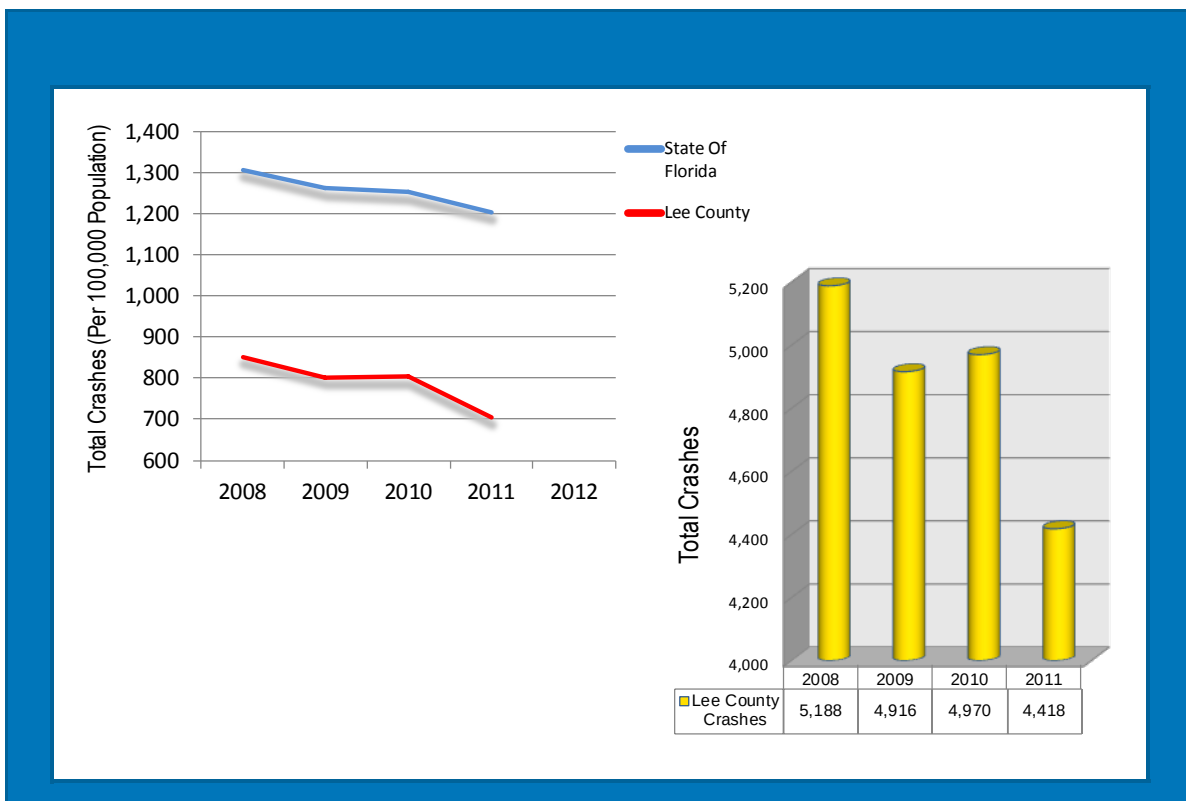
6. SAFETY PERFORMANCE MEASURES

Crash Data

The Florida Department of Highway Safety and Motor Vehicles (DHSMV) maintains detailed crash data for both the State and counties, including Lee. This crash data was used to calculate the annual crash rates per 100,000 population, as shown in **Figure 6-1**. Highlights for this data include:

- Vehicle crashes per 100,000 population in both Lee County and the State of Florida have been trending downward since 2008.
- The Countywide crash total decreased by 11 percent from 2010 to 2011 – from 4,970 to 4,418.
- The Statewide crash total decreased by three percent from 2010 to 2011 – from 235,461 to 227,998.

FIGURE 6-1: TOTAL CRASHES PER CAPITA FOR LEE COUNTY AND THE STATE OF FLORIDA

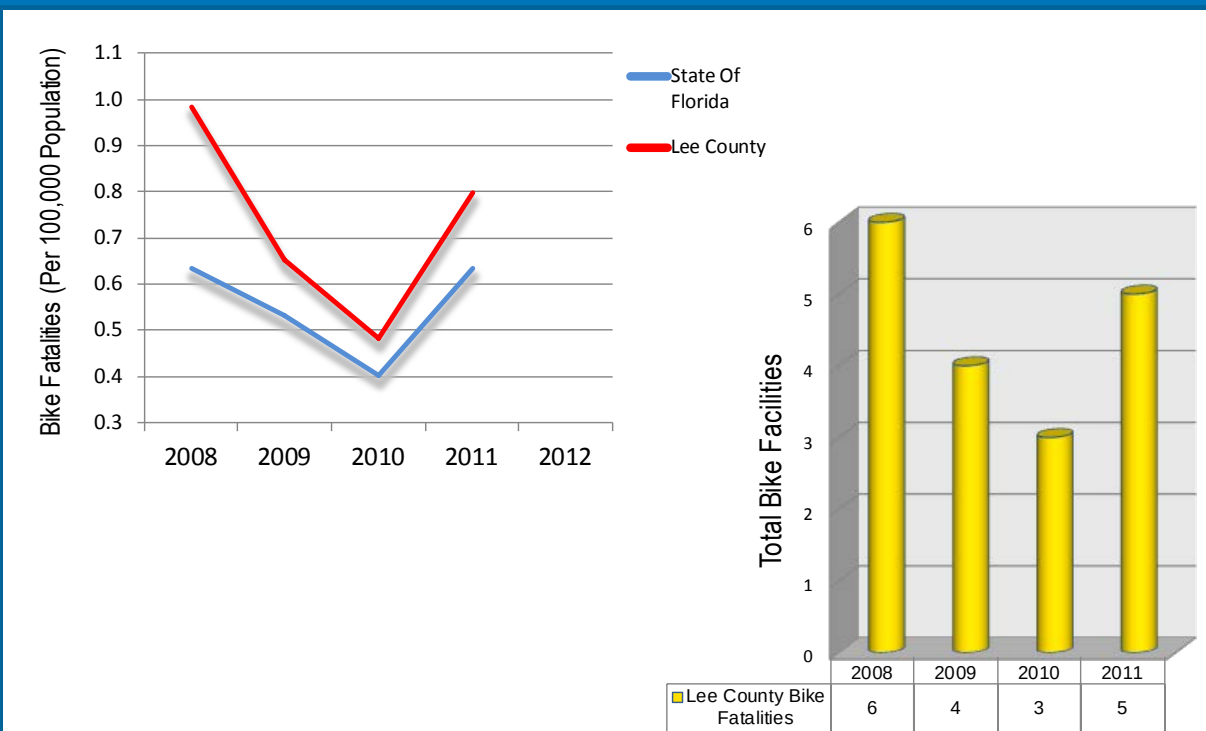


Bike Fatalities

The Florida Department of Highway Safety and Motor Vehicles (DHSMV) maintains bicyclist fatality data for both the State and counties, including Lee. This crash data was used to calculate the annual bike fatality rates per 100,000 population, as shown in **Figure 6-2**. Key observations include the following:

- Following a decline in both Lee County and the State of Florida between 2008 and 2010, bike fatalities per 100,000 population have trended upward in 2011.
- In Lee County, bike fatalities increased from three to five in 2011.
- In Florida, bike fatalities increased from 76 to 120 in 2011.

FIGURE 6-2: BIKE FATALITY RATES FOR LEE COUNTY AND THE STATE OF FLORIDA

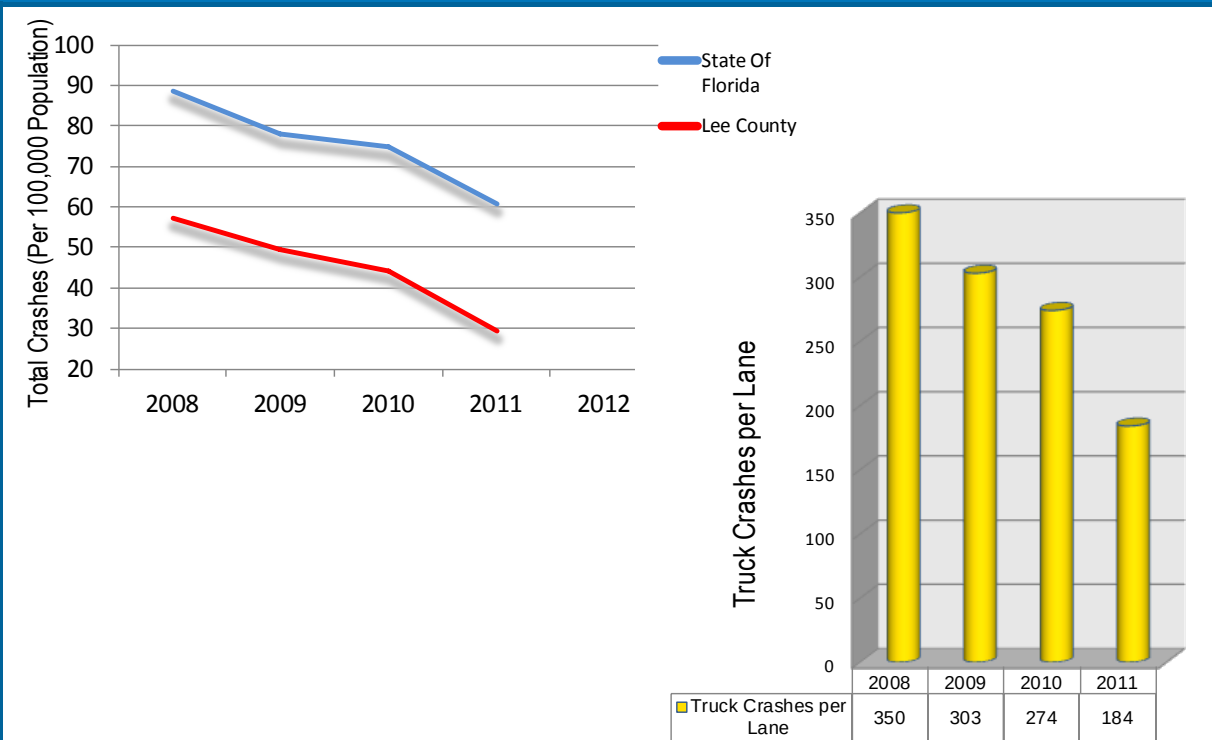


Truck Crashes

The Florida Department of Highway Safety and Motor Vehicles (DHSMV) maintains truck crash data for both the State and counties, including Lee. This crash data was used to calculate the annual truck crash rates per 100,000 population, as well as truck crashes per lane mile, as shown in **Figure 6-3**. Key observations include the following:

- Truck crashes in both Lee County and the State of Florida have been trending downward dramatically since 2008. In Lee County, crashes involving trucks have decreased by nearly 50 percent, from 57.5 in 2008 to 29.4 per 100,000 population in 2011.

FIGURE 6-3: TRUCK CRASHES PER CAPITA FOR LEE COUNTY AND THE STATE OF FLORIDA

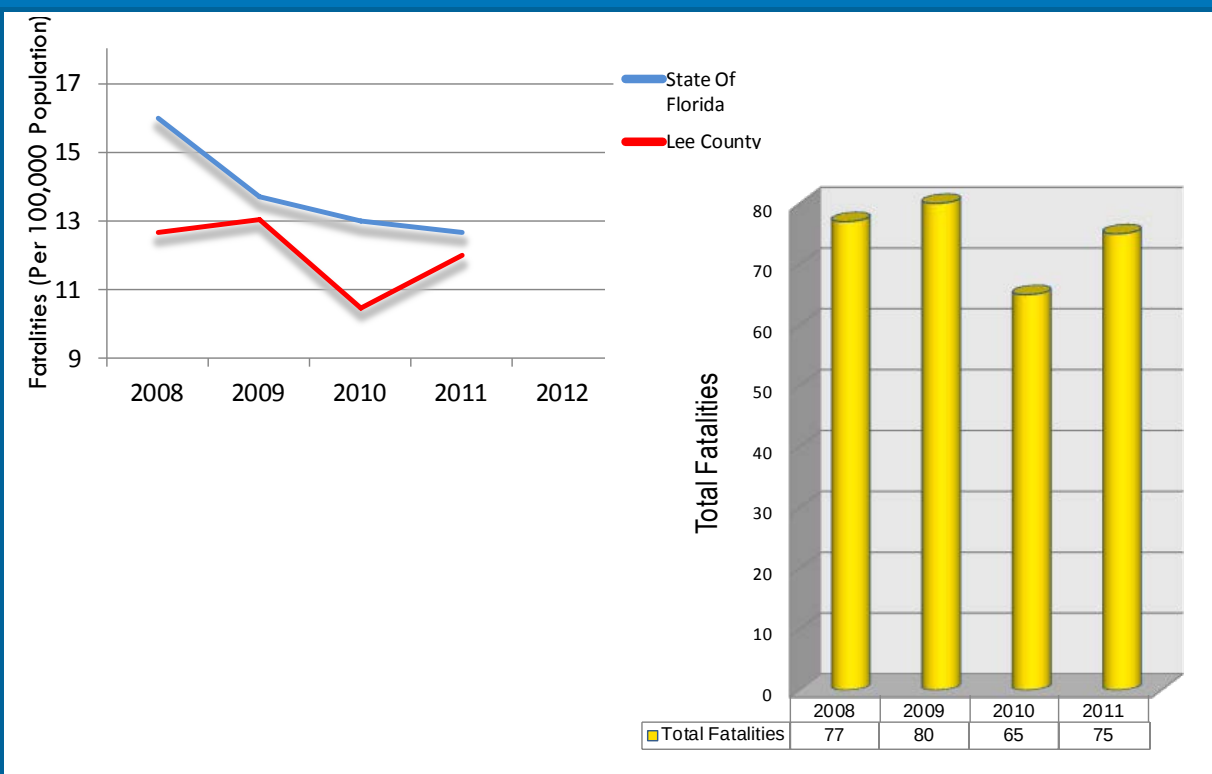


Traffic Fatalities

The Florida Department of Highway Safety and Motor Vehicles (DHSMV) maintains traffic fatality data for both the State and counties, including Lee. This crash data was used to calculate the annual traffic fatalities per 100,000 population, as shown in **Figure 6-4**. Key observations include the following:

- In Lee County, traffic fatality rates have ranged from 10.5 to 13.1 between 2008 and 2011, while over the same period fatality rates for Florida has ranged from 12.7 to 16.0.
- Between 2008 and 2011, Lee County has averaged 74 fatalities per year.

FIGURE 6-4: TRAFFIC FATALITIES PER CAPITA FOR LEE COUNTY AND THE STATE OF FLORIDA



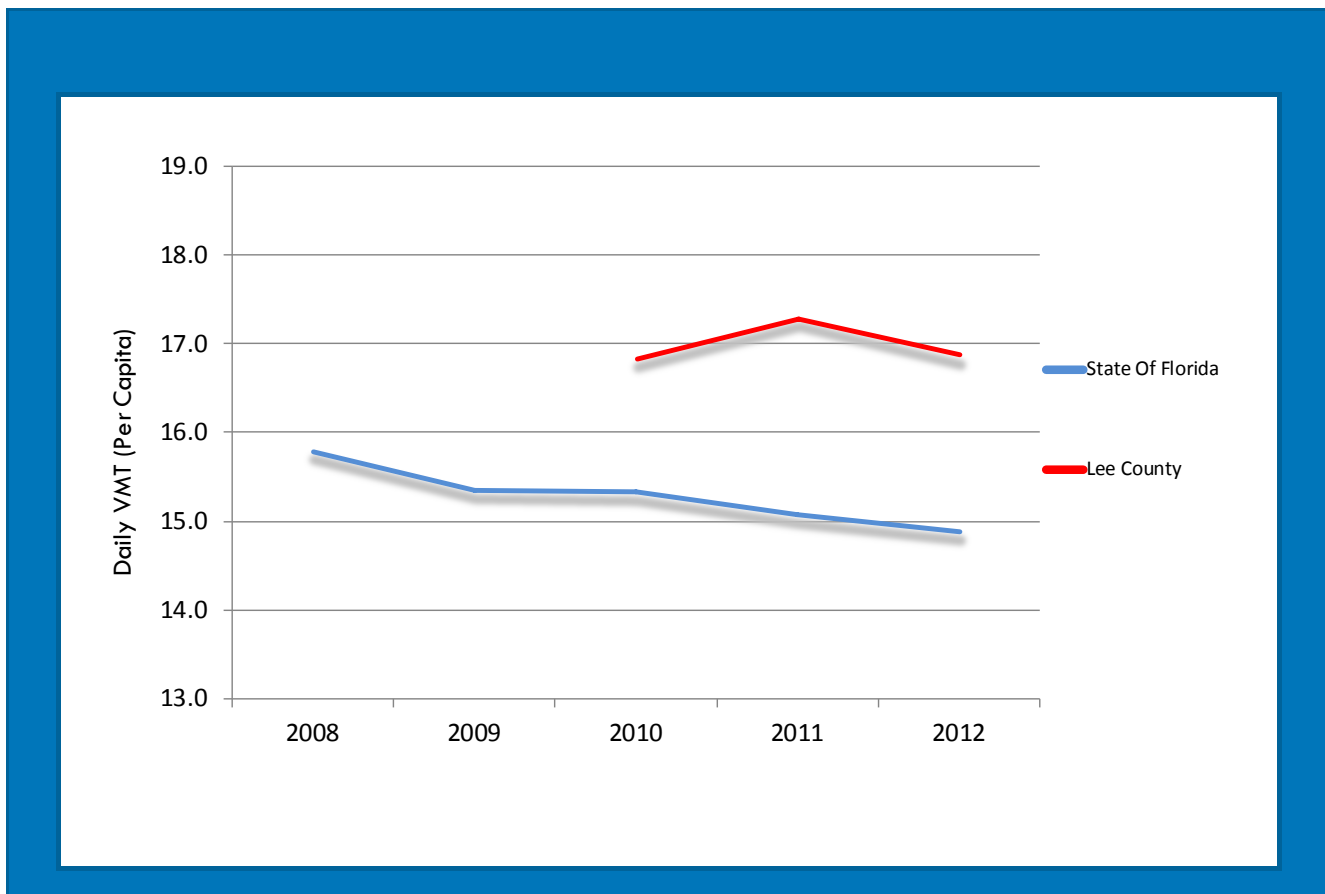
7. SUSTAINABILITY PERFORMANCE MEASURES

Daily VMT per Capita

Daily VMT (Vehicle Miles Travelled) per capita, is a good indicator of general travel behavior in a geographical area. It is simply the division of the total VMT by the population. As VMT per capita increases, it is an indicator that people are travelling further distances to work or other trip purposes. As gas prices have increased, combined with high unemployment rates – VMT per capita has been trending downward, as shown in **Figure 7-1**.

- Daily VMT per capita in the State of Florida has been trending downward slightly since 2008, while daily VMT per capita for Lee County has remained relatively flat from 2010 to 2012.

FIGURE 7-1: STATE OF FLORIDA RETAIL GASOLINE PRICES

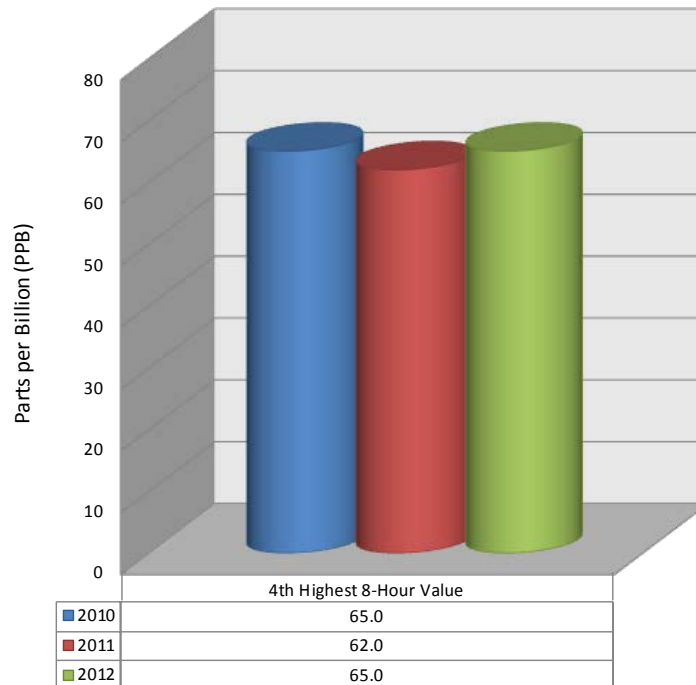


Air Quality Emissions

The national ambient air quality standard for ground-level ozone is 75 parts per billion (PPB). The 4th highest 8-hour value at a particular monitor in the most recent year is averaged with the fourth-highest 8-hour values from the previous two years. This produces a 3-year average. Factors that can influence readings include temperature fluctuation, wind and traffic congestion.

- 4th Highest 8-Hour Ozone Values for the Rotary Park (Cape Coral) Air Quality Station:
- 3-Year Average: 64.0 PPB

FIGURE 7-2: AIR QUALITY EMISSIONS



APPENDIX B

Performance Measure Summary - Cape Coral FL

There are several inventory and performance measures listed in the pages of this Urban Area Report for the years from 1982 to 2011. There is no single performance measure that experts agree "says it all." A few key points should be recognized by users of the Urban Mobility Report data.

Use the Trends – The multi-year performance measures are better indicators, in most cases, than any single year. Examining a few measures over many years reduces the chance that data variations or the estimating procedures may have caused a "spike" in any single year. (*5 years is 5 times better than 1 year*).

Use several measures – Each performance measure illustrates a different element of congestion. (*The view is more interesting from atop several measures*).

Compare to similar regions – Congestion analyses that compare areas with similar characteristics (for example population, growth rate, road and public transportation system design) are usually more insightful than comparisons of different regions. (*Los Angeles is not Peoria*).

Compare ranking changes and performance measure values – In some performance measures a small change in the value may cause a significant change in rank from one year to the next. This is the case when there are several regions with nearly the same value. (*15 hours is only 1 hour more than 14 hours*).

Consider the scope of improvement options – Any improvement project in a corridor within most of the regions will only have a modest effect on the regional congestion level. (*To have an effect on areawide congestion, there must be significant change in the system or service*).

Performance Measures and Definition of Terms

Travel Time Index – A measure of congestion that focuses on each trip and each mile of travel. It is calculated as the ratio of travel time in the peak period to travel time in free-flow. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak.

Planning Time Index - a travel time reliability measure that represents the total travel time that should be planned for a trip. Computed with the 95th percentile travel time it represents the amount of time that should be planned for a trip to be late for only 1 day a month. Computed with the 80th percentile travel time it represents the amount of time that should be planned for a trip to be late for only 1 day a week. A PTI of 3.00 means that for a 20-minute trip in light traffic, 60 minutes should be planned.

Peak Commuters – Number of travelers who begin a trip during the morning or evening peak travel periods (6 to 10 a.m. and 3 to 7 p.m.). "Commuters" are private vehicle users unless specifically noted.

Annual Delay per Commuter – A yearly sum of all the per-trip delays for those persons who travel in the peak period (6 to 10 a.m. and 3 to 7 p.m.). This measure illustrates the effect of the per-mile congestion as well as the length of each trip.

Total Delay – The overall size of the congestion problem. Measured by the total travel time above that needed to complete a trip at free-flow speeds. The ranking of total delay usually follows the population ranking (larger regions usually have more delay).

CO₂ per Commuter - represents the pounds of additional CO₂ emissions generated by a commuter during a year due to traffic congestion.

Free-Flow Speeds -- These values are derived from overnight speeds in the INRIX speed database. They are used as the national comparison thresholds. Other speed values may be appropriate for urban project evaluations or sub-regions studies.

Excess Fuel Consumed – Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

Public Transportation – Regular route service from all public transportation providers in an urban area.

Operations Treatments – Freeway incident management, freeway ramp metering, arterial street signal coordination and arterial street access management.

Congestion Cost – Value of travel delay for 2011 (estimated at \$16.79 per hour of person travel and \$86.81 per hour of truck time) and excess gasoline consumption (passenger vehicles) and diesel (trucks) estimated using state average cost per gallon.

Urban Area – The developed area (population density more than 1,000 persons per square mile) within a metropolitan region. The urban area boundaries change frequently (every year for most growing areas). The annual change in miles traveled and lane-miles, therefore, includes both new travel and roads due to growth and travel and roads that were previously in areas designated as rural.

Number of Rush Hours – Time when the road system might have congestion.

The Mobility Data for Cape Coral FL

Inventory Measures	2011	2010	2009	2008	2007	2006
Urban Area Information						
Population (1000s)	473	465	464	465	460	440
Rank	83	83	82	81	81	82
Peak Travelers (1000s)	265	260	258	258	254	242
Commuters (1000s)	249	244	242	242	238	226
Freeway						
Daily Vehicle-Miles of Travel (1000s)	1,793	1,763	1,700	1,645	1,845	1,900
Lane-Miles	154	150	145	140	135	130
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	5,879	5,780	5,900	5,965	6,155	5,950
Lane-Miles	911	911	890	890	880	840
Public Transportation						
Annual Psgr-Miles of Travel (millions)	19.1	17.5	17.6	18.3	18.4	17.7
Annual Unlinked Psgr Trips (millions)	3.5	3.1	3.1	3.2	3.2	3.1
Cost Components						
Value of Time (\$/hour)	16.79	16.30	16.01	16.10	15.47	15.06
Commercial Cost (\$/hour)	86.81	88.12	89.75	81.52	82.56	80.43
Gasoline (\$/gallon)	3.24	2.74	2.33	3.47	2.98	2.66
Diesel (\$/gallon)	3.65	2.96	2.59	4.15	3.36	2.85
System Performance	2011	2010	2009	2008	2007	2006
Congested Travel (% of peak VMT)	43	42	41	40	41	41
Congested System (% of lane-miles)	40	39	38	37	37	37
Congested Time (number of "Rush Hours")	2.25	2.25	2.75	2.75	3.00	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	5,118	5,031	6,446	6,173	8,943	8,770
Rank	68	69	62	66	56	56
Fuel per Peak Auto Commuter (gallons)	15	15	18	18	29	29
Rank	48	48	33	33	9	9
Annual Delay						
Total Delay (1000s of person-hours)	9,964	9,795	9,621	9,277	12,206	11,958
Rank	74	76	78	73	68	71
Delay per Peak Auto Commuter (pers-hrs)	30	29	29	29	40	41
Rank	53	58	61	57	42	40
Travel Time Index	1.15	1.15	1.18	1.19	1.21	1.21
Rank	57	57	38	37	44	46
Commuter Stress Index	1.20	1.17	1.20	1.21	1.23	--
Rank	50	62	42	40	49	--
Freeway Planning Time Index (95th Pctile)	1.86	--	--	--	--	--
Rank	91	--	--	--	--	--
Freeway Planning Time Index (80th Pctile)	1.13	--	--	--	--	--
Rank	98	--	--	--	--	--
Excess CO2 Due to Congestion						
Congested CO2 (million pounds)	103	101	130	124	180	176
Rank	67	68	61	65	56	57
CO2 Per Peak Auto Commuter (pounds)	302	297	371	371	594	594
Rank	49	49	31	32	7	7
Truck Congestion Cost (\$ millions)	53	52	51	46	64	--
Truck Commodity Value (\$ millions)	6,033	5,962	5,881	5,801	5,723	--
Congestion Cost						
Total Cost (\$ millions)	220	216	211	203	261	249
Rank	71	72	75	71	65	69
Cost per Peak Auto Commuter (\$)	645	634	648	627	834	1,105
Rank	56	56	54	56	40	37

Note: Zeroes in the table reflect values less than 0.5.

The Mobility Data for Cape Coral FL

Inventory Measures	2005	2004	2003	2002	2001	2000
Urban Area Information						
Population (1000s)	410	390	370	345	325	305
Rank	84	85	85	87	89	91
Peak Travelers (1000s)	223	211	199	183	170	157
Commuters (1000s)	209	198	187	172	159	147
Freeway						
Daily Vehicle-Miles of Travel (1000s)	1,875	1,795	1,500	1,300	1,100	950
Lane-Miles	120	120	110	100	90	80
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	5,600	5,325	5,100	4,800	4,500	4,300
Lane-Miles	805	775	750	725	710	680
Public Transportation						
Annual Psgr-Miles of Travel (millions)	16.9	12.8	11.8	11.3	13.7	13.3
Annual Unlinked Psgr Trips (millions)	3.0	2.7	2.5	2.4	2.4	2.4
Cost Components						
Value of Time (\$/hour)	14.58	14.10	13.73	13.43	13.22	12.85
Commercial Cost (\$/hour)	78.05	74.17	72.23	70.86	71.38	70.47
Gasoline (\$/gallon)	2.34	1.99	1.53	1.41	1.51	1.54
Diesel (\$/gallon)	2.53	2.01	1.61	1.41	1.58	1.55
System Performance	2005	2004	2003	2002	2001	2000
Congested Travel (% of peak VMT)	36	35	35	35	34	30
Congested System (% of lane-miles)	32	32	32	32	32	27
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	7,138	6,674	6,328	5,691	5,194	4,321
Rank	62	66	65	70	70	75
Fuel per Peak Auto Commuter (gallons)	26	26	26	26	26	22
Rank	17	18	15	10	10	16
Annual Delay						
Total Delay (1000s of person-hours)	9,718	9,075	8,660	7,751	7,108	5,986
Rank	73	74	74	77	77	78
Delay per Peak Auto Commuter (pers-hrs)	36	35	35	33	33	29
Rank	56	56	56	55	50	65
Travel Time Index	1.18	1.18	1.18	1.18	1.16	1.15
Rank	58	58	56	57	60	64
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (80th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Excess CO2 Due to Congestion						
Congested CO2 (million pounds)	144	134	127	115	105	87
Rank	61	65	65	68	69	74
CO2 Per Peak Auto Commuter (pounds)	519	519	519	519	519	445
Rank	17	18	15	10	11	17
Truck Congestion Cost (\$ millions)	--	--	--	--	--	--
Truck Commodity Value (\$ millions)	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	194	171	156	136	125	103
Rank	72	73	74	76	76	78
Cost per Peak Auto Commuter (\$)	921	856	819	766	742	659
Rank	53	54	54	53	54	60

Note: Zeroes in the table reflect values less than 0.5.

The Mobility Data for Cape Coral FL

Inventory Measures	1999	1998	1997	1996	1995	1994
Urban Area Information						
Population (1000s)	295	285	270	265	260	255
Rank	92	92	92	92	91	91
Peak Travelers (1000s)	150	143	133	128	124	120
Commuters (1000s)	140	134	124	120	116	112
Freeway						
Daily Vehicle-Miles of Travel (1000s)	850	700	550	400	350	340
Lane-Miles	70	60	50	45	45	40
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	4,100	3,900	3,650	3,595	3,465	3,100
Lane-Miles	640	605	585	550	530	515
Public Transportation						
Annual Psgr-Miles of Travel (millions)	10.9	9.7	8.2	7.7	9.3	10.2
Annual Unlinked Psgr Trips (millions)	1.9	1.7	1.5	1.4	1.6	1.8
Cost Components						
Value of Time (\$/hour)	12.43	12.17	11.98	11.71	11.37	11.06
Commercial Cost (\$/hour)	66.76	65.76	66.83	66.20	64.27	62.23
Gasoline (\$/gallon)	1.14	1.07	1.17	1.30	1.20	1.08
Diesel (\$/gallon)	1.19	1.20	1.27	1.40	1.30	1.17
System Performance	1999	1998	1997	1996	1995	1994
Congested Travel (% of peak VMT)	30	31	35	37	37	35
Congested System (% of lane-miles)	27	27	32	32	32	32
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	4,269	4,166	4,383	4,512	4,262	3,595
Rank	74	72	69	64	65	69
Fuel per Peak Auto Commuter (gallons)	22	22	26	26	26	22
Rank	14	14	6	5	5	9
Annual Delay						
Total Delay (1000s of person-hours)	6,072	5,984	6,242	6,479	6,089	5,139
Rank	78	78	73	71	69	74
Delay per Peak Auto Commuter (pers-hrs)	31	32	35	37	35	31
Rank	53	44	25	19	19	23
Travel Time Index	1.15	1.16	1.19	1.21	1.21	1.19
Rank	62	51	35	23	18	22
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (80th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Excess CO2 Due to Congestion						
Congested CO2 (million pounds)	86	84	88	91	86	72
Rank	73	71	68	63	63	68
CO2 Per Peak Auto Commuter (pounds)	445	445	519	519	519	445
Rank	16	15	8	5	5	9
Truck Congestion Cost (\$ millions)	--	--	--	--	--	--
Truck Commodity Value (\$ millions)	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	100	94	99	101	92	75
Rank	77	76	71	69	69	73
Cost per Peak Auto Commuter (\$)	657	649	707	740	684	571
Rank	50	46	30	21	21	26

Note: Zeroes in the table reflect values less than 0.5.

The Mobility Data for Cape Coral FL

Inventory Measures	1993	1992	1991	1990	1989	1988
Urban Area Information						
Population (1000s)	250	250	245	245	240	235
Rank	90	89	89	89	88	88
Peak Travelers (1000s)	116	114	110	108	105	102
Commuters (1000s)	108	107	103	101	99	96
Freeway						
Daily Vehicle-Miles of Travel (1000s)	335	330	295	270	255	235
Lane-Miles	40	40	40	40	40	35
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	2,775	2,430	2,205	2,075	2,035	1,975
Lane-Miles	500	475	440	410	390	365
Public Transportation						
Annual Psgr-Miles of Travel (millions)	9.7	9.2	8.9	9.0	8.4	7.5
Annual Unlinked Psgr Trips (millions)	1.8	1.5	1.4	1.2	1.2	1.0
Cost Components						
Value of Time (\$/hour)	10.78	10.47	10.17	9.75	9.25	8.83
Commercial Cost (\$/hour)	60.84	59.01	57.31	55.03	52.81	50.04
Gasoline (\$/gallon)	1.13	1.12	1.10	1.05	1.08	1.00
Diesel (\$/gallon)	1.22	1.20	1.24	1.11	1.07	0.99
System Performance	1993	1992	1991	1990	1989	1988
Congested Travel (% of peak VMT)	31	28	26	26	28	29
Congested System (% of lane-miles)	32	32	32	32	32	32
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	3,020	2,317	1,963	1,812	1,845	1,956
Rank	70	73	74	75	72	66
Fuel per Peak Auto Commuter (gallons)	18	15	11	11	11	11
Rank	12	20	29	29	23	17
Annual Delay						
Total Delay (1000s of person-hours)	4,453	3,392	2,863	2,620	2,673	2,837
Rank	73	79	80	81	77	74
Delay per Peak Auto Commuter (pers-hrs)	27	21	18	15	17	18
Rank	28	47	50	59	44	32
Travel Time Index	1.18	1.15	1.13	1.13	1.15	1.16
Rank	18	30	37	31	23	17
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (80th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Excess CO2 Due to Congestion						
Congested CO2 (million pounds)	61	47	40	36	37	39
Rank	69	73	73	73	69	64
CO2 Per Peak Auto Commuter (pounds)	371	297	223	223	223	223
Rank	12	18	30	29	25	19
Truck Congestion Cost (\$ millions)	--	--	--	--	--	--
Truck Commodity Value (\$ millions)	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	63	47	38	33	31	33
Rank	73	79	78	80	77	74
Cost per Peak Auto Commuter (\$)	489	361	301	263	260	268
Rank	32	50	53	54	44	33

Note: Zeroes in the table reflect values less than 0.5.

The Mobility Data for Cape Coral FL

Inventory Measures	1987	1986	1985	1984	1983	1982
Urban Area Information						
Population (1000s)	230	225	215	205	200	195
Rank	88	89	89	89	90	90
Peak Travelers (1000s)	99	96	91	87	84	81
Commuters (1000s)	93	90	86	81	79	76
Freeway						
Daily Vehicle-Miles of Travel (1000s)	225	210	205	190	180	170
Lane-Miles	35	35	35	35	30	30
Arterial Streets						
Daily Vehicle-Miles of Travel (1000s)	1,810	1,745	1,650	1,590	1,470	1,400
Lane-Miles	340	325	300	280	260	250
Public Transportation						
Annual Psgr-Miles of Travel (millions)	6.5	5.0	5.1	5.1	5.1	5.1
Annual Unlinked Psgr Trips (millions)	0.8	0.7	0.8	0.8	0.8	0.8
Cost Components						
Value of Time (\$/hour)	8.48	8.18	8.03	7.75	7.43	7.20
Commercial Cost (\$/hour)	48.53	46.57	47.83	46.47	44.23	43.08
Gasoline (\$/gallon)	1.00	0.98	1.28	1.29	1.32	1.38
Diesel (\$/gallon)	0.99	0.97	1.27	1.28	1.31	1.37
System Performance	1987	1986	1985	1984	1983	1982
Congested Travel (% of peak VMT)	25	22	23	20	20	20
Congested System (% of lane-miles)	27	23	22	18	18	18
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	1,473	1,230	1,153	1,024	972	910
Rank	74	74	74	72	71	71
Fuel per Peak Auto Commuter (gallons)	11	7	7	7	7	7
Rank	14	34	31	25	18	17
Annual Delay						
Total Delay (1000s of person-hours)	2,125	1,759	1,636	1,491	1,427	1,352
Rank	79	81	80	81	78	78
Delay per Peak Auto Commuter (pers-hrs)	14	12	12	10	10	10
Rank	46	53	48	51	46	41
Travel Time Index	1.13	1.10	1.10	1.10	1.10	1.10
Rank	21	31	28	25	21	16
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (80th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Excess CO2 Due to Congestion						
Congested CO2 (million pounds)	30	25	23	21	20	18
Rank	71	72	72	70	69	69
CO2 Per Peak Auto Commuter (pounds)	223	148	148	148	148	148
Rank	14	36	33	26	20	16
Truck Congestion Cost (\$ millions)	--	--	--	--	--	--
Truck Commodity Value (\$ millions)	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	23	19	18	15	14	14
Rank	78	80	79	81	77	76
Cost per Peak Auto Commuter (\$)	197	161	158	146	138	132
Rank	49	56	55	49	47	45

Note: Zeroes in the table reflect values less than 0.5.

**Benefits from Public Transportation Service and Operations Strategies in
Cape Coral FL**

Operations Strategies	2011	2010	2009	2008	2007
Freeway Ramp Metering					
Percent of Roadway Miles	-	-	-	-	-
Annual Delay Reduction (1000 hours)	-	-	-	-	-
Freeway Incident Management					
Cameras					
Percent of Roadway Miles	6	6	6	6	8
Service Patrols					
Percent of Roadway Miles	85	84	84	84	83
Annual Delay Reduction (1000 hours)	7	7	7	27	25
Arterial Signal Coordination					
Percent of Roadway Miles	78	77	77	77	83
Annual Delay Reduction (1000 hours)	119	117	115	108	179
Arterial Access Management					
Percent of Roadway Miles	45	44	44	44	49
Annual Delay Reduction (1000 hours)	376	369	363	341	537
HOV Lanes					
Daily Passenger-miles of travel (1000s)	-	-	-	-	-
HOV User Delay Savings	-	-	-	-	-
Added Congestion if Operations Treatments were Discontinued					
Annual Delay Reduction (1000 hours)	501	493	484	475	741
Annual Delay Saved per Peak Auto Commuter (hrs)	2	2	2	2	3
Annual Congestion Cost Savings (\$million)	11	11	13	13	19
Public Transportation Service	2011	2010	2009	2008	2007
Existing Service					
Annual Passenger-miles of travel (million)	19	18	18	18	18
Unlinked Passenger Trips (million)	4	3	3	3	3
Added Congestion if Public Transportation Service were Discontinued					
Annual Increase					
Delay (1000 hours)	173	170	167	171	220
Delay per Peak Auto Commuter (hours)	1	1	1	1	1
Congestion Cost (\$million)	4	4	4	5	6

Note: Zeroes in the table reflect values less than 0.5.

APPENDIX C - Press Release



P.O. Box 150045, 815 Nicholas Parkway East, Cape Coral, Florida 33915
• (239) 244 2220 •



March 27, 2014

MEDIA RELEASE:

Media Contact: Ron Gogoi
Transportation Planning Administrator
(239) 330 2239

LEE MPO WANTS PUBLIC TO REPORT TRAFFIC CONGESTION

FORT MYERS, March 27, 2014 - The Lee County Metropolitan Planning Organization (MPO) is asking the news media to write/broadcast about the MPO's efforts to gather public input on traffic congestion on Lee County roadways, and its online interactive form posted at the MPO's Web Site where the public can report congestion. Newspapers and Radio/TV stations are also being asked to provide a link to this interactive form from their respective web sites. The web address to this interactive form is <https://www.surveymonkey.com/s/2014LeeMPOCMS>.

Public input on traffic congestion will be also gathered through a survey that will be published in the News-Press on March 29, 2014. Public input through these surveys have been collected annually since 1998 and has been responsible for funding tens of million dollars' worth of traffic operations improvements in Lee County. These traffic operations improvements together with highway capacity improvements on congested roadways called out through this public reporting process have substantially alleviated congestion and increased traffic safety in Lee County roadways over the years benefiting motorists, vulnerable road users, and public transit.

The MPO's Traffic Management Operations Committee will review the responses collected through the surveys and interactive forms, and address problem locations. Where congestion can be alleviated by simply retiming traffic signals, or restriping a travel lane, or other measures that can be conducted as part of routine operations and maintenance, problems may be corrected by local government agencies and the Florida Department of Transportation in a matter of months. Other strategies such as intersection improvements, countywide signal timing update and the more costly ITS deployments will be addressed through the MPO priority process, and implemented with federal funds sub allocated to the MPO.

Some of the improvements implemented as a result of this public reporting include extension of the northbound left turn lanes on US 41 to westbound Gladiolus Drive, the extension of southbound dual left turn lanes on US 41 to eastbound Six Mile Cypress Parkway, addition of a second left turn lane on westbound SR 82 to SB Daniels Parkway, and synchronized signal timings on several corridors such as US 41, SR 82, Chiquita and Santa Barbara. Examples of congestion management projects currently funded as a result of these surveys include addition of a southbound left turn lane on Veronica Shoemaker Parkway to eastbound Colonial, the modification of the Six Mile Cypress Parkway and US 41 intersection by adding a westbound through lane at its eastern approach, the addition of a WB left turn lane on Pine Island Road to SB Santa Barbara Boulevard, the extension of the existing WB left turn lane on WB Pine Island Road to SB Chiquita Boulevard, the modification of the McGregor Boulevard and AW Bulb intersection to add directional left turn lanes to enhance traffic safety and allow better traffic flow, and an Advanced Traffic Management System on the US 41 Corridor to ease congestion and provide better traffic flow. Additionally, the responses from these surveys have sustained the focus and priority on much needed capacity increase on several of our major roadways – I 75, 82, Daniels, Colonial, etc. - which have resulted in the roadways being widened, or they are in the project development phases now.

Visit the MPO on the World Wide Web at <http://www.leempo.com>



TRAFFIC CONGESTION REPORTING SURVEY

Please identify traffic congested locations and describe any measures you think might help alleviate the congestion by filling out the form below and returning it to the Lee MPO (For reporting multiple locations you may like to make multiple copies of this form). Or, you may choose to complete an interactive form¹ online at <https://www.surveymonkey.com/s/2014LeeMPOCMS>.

1. Location of traffic back up: _____
2. Direction that becomes backed up:

Northbound	Southbound	Eastbound	Westbound
------------	------------	-----------	-----------
3. Time of day back up occurs:

Morning Rush Hour	Evening Rush Hour	Other: _____
-------------------	-------------------	--------------
4. How often does back up occur: Daily Seasonally
5. What is the cause of the back up? (i.e. Traffic crashes, signal timing, inadequate turn lane storage, road work etc.)
6. What specific actions would you suggest to alleviate this back up?
7. Do you use any real time traffic information to plan your trip?

a) Traffic Reports	b) 511	c) Other drivers	d) Other _____
--------------------	--------	------------------	----------------
8. How do you commute to work?

a) Carpool	b) Van pool	c) Drive Alone	d) Transit
e) Bicycle	f) Walk	g) Other _____	
9. How do you commute to school/college/university? (If you are enrolled in school)
10. What type of vehicles do you operate?

a) Car	b) Bus	c) SUV	d) Truck	e) Semi-Truck	f) Bicycles/Wheelchairs	g) Other _____
--------	--------	--------	----------	---------------	-------------------------	----------------
11. If you have difficulty maneuvering your vehicle on certain roadways please list the locations and the types of movements you have problems executing? (i.e.: making u-turns, left turns, right turns, changing lanes due to lane drops, crossing intersections by bicycles/wheelchairs due to lack of marked crosswalks and pedestrian pushbutton signals, etc.)
12. If you have noticed inadequate sidewalk widths that do not address high volume pedestrian activity, please identify the locations:

PLEASE MAIL THE COMPLETED QUESTIONNAIRE TO THE LEE COUNTY MPO BY APRIL 18, 2014
Surveys should be mailed to P.O. Box 150045, Cape Coral, Florida 33915-0045, or faxed to 239 790 2695

¹ A QR code is provided at the top of the page in case you want to use your smart phone and fill an interactive form online by clicking on the Traffic Congestion Reporting Survey icon in the MPO Web Site



Here is your chance to gripe about congested locations

The Lee County Metropolitan Planning Organization (MPO) needs your help in identifying congested roads for which it may be able to identify relatively low-cost or "quick fix" improvements to improve the operation and safety of the existing transportation system. Low cost improvements include realigning minor roadways, road signing or striping, installing or synchronizing traffic signals, adding or extending turn lanes at intersections, installing bicycle/pedestrian facilities that encourage non-motorized transportation etc. If you are aware of congested locations, please fill out the questionnaire below, clip and mail it using the above address, or fax to (239) 790-2695, or complete an interactive form online at <https://www.surveymonkey.com/s/2014LeeMPOCMS>. ***(If you have multiple locations to report please make multiple copies of this questionnaire first before filling it)***

1. Location of traffic back up: _____

2. Direction that becomes backed up:

Northbound Southbound Eastbound Westbound

3. Time of day back up occurs:

Morning Rush Hour Evening Rush Hour Other: _____

4. How often does back up occur: Daily Seasonally

5. What is the cause of the back up? (i.e. Traffic crashes, signal timing, inadequate turn lane storage, road work etc.)

6. What specific actions would you suggest to alleviate this back up?

7. Do you use any real time traffic information to plan your trip?

a) Traffic Reports b) 511 c) Other drivers d) Other _____

8. How do you commute to work?

a) Carpool b) Van pool c) Drive Alone d) Transit
e) Bicycle f) Walk g) Other _____

9. How do you commute to school/college/university? (For students only)

a) Car b) Bus c) Walking d) Bicycling
e) Other _____

10. What type of vehicles do you operate?

a) Car b) Bus c) SUV d) Truck e) Semi-Truck f) Bicycles/Wheelchairs g) Other _____

11. If you have difficulty maneuvering your vehicle on certain roadways please list the locations and the types of movements you have problems executing? (i.e.: making u-turns, left turns, right turns, changing lanes due to lane drops, crossing intersections due to lack of marked crosswalks and pedestrian pushbutton signals if you are riding a bicycle or walking, etc.)

12. If you have noticed inadequate sidewalk widths that do not address high volume pedestrian activity, please identify the locations:

ATTACHMENT B

**(1) COMMENTS RECEIVED FROM DARLA LETOURANEAU, BIKE
WALKLEE WITH STAFF RESPONSES - Pages 3 through 8**

**(2) COMMENTS RECEIVED FROM ANDY GETCH, LCODT WITH
STAFF RESPONSES - Pages 9 through 11**

DLetourneau 8/14/14

Comments to Ron & Don re: draft MPO 2014 Congestion Monitoring Report

Thanks for asking me to provide comments on this draft report, specifically on the alternative transportation sections. I always find it interesting to read these annual reports, as they both provide an overview of the transportation projects that have been completed and their intended benefits (very helpful info) AND they remind me how much we're still approaching transportation from the old paradigm of "congestion", LOS, as if expanding lanes is the solution to all problems, a definite auto-centric focus, vs. transportation as access to where people want to go.

I'm sharing with you some comments/thoughts as I've read the report.

II. Road Improvements (p. 2-4)--on all road projects you highlight (just noting these here but the comment goes to the entire report), you should include the bike/ped/transit facilities that were included in those road projects. For example, the discussion of the **Metro Parkway extension project**, it should include the shared use path & bike lanes and providing add'l facilities for walkers & bikers...all modes of transportation. Each of these road improvements now has language that also includes bicycle and pedestrian facilities. Reference to transit facilities are only made if the roadway serves LeeTran bus routes.

Three Oaks Parkway--when is the Oriole Rd. extension supposed to be constructed? is it programmed/funded? This is a county project. Currently there are no funds committed for project development in the CIP.

Ben Hill Griffin/Treeline--again, this has bike/ped facilities that were included and should be mentioned here. Narrative in this section of the Report now identifies the existing bike ped facilities and how they support alternative modes of transportation.

Veronica Shoemaker/Plantation rd extension: here's what I mean about the "language" we're using in report and message it sends: "In order for traffic to really pick up along the entire stretch and for the corridor to operate as a fully functioning north south alternative, the existing segments with two lanes have to be widened in the future." The narrative has been modified to include reference to existing sidewalks and bike lanes as well as the lack of such facilities in various segments of the roadway to make it a complete street. The modified narrative also removes the statement that you found questionable.

Alico Green Meadows--Do we really talk about this as an "expressway"? Don't think this project should be justified as needed to alleviate congestion on Daniels during baseball games..smarter/less costly ways to address that problem, such as transit and bike/ped, etc. Suggest deleting this sentence. The narrative in this section has been modified. Alico Green Meadows is not an expressway. It is critical for the growth of Lehigh Acres which at built out is expected to have a population of 350,000. The new facility will also support future traffic generated at the Rodina mixed use community of 28,000 residential units in Hendry County. A complete streets facility on Daniels supporting transit, walking, and bicycling alone would not cut it for commutes to south Lee County and Naples from and to Lehigh Acres and the Gateway community at build out..

External Factors (p. 4). You cite national data re: reduction in VMT. Don't we have any Lee County-specific data? there's no estimate given here (check the TIGER application, I think it's in there.)...thought MPO had something they were using for LRTP.

Traffic Counts. It's troubling that the actual traffic counts and count sites are down drastically (from 310 sites in 2008 to 84 sites in 2013), making our road traffic counts (which drive the modeling for LRTP) are increasingly not based on real data. As they say, garbage in, garbage out. Is MPO or County doing anything about trying to get more funding to do more site counts so we have better numbers? Without it, we are flying blind and proposing major expenditures for road projects that we don't know whether traffic counts justify them. How concerned is MPO about this? *The MPO is concerned about this and has explored alternative ways to supplement the data.*

Concurrency Report. for the past couple of years, I've reviewed and provided public comments on these concurrency reports and your write up is missing the key point...which is...based on this narrow auto-LOS measure (which inherently overstates the need for roads), 91% of Lee county's 342 road segments meet or exceed the LOS standards. this context needs to be given before listing the "failing" roads. I think the constrained roads should be deleted from this list or at least separated into 2 lists so you've got a more accurate list of the roads that are considered "congested" as defined by the one auto-LOS standard. (see my Nov. 2013 comments attached at end) *Table 3 on Page 25 and 26 has been modified and now identifies problem roadways into 4 categories based on input from the TAC and BPCC. A distinction has been made between "congested" and "constrained" facilities on roadways where LOS is failing. If they are constrained facilities then congestion is acceptable (and sometimes can be an advantage to make an area bicycle and pedestrian friendly as in Periwinkle Way), and we are identifying such roadways as "Constrained" facilities without revealing their LOS standards. Instead of a LOS standard, we simply say "Congestion Acceptable". These include roadways like Estero Boulevard, McGregor Boulevard, Periwinkle Way, etc.*

The remainder of the failing roadways which are not on constrained facilities are being called out as "Congested" roadways, with LOS shown "F".

A third classification are those roadways where we will be monitoring traffic for future congestion, based on staff observation and public reporting of traffic backups occurring during peak hours and special events.

A fourth classification are those roadways which cause traffic bottlenecks but now have improvements programmed.

Daniels by JetBlue Stadium: Good to see discussion of alternative transportation ways to address problems here, and thanks for inclusion of BWL's bike corral demonstrating the interest in biking to facility.

Estero Blvd. & San Carlos Blvd.--here and elsewhere you need to broaden the label you've given the PD & E for San Carlos...it's no longer an "exclusive trolley lane" proposal, it's about redesigning corridor for bike/ped/transit enhanced access. also change label on p. 28 table. I've had this conversation with Don, Carmen, and Ned and I think they were in agreement and were going to change the label. *There is now a separate heading for the PD&E Study and we are calling it simply as the San Carlos Boulevard PD&E Study. Under this heading we are reporting the Early Stakeholder Coordination Effort conducted in April and May to understand the problems and challenges along the corridor better, and to identify improvements. The narrative calls out the proposed*

improvements including a roundabout at Times Square, adding bike lanes and pedestrian crossing while ensuring sidewalks are continuous on both sides of San Carlos Boulevard and across the Matanzas Pass Bridge, adding a southbound right turn lane on San Carlos Boulevard to eastbound Pine Ridge Road, etc.

Gladiolus/Six Mile Cypress--I think one of the reasons that the Metro extension hasn't relieved traffic here is that lots of people have no clue that the Metro extension gives them an alternative to this other route. I think we should be mounting a major education campaign, providing maps online, etc. re: alternative routes that our new roads allow...also need to get GPS features updated quickly because a lot of people just punch it in their GPS and take whatever route it gives them. Do we know if the new road is being factored into the GPS maps ? Good way to test is simply plug in a trip that involves this area and see whether it will take you on Metro extension vs. this bad intersection. I'd like to see your report make some recommendation in this direction. The narrative for this section has been modified. The traffic in Metro Parkway and Mike G. Rippe Parkway has seen brisk traffic lately. The solution to the traffic woes on Six Mile Cypress Parkway and Gladiolus Drive at the intersection is not Mike G. Rippe Parkway. Programmed interim improvements such as the addition of a third westbound lane and extension of the westbound left turn lane to southbound US 41 may help traffic flow on westbound Six Mile Cypress Parkway but would not do anything to the existing traffic problem on eastbound Gladiolus Drive. Unfortunately, no treatment other than a grade separated interchange will address this problem.

VI. Traditional Congestion Mitigation Measures

Your first sentence identifies the "problem" I mentioned at beginning of my comments, but doesn't really take it anywhere:

"Road expansion and new roads increase highway capacity and have always been a popular way to address traffic congestion in Lee County." Just because it's been popular doesn't mean it's the most cost effective or consistent with the county's vision, or only way to address the "congestion problem".

After this statement, you then go thru the list of all the widening projects that have been implemented. As mentioned earlier, you should include the add'l bike/ped/transit facilities that were provided with each of these projects so you can see that we've enhanced other modes of transportation facilities in the process...all of them can address "congestion" and give people choices of the mode of transportation they take to access where they want to go. Bike Ped facilities have been added to the narratives.

Roundabouts: p. 32. "Roundabouts are suddenly becoming more acceptable in the US because.." I would suggest revising this sentence...it hasn't been "sudden", and I don't think it's about being "more acceptable"...I think the multiple benefits of roundabouts have been demonstrated and more & more communities around the country are using them. (Lee County is coming a bit late to the party)..good idea to have clear statement of all the benefits of roundabouts (missing from your list is cost-effectiveness)...think safety improves for everyone, not just bike/ped...reduces fatalities because speed is lower. The paragraph has been revised to address the comments.

Public Transit (p. 38)--your report touts the increased ridership in LeeTran in 2013; however, our 2014 record has been a major step backwards due to the budget cuts, which you note...you can now add the July numbers (see blog post at end with actual ridership number trends for 2014 thru July) (The October

numbers which completes FY 2014 have now been used). Interesting that you are using BWL statements tying budget cuts and loss in ridership...is that because LeeTran isn't authorized to say that? I'm ok with statement...I view it more than "a theory" (assume your sentence in yellow is coming out ("there is no technical analysis to back up this theory.") (That statement has been removed) Your tables on the 2 routes just use 2013 data. would it be useful to add the 2014 data? (FY 2014 data added) Last sentence in section (p. 39) re; transit task force...you know it's really defunct now and county doing nothing with their recommendations...not sure how you want to deal with it for report. You are right there is no closure. I modified the last sentence to say the Transit Task Force is in hiatus.

Walking and Biking (p. 39-40); I think this is the section I wrote for you back in 2012. It needs to be updated (which I certainly don't have time to do), which I think you can do fairly easily by taking the TIGER application "selection criteria " section which I worked on. All the facts were updated and fact checked as of May 2013. You should use updated figures from there. Below are a few comments/suggested changes in what you've written up:

First sentence, last word should be plans (plural) since you're talking about several local governments. I would delete the sentence "While new roadways...." it is confusing and doesn't add anything. The narrative under this section has been revised.

On your paragraph about the Lee County Comp Plan update (Horizon 2035), you need to frame it differently because the proposed Horizon 2035 plan (of the transportation element is a part) is still not approved and hasn't even gone to the Board yet...hopefully in Fall and 2015. So all these great changes are still just in proposed stage. (The language has been modified consistent with Andy's suggestion from his written comments)

Your statement that "FDOT and LCDOT now accommodates bike lanes in resurfacing projects" is not accurate, at least in terms of LCDOT. They do a "complete streets review" which identifies complete streets needs and makes recommendations for future projects. since their resurfacing projects can't expand width of lanes or deal with any permitting issues, unless the road width is already there and they're simply painting the lines differently when they resurface, bike lanes are not being installed as part of resurfacing projects. It's possible that there's been an exception to their process, such as the Daniels widening which put in bike lanes because it was a CIP project, not a regular resurfacing project. (The language has been modified consistent with Andy's suggestion from his written comments)

On p. 40, on the CCBP project, I think it's supposed to be completed this November, which you might want to mention. Also, you should include a paragraph on FMB's bike/ped safety committee (It might have been written up in the BPSAP), Bonita's establishment on a bike/ped advisory committee last year, and the City of Fort Myers' important step in implementing their complete streets policy--developing a complete street design manual (like one in Broward) under leadership of their BPAC, which is nearing completion. I think all these types of local accomplishments are contained in BWL's 2013 Accomplishment report (here's link: http://www.bikewalklee.org/BWL_PDFs/BWL_facts/2013accompBWL.pdf) All the suggestions have been added to the Report.

Under paragraph about recognitions, you need to add the second BWL 2013 Complete Streets Champion of the Year award--the one to the City of Cape Coral and CCBP for the 90 mile bike route. again, you can find write-up about that in our accomplishments. On the BFC designation for Sanibel, you may want to mention that city has just applied for continuation of designation (existing from 2010-2014). **This has been addressed.**

Section of Increases in Alternative transportation mode shares: p. 41

In second paragraph, you should add that Bonita Springs City Council is now developing a complete streets program (voted on 8/12/14 to instruct staff to develop a complete streets ordinance for their consideration). **Updated**

Third paragraph, see if TIGER has updated data..or check Google for AARP updated report...same with the AAA report cited in next paragraph. **No updates available**

With respect to ACS and Household surveys, the reports are done every year and there will be a 2013 or 2014 one up on the Census website. Note that the table on p. 42 needs to be updated...the Alliance for Biking and Walking has a 2014 Benchmarking Report (I gave Andy Getch my extra copy of it). **The table and the documentation related to it have been updated.**

Land Use section (p. 44)

I see you have a write up on the Cape Coral TCEA. What about the CRA in downtown Fort Myers? the new CRA-type structure for downtown Bonita? **A Downtown Fort Myers TCEA has not been designated yet. The City is working on a TCEA Mobility Study to provide data and analysis in support of a comp plan amendment necessary for implementation of the TCEA. This Study is documented in page 52. In response to your comment staff has included a brief summary of this TCEA Mobility Study under the Landuse Strategies in Page 46.**

The City of Bonita Springs has not established a TCEA. However, staff has added a narrative on a preliminary delineation of a potential TCEA identified in the City of Bonita Springs Comp Plan. The preliminary delineation includes Old 41 from Bonita Beach Road to Terry Street. The narrative mentions the \$16 million in improvements committed to this corridor, and that sidewalk and bicycle connectivity are among the improvements proposed, and that along with existing transit will support alternative transportation in the corridor.

Section on PD & E studies, p. 45-47

Interesting to read all of these together and to see how many of these studies are on hold, were canned, i.e. collecting dust. On the Second Street P D & E study (FM), could you remind me why this is on hold? isn't it connected to something else that the city asked the MPO to explore? If so, should probably mention here. **The City had previously agreed with the State that they would widen and convert Second Street to a four lane two way facility. They would also convert First Street to a two way facility and then having met both the requirements the state would hand over ownership to the City. However, the City has conducted a study that shows future traffic on Second Street could be supported without the proposed road widening, and the study results have been submitted to FDOT. The City is still waiting on a resolution.**

Bonita changes--p. 48

Lots of changes in Bonita that mean you need to update both the BB Rd/US 41 PD & E study (will have exact language after the 8/22 MPO Board meeting); on Bonita Beach corridor issue, think you need to add re: Bonita's vote to stop their funding contributions to Phase II of BB Rd. widening project; and the action they've taken to fund a BB Rd. vision study. The heading has been replaced from a "Bonita Beach Road and US 41 Intersection PD&E Study" to Bonita Beach Road Vision Study. Under this heading I have discussed the fate of the original PD&E Study as a result of the MPO Board action from its August meeting, the withdrawal of funds to widen Bonita Beach Road from Old 41 to US 41, the allocation of \$100K by the Bonita City Council to hire a consultant to develop a vision study for the Bonita Beach Road corridor for use by motorists, pedestrians and bicyclists.

Cape transit study, p. 50-51

You say that study was completed in June 22, 2012 and that city was supposed to select preferred alternative. have they done that? think report should provide status. The MPO priorities have changed. LeeTran does not have the funds to operate a new service. Also, there have not been any recent demand for such a service from Cape residents, or public transportation users. So any reference in the Congestion Monitoring Report for a preferred alternative, or taking the recommendations through a public involvement process to garner support has been removed. The Report now says there are no planned action at this time.

FMB/San Carlos Trolley studies, p. 51-52

Again, I think the name of the newest "trolley lane study" should be changed throughout and incorporate here. The two trolley lane studies documented in the Report resulted through the efforts of LeeTran and FDOT respectively. These studies have been left alone "as is" as both studies had specifically called for development of an exclusive trolley lane only. However, a third study called the PD&E Study for the San Carlos Boulevard Corridor has now been added which highlights the improvements that evolved through the Stakeholder Coordination Effort in 2014 including improvements to the San Carlos/Pine Ridge intersection, development of continuous sidewalks on both sides of San Carlos and across the Matanzas Pass Bridge, expansion of the project limits, trolley lane, bicycle lanes, and improvements to the Time Square area.

Sanibel traffic studies (p. 55)

The 2 traffic calming studies mentioned here have been completed so you may want to get update from city and include. The section has been updated.

Reason Foundation study (p. 56)

If you have to include this study, you should add a date of the study...it's clearly been overtaken by events and the new funding realities. The study has been dated, and the section has been updated. Even with the new funding realities some of the proposed improvements are still viable today while others have already been implemented.

Ron Gogoi

From: Getch, Andrew <AGetch@leegov.com>
Sent: Wednesday, August 27, 2014 8:49 AM
To: Ron Gogoi
Cc: Loveland, David; Jansen, Stephen; Clarke, Sarah
Subject: RE: BPCC agenda packet for August 26th meeting

Hi Ron,

Here are some of the traffic congestion related comments on the draft presented to BPCC (pg 8-100 of the pdf) at this link:

http://www.leempo.com/documents/BPCCCompleteAgendaPacket_001.pdf. I am copying other staff to see if they are OK with the comments in yellow.

General

It would be helpful if the report were more clear about different perceptions and levels of congestion compared to what the FHWA calls congestion:

http://www.fhwa.dot.gov/congestion/describing_problem.htm

The simple FHWA definition given is “when demand exceeds system capacity”. Some of what is discussed in this report as congestion seems to be delays within acceptable LOS. There is a recognition that the perception of congestion varies from place to place and at different times. Locally, congestion has been accepted on certain facilities with constrained road designations. A similar approach may be used for certain activity centers. Short durations of congestion are accepted for infrequent occurrences. This is why FDOT uses the 30th and 100th highest hours for LOS determination.

The current LOS standards are for individual segments while the FHWA definition seems to point to a systemwide analysis and determination. Complete elimination of facility/segment congestion is not financially feasible. As I recall, the price tag on the 2035 Needs plan is around four billion dollars. Even that level of expenditure does not and would not eliminate congestion on every road segment/intersection.

In response to this comment a new section IA. SYSTEM-WIDE AND CORRIDOR LEVEL PERFORMANCE ANALYSES in the 2014 Congestion Monitoring Report has been added

Introduction in page 1 to distinguish the various approaches that have been used in this report to identify congestion. Also, Table 3 in pages 25 & 26 have been modified based on ● -----
Would it be appropriate to reference (here or in a standalone section) the 2040 LRTP and how this congestion monitoring report works with MPO policies (financially feasible balanced multimodal transportation system, complete streets, etc.) and federal congestion reporting requirements?

In response to this comment, a new section IB, Relationship of the CMP with the MPO's Long Range Transportation Plan has been added in Page 2.

Report Page 2

This section could be clearer about network limitations in Lee County due to environmental and man-made barriers. There are a limited number of river and slough crossings. Historic development patterns in Lee County have not generally fostered connectivity. As a result, many trips that could otherwise use local streets are forced to use the arterial network. This narrative has been incorporated in the Report.

The caption on the picture is Three Oaks Parkway, however it appears to be Michael G. Rippe Parkway looking southbound at the Alico Road overpass. Corrected
Second paragraph, third sentence – The phrasing is confusing, replace “Oriole Road” with “Three Oaks Parkway”. Done.

Page 3

Ben Hill Griffin Pkwy/Treeline Ave/SWFIA paragraphs - repeats that 40% of traffic from SWFIA use Ben Hill Griffin south of Terminal Access Road. Can one reference be eliminated? This statement has been removed from the Ben Hill Griffin Parkway section but is maintained under the Airport Direct Connect section.

● - input received at the BPCC and TAC meetings to classify problem roadways as Congested, Constrained, Monitored, and Traffic Bottlenecks with Programmed Improvements.

An explanation of each of these classifications is provided in Pages 23 & 24 under IV. IDENTIFICATION OF CONGESTED CORRIDORS.

Veronica Shoemaker/Plantation paragraph - third sentence implies widening of the existing two lane segments to four lanes. This corridor is not listed as a monitored corridor. The 2-lane segment of Plantation is in the current needs plan for a 2LD and is no longer shown in the LRTP as a four-laning project (recently revised). Consider modifying the statement. **Statement has been modified.**

Alico/Greenmeadow ext. paragraph - Consider noting Lehigh has platted 96 square miles, 120,000 mostly vacant lots, and when all lots are built out, a population potential of 350,000. The current means of access from Colonial Blvd, Joel Blvd, SR 82, Daniels Pkwy and Cemetery Rd. **These suggestions have been incorporated**

to reinforce the argument in support of this corridor.

Page 25

Map 2 seems to correspond with Table 3, however what Table 3 calls corridors identified for monitoring, Map 2 calls congested, some are, some are not. Consider changing the legend "congested corridor" to make a distinction between monitored, constrained and congested corridors. **Done, see Pages 25, 26 and 27**

Page 54

Luckett Rd/Sunshine Blvd study – The www.luckettssunshine.com website is no longer active, the public workshop memorandum is at this link:

<http://www.leegov.com/gov/dept/dot/projects/Documents/Workshops/Luckett%20Sunshine%20report%202008.pdf> **Correction made.**

Andy Getch, P.E.
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Join our online public forum at www.leecountytownhall.com

From: Ron Gogoi [mailto:rgogoi@Leempo.com]
Sent: Tuesday, August 26, 2014 5:24 PM
To: Getch, Andrew
Subject: RE: BPCC agenda packet for August 26th meeting

Andy,

Do you already have your written TAC comments for the CMR? If you do, can you send them to me so that I can include them in the agenda packet? Thanks.

Ron

Ränjit Gogoi, AICP

Transportation Planning Administrator,

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From: Getch, Andrew [<mailto:AGetch@leegov.com>]

Sent: Friday, August 22, 2014 4:08 PM

To: Ron Gogoi

Subject: RE: BPCC agenda packet for August 26th meeting

Ron,

Here are some comments focusing on pg 40-41 bike/ped for the 2014 Congestion Monitoring Report. Congestion related comments will be made when this is on the TAC agenda:

Page 40-41

Walking and Biking, first paragraph, - add a sentence "The Lee Plan and Transportation Element draft EAR changes, including policies for a balanced multimodal transportation system, complete streets, accessibility, livability and walkability are under review." Delete the next sentence referring to the Office of Environmental Policy Management. In the following sentence delete the LCDOT reference regarding including bike lanes in resurfacing. It would be more accurate to say that Lee County has a process to review CIP projects for complete streets. The process includes bicycle and pedestrian improvements in widening and reconstruction projects and reviews resurfacing projects for complete streets. Needs are identified and considered in prioritization of retrofit improvements. **Changes incorporated in Report.**

Page 55-56

Estero Boulevard – design and construction of three of the project segments are programmed in the current CIP **This has now been reflected in the Report**

<http://www.leegov.com/gov/dept/dot/projects/Documents/Project%20Summary%20Adopted%2014-18%20CIP%20as%20amended%2011-19-13.pdf>

Andy Getch, P.E.

Planning Manager

Lee County Department of Transportation

3rd floor

DISCUSSION ON AN ALTERNATIVE ROUTE FOR THE SOUTHWEST FLORIDA CONNECTOR

RECOMMENDED ITEM: Review and discuss the development of alternative route(s) for the Southwest Florida Connector.

At the beginning of the year, the Florida Greenways and Trail Foundation proposed two additional high priority regional trails across Florida including the Southwest Florida Connector and the North East Connector. Recently, Maureen Bonness of the Naples Pathway Coalition proposed an alternative route for the Southwest Florida Connector that would take the original route away from the North South US 41 urban corridor in Lee and Collier and into the rural parts of East Collier County to take advantage of existing and near term planned facilities. **Attachment A** includes a drawing of the proposed alternative route that would run along East West US 41, CR 951, Immokalee Road, Camp Keais Road, and SR 29. Maureen terminated the proposed alternative on SR 82 at the Collier/Hendry County line that would match up with what is being included on SR 82 as part of the widening project but would then need to be connected back west to facilities heading north. This alternative was proposed in an email to Dale Allen, President of the Florida Greenways and Trails Foundation. The email is included in the following page.

Attachment B includes a drawing of the original route that is currently included in OGT's Florida Greenways and Trails System Plan, and identified in the Priority Trail Map with gaps along this route already prioritized for future funding.

This item has been included in the agenda to initiate a discussion of this and any other alternative routes in the Lee and Collier portion of the trail, now that OGT's Land Opportunity Trail Map and the Priority Trail Map will be going through an update process next year. With the Florida Water and Land Conservation Initiative, Amendment 1, passing during the November election, there may be more funds available for trail development, and it behooves us to start a dialogue and get a consensus between our neighboring communities on the best route for this trail as there are issues with several current segments that need to be discussed.

MPO staff has been in discussion with OGT staff on the update process and we have been asked to submit a shape file of all our changes on the Land Trail Opportunity Map by April 30, 2015.

-----Original Message-----

From: Maureen Bonness [<mailto:bonness@infionline.net>]

Sent: Wednesday, October 29, 2014 8:39 AM

To: W. Dale Allen

Cc: Joe Bonness III; Darla Letourneau; bethbrainard@naplespathways.org; Jane Cheffy; Don Scott; Dan Moser; StacyRevay@colliergov.net Revay; Sue Faulkner; Lucilla Ayers

Subject: SW FL connector Collier County via Immokalee

Dale

Attached is my draft of a route for SW FL Connector through Collier County. This is the path of least resistance. All segments of the route have already gone through public-participation studies. Some segments are already built. Since I prefer to cycle in rural parts of the County, I like this route.

But this may not be the best alignment. As with the current Brooksville controversy, the easy alignment directs the economic benefits away from the urban areas, in this case Naples, Bonita Springs, Estero (... Immokalee and Ave Maria might think this is preferable).

I am hopeful other cycling advocates in Collier and Lee Counties will champion concepts for an alternative route closer to the coast.

We (Lee/Collier) should endeavor to be unified on a draft alignment by spring of 2015, in order to give OGT time to asses for their map update in June 2015 (followed by public hearings in the fall and adoption in Dec. 2015).

Maureen Bonness
River of Grass Greenway
www.evergladesROGG.org

SW FL Connector via Immokalee
Draft concept Oct. 2014
 (Collier County alignment comprised entirely of shared-use pathways already studied, planned, or built)

Legend

- Built
- Planned; in pipeline
- PDE/Master Plan done or in progress; not yet funded

