CITIZEN ADVISORY COMMITTEE

Lee County Metropolitan Planning Organization
Thursday, October 6, 2015
Estero Community Park & Recreation Center
9200 Corkscrew palms Blvd, Room 103A
Estero, Florida 33928
2:00pm

AGENDA

Call to Order

Roll Call

1. Public Comments on Items on the Agenda

New Business

2. *Approval of an Amendment to the FY 2015/2016 through FY 2019/2020 TIP to add a Funding Phase for the Purchase of LeeTran Vehicles (Don Scott)

3. +Discussion on the Long Range Transportation Plan Public Comments Received to Date (Don Scott)

4. *Review, Provide Input and Recommend Approval of the 2040 Draft Cost Feasible Transit Projects (Don Scott)

5. *Review, Provide Input, and Recommend Approval of the Draft Freight Mobility Technical Report (Ron Gogoi)

6. *Review, Provide Input and Recommend Approval of the Draft Roadway Cost Feasible Projects (Don Scott)

7. *Review, Provide Input and Recommend Approval of the Draft Bicycle Pedestrian Cost Feasible Project List (Don Scott)

8. *Review and Provide Input on the Draft Congestion Management Cost Feasible Project List (Ron Gogoi)

9. Review and Comment on the FDOT Draft Tentative Work Program (Don Scott)

Other Business

10. Public Comments on Items not on the Agenda

11. LeeTran Report

12. FDOT Report

13. Announcements

14. Topics for next meeting

15. Information and Distribution Items

Adjournment *Action Items +May Require Action

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Johnny Limbaugh at the Lee MPO at 239-330-2242 or by email at jlimbaugh@leempo.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Lee County MPO Title VI Coordinator Johnny Limbaugh at (239) 330-2242 or by writing him at P.O. Box 150045, Cape Coral, Florida 33915-0045.

Agenda Item 2
TAC/CAC 10/6/15

REVIEW AND APPROVAL OF A FY 2015/16 THROUGH FY 2019/20 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FOR THE PURCHASE OF A LEETRAN BUS

RECOMMENDED ACTION: Review and Approval of an amendment to the FY 2015/16 through FY 2019/20 Transportation Improvement Program (TIP) to add a funding phase for the purchase of a LeeTran bus.

The MPO is amending the FY 2015/16 through FY 2019/20 Transportation Improvement Program by deleting FPN#422621-2 to add a new project FPN#422621-3 for the purchase of a LeeTran bus in the amount of $1,100,000 in FY 2016. The Bus purchase funds in FY 2017 will be a standalone project FPN# 422621-4 in the Draft Tentative Work Program. **Attached** is the FDOT request letter along with project funding details.

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 North Broadway
Bartow, FL 33830

JIM BOXOLD
SECRETARY

September 24, 2015

Mr. Donald Scott AICP, Executive Director
Lee County Metropolitan Planning Organization
P.O. Box 150045
Cape Coral, FL 33915-0045

RE: Request for Amendment to the Lee County Metropolitan Planning Organization's FY 2015/16 – 2019/2020 Transportation Improvement Program (TIP)

Dear Mr. Scott:

This letter is a formal request for the Lee County Metropolitan Planning Organization (MPO) to approve the following amendment to FY 2015/16 – 2019/2020 TIP at the October 16, 2015 board meeting. A new item segment phase number was added to FPN #422621-2 to place funding in the amount of $1,100,000 for the replacement of a Lee Tran Bus. The total project cost for this capital expenditure is $1,100,000 and will be available in fiscal year 2016, as outlined in the table below. In order to receive federal funds for this project, these changes are required to be amended into the Lee County MPO's FY2015/2016 through 2019/2020 Transportation Improvement Program.

FPN Number	Federal Project Description	Phase Group	Amount	Funding Type	Fiscal Year	Comments
422621-3	Lee Tran Bus Purchase	Capital Grant	$1,100,000	FTAT	2016	Added a new funding phase
		Capital Grant	$1,100,000	SU	2016	

If you have any questions, please feel free to contact me at (239) 225-1976. Your continued cooperation is greatly appreciated.

Sincerely,

D'Juan L. Harris
Community Liaison

DLH:dlh

cc: Laura Lockwood, FDOT
Richard Shine, FDOT
Debra Stephens, FDOT

Agenda Item 3
TAC/CAC 10/6/15

DISCUSSION ON THE LONG RANGE TRANSPORTATION PLAN PUBLIC COMMENTS RECEIVED TO DATE

RECOMMENDED ACTIONS: Discussion on the public comments that have been received through the third week of September.

The MPO has received about 406 comments from the online engagement survey that will continue through the beginning of October. **Attached** are the comments that we have received through the survey along with the comments that we have received by e-mail through the website. The staff and consultant will provide an overview of the comments received as well as what we have heard at the public workshops and meetings that have been held over the last few months.

Online Engagement Comments

ID	Need	Project or Project Type	Comment
1	Bike & Ped	Bike Lanes	We need more bike lanes and the ones that we do have need to be more than 3 feet wide! They are not safe.
2	Bike & Ped	Bike Lanes	Bike Lanes ONLY where SPEED limit is appropriate = 35MPH or below.
3	Bike & Ped	Bike Lanes	Very dangerous in SW Florida. I only use Off road and shared use paths.
4	Bike & Ped	Bike Lanes	I would have put bike lanes at the top of the list but the unrideable "bike lanes" on Rt 41 were a waste of tax payers money. Painting white lines on the road does not make a bike lane.
5	Bike & Ped	Bike Lanes	We need bike lanes to decrease traffic congestion.
6	Bike & Ped	Bike Lanes	The bike lanes would allow those who choose to travel by bike meaning less traffic on the roads. It also create accountability on both auto & biker safety.
7	Bike & Ped	Bike Lanes	Bike lanes on roads with speeds greater than 40 mph should be 7 feet wide. Biking down the center of a 5 foot lane with a motor vehicle riding to the right of their lane will violate the 3 foot safe passing rule.
8	Bike & Ped	Bike Lanes	Bike lanes from Shell Point Rd to the Toll Booths to Sanibel.
9	Bike & Ped	Bike Lanes	Protected Bike Lanes should be the preferred method.
10	Bike & Ped	Bike Lanes	It is time to look at licensing bikes. It is a hobby, like golf and boating. Collect fees and use them to pay for bike lanes.
11	Bike & Ped	Bike Lanes	WITHOUT BIKE LANES bikers are subject to VERY dangerous road conditions ESPECIALLY in Florida.
12	Bike & Ped	Bike Lanes	Install Bike lanes along Estero Pkwy and Three Oaks Pkwy
13	Bike & Ped	Bike Lanes	I ride every day and without a way to a bike lane my life is at risk every day
14	Bike & Ped	Bike Lanes	Add bike pedestrian facilities on Plantation Road.
15	Bike & Ped	Facilities Near Major Destinations	As part of creating a bike and pedestrian friendly network, another issue that must be addressed is building at densities to support walkability and bikability.
16	Bike & Ped	Facilities Near Major Destinations	Bike lanes would have been number one but the unrideable "bike lanes" on 41 were a waste of taxpayers money. Painting white lines on the road does not make a bike lane.
17	Bike & Ped	Facilities Near Major Destinations	Very important.
18	Bike & Ped	Facilities Near Major Destinations	Need more facilities like bike racks at all strip malls, post offices, etc to give people a reason to bike. Nothing worse than having to walk into some landscaping to lock your bike to a tree.
19	Bike & Ped	Facilities Near Major Destinations	We need more access to Estero bay and the Gulf of Mexico it is one of our best assets.The Village of Estero can only be enhanced by better access to the Golf.
20	Bike & Ped	Facilities Near Schools	Very important.
21	Bike & Ped	Facilities Near Schools	get bikes off the road with cars they don't belong there give them their own path with walkers
22	Bike & Ped	Facilities Near Schools	What does this MEAN??? What KIND of FACILILTIES?? The ONLY reason I chose this is that the survey is defectively designed to not advance if I don't choose all five. In the next section -Transit-- I only want to vote for one thing: the airport transit -- but I had to vote for all five. -- This is ridiculous.
23	Bike & Ped	Facilities Near Transit	Building a recreation trail along the railway should be strongly considered.
24	Bike & Ped	Facilities Near Transit	Very important.
25	Bike & Ped	Off Road Trails	Check out Westerville Ohio & how they developed a city wide bike trail program
26	Bike & Ped	Off Road Trails	Very important.
27	Bike & Ped	Off Road Trails	Train tracks unused convert to pathway
28	Bike & Ped	Paved Shoulders	Bike lanes are scary -- both for the driver and the cyclist. Shared use paths are much safer for everyone!
29	Bike & Ped	Paved Shoulders	Very important.
30	Bike & Ped	Paved Shoulders	I live off Corkscrew Rd and I can't walk to nearest store (publix)no side walk or path.
31	Bike & Ped	Paved Shoulders	Very important to create destinations and activities for people to be physically active while choosing a destination
32	Bike & Ped	Paved Shoulders	Get rid of the old train tracks and build bike/ walking paths

ID	Need	Project or Project Type	Comment
33	Bike & Ped	Shared Use Paths	Shared use paths are needed on Estero Parkway between US41 and Three Oaks Parkway
34	Bike & Ped	Shared Use Paths	Shared used paths provides the SAFEST solution for future bicycle transportation
35	Bike & Ped	Shared Use Paths	SW Florida is years behind in development considering this area is a tourist/seasonal destination.
36	Bike & Ped	Shared Use Paths	Very important.
37	Bike & Ped	Shared Use Paths	WE Really Need WALK OVER BRIDGES LIKE MOST OF FLORIDA HAS..... LIKE 41 AND COCONUT ROAD COULD USE ONE
38	Bike & Ped	Shared Use Paths	Our complex is located on Estero Parkway. We have partial sidewalk and no bike lanes. We do feel it is important for the safety of both bikers and pedestrians that these 2 items are address. Also important for drivers not to injure these 2 factions.
39	Bike & Ped	Shared Use Paths	Share use or bike paths should be where most users are using it and in close in destinations. This should be the priority.
40	Bike & Ped	Shared Use Paths	Convert unused railway to multiuser trails
41	Bike & Ped	Shared Use Paths	Turn the abandoned/seldom used rail line near US41 into bike/jogging/walking trail.
42	Bike & Ped	Shared Use Paths	convert the rail to a bike and walking path to help keep us all safe and of course, a shared use path and bike lanes on Estero Parkway.
43	Bike & Ped	Shared Use Paths	Must complete sidewalks on estero parkway between Walmart and three oaks.
44	Bike & Ped	Sidewalks	The Sanibel Island trail system might be a good example of cooperative use.
45	Bike & Ped	Sidewalks	In Estero we have numerous gaps in our sidewalks thus reducing the opportunities for walking in the area
46	Bike & Ped	Sidewalks	downtown fort myers in partilcular is a very difficult place to ride a bike...very unsafe.
47	Bike & Ped	Sidewalks	Since we have wonderful weather year round, we should make cycling safe, whether it be for fun or transportation.
48	Bike & Ped	Sidewalks	Very important.
49	Bike & Ped	Sidewalks	With children walking on busy roads to school, sidewalks would provide safety for them as well as Seniors for their health.
50	Bike & Ped	Sidewalks	Allow bikes to use widened sidewalks. Eliminate in-road bike lanes, as cars always win.
51	Bike & Ped	Sidewalks	Sidewalks from Shell Point Rd. to the Sanibel Toll Booths.
52	Bike & Ped	Sidewalks	I live in the Reserve at Estero and would LOVE to be able to walk or bike without having to worry about the traffic.
53	Bike & Ped	Sidewalks	SIDEWALKS ARE THE MOST IMPORTANT
54	Bike & Ped	Sidewalks	Sidewalks should be on all roads. we are spending to much on landscaping our roadways
55	Bike & Ped	Sidewalks	Sidewalks are desperately needed in areas where residents walk most. These have been ignored for too long.
56	Bike & Ped	Sidewalks	I live off of Estero Pkwy. These choices are very important as it keeps residents safe. A shared use path would would as well. The old railroad track would be a great off road trail,for walkers/joggers as well as bikers, as it is right now, a wasted space. I believe these choices would be a great 'plus' to the community.
57	Bike & Ped	Sidewalks	We need a sidewalk all the way to walmart on Estero Blvd. very dangerous without one.
58	Bike & Ped	Sidewalks	Widen corkscrew road east of wildcat cc. Thanks
59	Bike & Ped	Suggest Another Project	Strict enforcement of pedestrian crosswalks.
60	Bike & Ped	Suggest Another Project	Second lane on Corckscrew road east
61	Bike & Ped	Suggest Another Project	Something to make left turns easier both for those turning left and for those continuing straight.
62	Bike & Ped	Suggest Another Project	In the Bonita Estero segments of the CSX ROW that are currently unused
63	Bike & Ped	Suggest Another Project	SAFE bike routes over OUR BRIDGES
64	Bike & Ped	Suggest Another Project	Pump tracks and bike parks like markham bike park near Miami
65	Bike & Ped	Suggest Another Project	Shared use paths are also good for emergency vehicle use if needed.
66	Bike & Ped	Suggest Another Project	Protected bike lanes
67	Bike & Ped	Suggest Another Project	shared use path along Corkscrew between Ben Hill Griffin and Alico
68	Bike & Ped	Suggest Another Project	Needed in most neighborhoods
69	Bike & Ped	Suggest Another Project	Waste of time and money. Bike riders are a serious danger to traffic as most riders do NOT obey traffic laws and ride with attitudes. 41 is not a safge road for bike riders aqnd neither is any other major roadway. Wanna build bike specific paths - fine - but keep bike riders off the streets and roads. And tell riders to be courteous to those that don't ride for speed. Our kids should not be threatened by some guys on speed bikes flying by them with no concern. Bike riders are cdangerous.
70	Bike & Ped	Suggest Another Project	This is vitally important.
71	Bike & Ped	Suggest Another Project	Create Bike Lane Sidewalks so we do not have to share the road.
72	Bike & Ped	Suggest Another Project	Plan walkable, mixed use urban centers where bike and ped transportation makes sense.

ID	Need	Project or Project Type	Comment
73	Bike & Ped	Suggest Another Project	Need to convert the rails to trails. Lee County ranks pretty high in bicyclist fatalities. Getting a percentage of riders off the road will help this number. It will give many the confidence they need to get back on their bikes for healthy reasons. Need shared use paths along US41 in Estero/Bonita. Biking on US41 is too dangerous. There is so much shopping and places to bike...if it was safe. Also, need more public education on sharing the road with bicyclists. Many do not know or understands the rules. Need the BoCC to fund bike/ped retrofits. These types of needs are required throughout Lee County. The number of projects continues to grow, but the dollars are not there to keep up. With the population continuing to increase, more needs to be done to protect the vulnerable road users. Thanks.
74	Bike & Ped	Suggest Another Project	Need to convert the rails to trails. Lee County ranks pretty high in bicyclist fatalities. Getting a percentage of riders off the road will help this number. It will give many the confidence they need to get back on their bikes for healthy reasons. Need shared use paths along US41 in Estero/Bonita. Biking on US41 is too dangerous. There is so much shopping and places to bike...if it was safe. Also, need more public education on sharing the road with bicyclists. Many do not know or understands the rules. Thanks.
75	Bike & Ped	Suggest Another Project	A Streetcar connecting Downtown Ft. Myers and Downtown Cape Coral would be nice.
76	Bike & Ped	Suggest Another Project	Sidewalks along Corkscrew road after it is widened to 4 lanes.
77	Bike & Ped	Suggest Another Project	Conduct a campaign to have bikers riding on streets to stay in single file and with a distance between them. Some courtesy by bikers and drivers would help.
78	Bike & Ped	Suggest Another Project	Build more facilities near neighborhoods!!! Too much urban sprawl. Stop building so many residence neighborhoods and start building facilities near the existing neighborhoods.
79	Bike & Ped	Suggest Another Project	toilet facilities near public places including at parking near beach
80	Bike & Ped	Suggest Another Project	How about reinstating full impact fees to build the necessary transportation infrastructure to support all the new development.
81	Bike & Ped	Suggest Another Project	Sidewalks completed on Estero Parkway
82	Bike & Ped	Suggest Another Project	Anyone of the three of these along Estero Parkway from Rte 41 to Three Oaks
83	Bike & Ped	Suggest Another Project	Bike lanes on estero parkway
84	Bike & Ped	Suggest Another Project	sidewalk on estero bldvd to walwart develop paths on rail road tracks trolleys to coast with parking
85	Bike & Ped	Suggest Another Project	convert the rail to a bike and walking path to help keep us all safe and of course, a shared use path and bike lanes on Estero Parkway.
86	Bike & Ped	Suggest Another Project	Widen Corkscrew Rd from 2 - 4 lanes between Ben Hill Griffin and Alico Rd.
87	Bike & Ped	Suggest Another Project	This would a perfect project on Estero Parkway.
88	Bike & Ped	Suggest Another Project	sidewalks or shared use paths
89	Bike & Ped	Suggest Another Project	Rails to trails please
90	Bike & Ped	Suggest Another Project	Widen corkscrew east of wildcat. To much decline by got two lane. Very dangerous.
91	Bike & Ped	Suggest Another Project	Sidewalks between Walmart and Three Oaks on Estero Parkway is an absolute must. Terrible to see deaths that could have been prevented by the city/county.
92	Bike & Ped	Suggest Another Project	Estero Parkway in areas not already utilizing sidewalks.
93	Bike & Ped	Suggest Another Project	Transition the old unused railroad right of way to hiking / bike trail from Naples thru Estero to Fort Myers
94	Bike & Ped	Suggest Another Project	Gulf Cart Lanes In Estero.
95	Bike & Ped	Suggest Another Project	All of the above on Estero Parkway and at or near the intersection of 41
96	Bike & Ped	Suggest Another Project	Widen Corkscrew Rd. East from Ben Hill Griffin to Alico Rd.
97	Bike & Ped	Suggest Another Project	Multi-use paths including golf carts
98	Bike & Ped	Suggest Another Project	Extend Alico Pkway East adjacent to the DRGR relieving traffic on Corkscrew.
99	Bike & Ped	Suggest Another Project	Extend Alico Pkway East adjacent to the DRGR relieving traffic on Corkscrew. #2 take 951 off map between Alico and Corkscrew. #3 eliminate estero pkwy extension East of BHG.

ID	Need	Project or Project Type	Comment
100	Transit	Airport Service	Direct service to Fort Myers Beach during season would be an immediate success.
101	Transit	Airport Service	I've never ridden a bus in Florida so I can't really comment on the schedule. I am confident that Airport Service would be used.
102	Transit	Airport Service	More bike lanes
103	Transit	Airport Service	Seniors need a cheaper mode of transportation to the airport.
104	Transit	BRT on US 41	This feature website feature is not working.
105	Transit	BRT on US 41	this sounds good for employees needing bus to get to work.
106	Transit	BRT on US 41	I hope you are considering Dedicated Bus lanes because even though it cost more the benefits outweigh that. It provides a true benefit of avoiding traffic with its own transit lane.
107	Transit	Express Bus to Cape Coral	More people means more people to move
108	Transit	Express Bus to Cape Coral	BRT is a great idea on those heavily congested areas. Making the buses modern and frequent would appeal to a wider range of people as a viable transportation alternative.
109	Transit	Express Bus to Lehigh Acres	More People to Move
110	Transit	Extended Hours	employers and working the non traditional hours
111	Transit	Improved Frequencies	can this improve our population needing transportation to get to wk.
112	Transit	Improved Frequencies	It is essential that you improve the connectivity with new connecting routes. E.g., there NEEDS to be a N/S bus other than Hwy 41 (to the East). Ortiz/Treeline/Ben Hill Griffin would connect all airport / FGCU / Lehigh.
113	Transit	Suggest Another Project	Bus (small) to Sanibel Island.
114	Transit	Suggest Another Project	During the next five-7 years Estero Blvd. will be under construction. Expand park-and-ride and on-island trolley service, Create an express lane for park-and-ride and emergency vehicles on San Carlos Blvd.
115	Transit	Suggest Another Project	Some sort of park and ride from North Fort Myers to downtown fort myers
116	Transit	Suggest Another Project	Bus only lanes where possible, bus driver control of lights and other measures to assure that bus can keep going and meet schedule
117	Transit	Suggest Another Project	work on promoting use once improvements are made
118	Transit	Suggest Another Project	1 More routes to build a comprehensive transportartion network that is a viable alternative to taking the car. 2 E.g. Bus service from Cape Coral to FGCU.
119	Transit	Suggest Another Project	Bus from Cape Coral to FGCU
120	Transit	Suggest Another Project	Couldn't answer this. Don't know what BRT means.
121	Transit	Suggest Another Project	eliminate LeeTran - a hi8ge waste of money. NEVER needed electric buses or the massive HQ building.
122	Transit	Suggest Another Project	eliminate LeeTran - a hi8ge waste of money. NEVER needed electric buses or the massive HQ building. I support NONE of the projects listed
123	Transit	Suggest Another Project	eliminate LeeTran - a hi8ge waste of money. NEVER needed electric buses or the massive HQ building. I support NONE of the projects listed - so why is that NOT LISTED AS AN ALTERNATIVE?
124	Transit	Suggest Another Project	More options that will decrease traffic congestion during season.
125	Transit	Suggest Another Project	Light rail service using existing rail lines in Lee/Collier counties
126	Transit	Suggest Another Project	Light rail transit from Fort Myers to Bonita Springs, with frequent connecting buses along the route.
127	Transit	Suggest Another Project	Would like to see bus service from Estero to downtown Naples to ease congestion on US41 particularly in the busy season. It would be nice to drive and park at Coconut Point mall and take a bus to Naples for shopping/dinner and then bus back to Coconut Point. It should be advertised heavily to avoid the stigma that busses are for the less fortunate.
128	Transit	Suggest Another Project	passenger rail transit from Fort Myers to South Lee
129	Transit	Suggest Another Project	Transit to extend further then Santa Barbara in Cape Coral
130	Transit	Suggest Another Project	This county is too large and the population too small for Public Transportation to be effective.

ID	Need	Project or Project Type	Comment
131	Roadway Needs	Widen Corkscrew Rd	The planned panther crossing on Corkscrew between "Wildcat Run" and "The Preserve" should be coordinated with this widening project.
132	Roadway Needs	Widen Corkscrew Rd	As the BOCC continues to approve more and more developments in the DRGR the project becomes more and more urgent
133	Roadway Needs	Widen Corkscrew Rd	Must include wildlife crossing. Otherwise, this project should not go forward.
134	Roadway Needs	Widen Corkscrew Rd	With the amount of new development going to take place and the trucks coming from the mines, not only will there be a traffic problem but a Major safety issue.
135	Roadway Needs	Widen Corkscrew Rd	Corckscrew wideing is important. Also a traffic light at Bella Terra and an east bound left turn lane for The Preserve. There have been several rear end accidents at The Preserve entrance.
136	Roadway Needs	Widen Corkscrew Rd	I live in the Preserve at Corkscrew and it is hazardous trying to leave the community
137	Roadway Needs	Widen Corkscrew Rd	I live on Corkscrew Road and it is overcrowded now. It must be widened to 4 lanes from Ben Griffin to Alico as soon as possible.
138	Roadway Needs	Widen Corkscrew Rd	YES PLEASE HURRY BEFORE THIS AREA GROWS SO FAST AND WE GO CRAZY WITH ALL THE TRAFFIC
139	Roadway Needs	Widen Corkscrew Rd	It's a must project.The traffic plus all the trucks up an down the road makes it difficult leave mu development.
140	Roadway Needs	Widen Corkscrew Rd	Corkscrew Rd is a nightmare. Heavy truck traffic mixed with heavy car traffic is a toxic mix. Projected large developments will turn this current nightmare into a quagmire. There seems to be no end to the village, school and truck traffic. Season this year should be interesting given the extent off-season traffic has grown.
141	Roadway Needs	Widen Corkscrew Rd	If I could five times for one project, this would be it.
142	Roadway Needs	Widen Corkscrew Rd	This is a direly-needed project. Corkscrew Road is absolutely full of traffic from Bella Terra west to Grande Oaks Shopping Center in the morning. There are long lines trying to turn S into the school near Firehouse Lane from both directions. There have been numerous accidents along the stretch of Corkscrew Road east of Stoneybrook GC. If this keeps up, we will no longer be lucky to have just had a fender bender-serious injury or worse could result. There are far too many new homes planned to be built, such that Corkscrew will eventually need to be the size of Daniels or Bonita Beach Roads. Please make this happen. Thanks
143	Roadway Needs	Widen Corkscrew Rd	Very much so. This road is very dangerous especially with all the truck traffic. Sometimes you have to wait for 10 minutes or more to make a left turn. There have been numerous accidents already and more developments are planned. It needs to be 4 lane and should have traffic lights to slow down the traffic especially the truck traffic. It will only get worse if something isn't done soon
144	Roadway Needs	Widen Corkscrew Rd	I suggest an Alico Road extension to the East possibly connecting to SR 82.
145	Roadway Needs	Widen Corkscrew Rd	It is essential to handle all the new communities along Corkscrew being approved by the county.
146	Roadway Needs	Widen Corkscrew Rd	Please widen this road, it is extremely dangerous. It is a matter of time before a tragedy occurs.
147	Roadway Needs	Widen Corkscrew Rd	Please widen corkscrew. Congestion and further building are a huge problem.
148	Roadway Needs	Widen Corkscrew Rd	The Corkscrew Road must be widened to 4 lanes up to at least Alico Road. It is so crowded in the morning that we cannot easily turn left from Preserve neighborhood to Corkscrew. Additionally the mining trucks always go very fast, there is going to be an accident waiting to happen near the Pinewoods Elementary School unfortunately. When Corkscrew Shores will be fully developed there will be no way to move on Corkscrew in the rush hour if the 4 lanes won't be realized. Regards. Sina Yazici, Preserve at Corkscrew Resident.
149	Roadway Needs	Widen Corkscrew Rd	With the influx of cars at The Preserve, Bella Terra, Shores @ Corkscrew, & the upcoming Wild Blue; this current 2 lane road will become a death strip. Road needs widened and a traffic light put in at or near Bella Terra to break up the traffic flow - and allow residents ample time in get into and out of all developments on this road.
150	Roadway Needs	Widen Corkscrew Rd	With all the new sub divisions, the auto traffic plus the heavy sand truck traffic, it is very dangerous to exit as well as gain access to Corkscrew Rd. At the present time, more police monitoring is necessary to prevent loss of life. The trucks are going 65-70 mph in a 40 mph zone. We need enforcement now!
151	Roadway Needs	Widen Corkscrew Rd	It is a dangerous road especially for residents living off of it. With the projected development in the next several years this road will NOT be able to handle the increased traffic.
152	Roadway Needs	Widen Corkscrew Rd	Pulling out of The Preserve at Corkscrew is difficult, and dangerous. With the recent approval of more development down the road, this will be even worse. Going west on Corkscrew, and trying to pull in to The Preserve is also very dangerous. You have to stop and wait for the traffic going east. There is no middle or passing lane, and multiple times I have seen dump trucks squealing tires trying to stop from hitting a vehicle waiting to make that turn in to the development.
153	Roadway Needs	Widen Corkscrew Rd	Before any furteher development is permitted to start Corkscrew should be widened at least 1 mile beyond any new developemnt, commercial OR residential
154	Roadway Needs	Widen Corkscrew Rd	Corkscrew Rd is getting busier, it seems literally, each day. I believe this will help the congestion in that area.
155	Roadway Needs	Widen Corkscrew Rd	Corkscrew Rd is congested now at this location and seriously needs improvements.
156	Roadway Needs	Widen Corkscrew Rd	This is critical and should be #1 priority for Estero!
157	Roadway Needs	Widen Corkscrew Rd	Wild blue and corkscrew farms will add lots of traffic to this already crowded road. Move up in priority.
158	Roadway Needs	Widen Corkscrew Rd	Limit/restrict heavy trucks. Route to Alico Rd.
159	Roadway Needs	Widen Corkscrew Rd	Widening Corkscrew Road is my number one priority. When the approved new developments are complete their will be over 8500 living units along Corkscrew Road. Safety is a major concern for Westbound entry.

ID	Need	Project or Project Type	Comment
160	Roadway Needs	Widen Hanson St	Abolutely not! Not needed and the estimates are wildly exaggerated.
161	Roadway Needs	Widen Homestead Rd	This project was first started over 10 years ago. There is no reason why a project should take that long.
162	Roadway Needs	Interchange at I-75 & Colonial	Colonial is a major entry point into downtown fort Myers
163	Roadway Needs	Interchange at I-75 & Corkscrew Rd	Traffic backs up East bound on corkscrew while people are trying to go north on 75 creating traffic jams and potential accidents as people try to cut in to go north.
164	Roadway Needs	Interchange at I-75 & Corkscrew Rd	This project will ease the bottle neck at cockscrew and I75
165	Roadway Needs	Interchange at I-75 & Corkscrew Rd	This is a very busy intersection especially during season due to the Miromar outlet mall.
166	Roadway Needs	Interchange at I-75 & Corkscrew Rd	The bigger problem at this interchange is drivers who exit into the wrong lane to enter the outlet mall. Make a bigger effort to get mall traffic in the correct lane when they exit I-75. Same goes for people making left turns onto I-75.
167	Roadway Needs	Interchange at I-75 & Corkscrew Rd	Move the left turn into the shopping center off of Ben Hill Griffin. That will allow for more time to sort out the confusion and the left hand lane now is to short.
168	Roadway Needs	Interchange at I-75 & Corkscrew Rd	There are still too many stop lights with a DDI.
169	Roadway Needs	Interchange at I-75 & Corkscrew Rd	Williams Road in Estero needs to be widened. The burden of employees from the Hertz world headquarters will be dangerous and overwhelming. Combined with the school traffic, it will be hazardous.
170	Roadway Needs	Interchange at I-75 & Corkscrew Rd	This is nice but widening Corkscrew East of BHG is much more important.
171	Roadway Needs	Interchange at I-75 & Corkscrew Rd	Much needed with all the development that has been approved near by.
172	Roadway Needs	Interchange at I-75 & Corkscrew Rd	Please make this area a priority. The explosion of housing in this area certainly warrants efficient and safe traveling. More lanes need to be added to Corkscrew and a stoplight is necessary west of 75 on this road! This is an extremely busy and confusing area where cars are moving at high speeds. This needs to be addressed immediately!
173	Roadway Needs	Major Intersection at Colonial & Summerlin	There needs to be a "half-flyover" to the Cape, from Summerlin to Colonial ASAP! Also there needs to be a SECOND right turn lane onto Summerlin from Colonial @ McDonalds ASAP!
174	Roadway Needs	Widen Old US 41	With all the growth in the area this project is urgently needed
175	Roadway Needs	Widen Old US 41	South of Bonita beach Rd should have been done a long time ago. Going north leave it to the plans the town has.
176	Roadway Needs	Widen Old US 41	Retain the character of "old" Bonita Springs while improving the value of the commercial r.e.
177	Roadway Needs	Widen Ortiz Ave	This should be done in the next five years, The residents and business owners support it.
178	Roadway Needs	Widen Ortiz Ave	The residents and businesses do not support widening north of Luckett Road. South of Luckett to MLK is fine.
179	Roadway Needs	Widen Ortiz Ave	Yes brings growth to Tice and the river front. This area has been neglected for far to long.
180	Roadway Needs	Widen SR 82	If it is not the most deadly road in the region it has to be near the top of the list.
181	Roadway Needs	Widen SR 82	This project is absolutely essential for traffic movement on SR 82
182	Roadway Needs	Widen SR 82	This should be your #1 priority based on the amount of traffic accidents and backups.
183	Roadway Needs	Widen SR 82	SR 82 needs to be widened the whole the length of the road
184	Roadway Needs	Widen Terry St	One of the boggest problems facing cyclists is the origin and termination of bike lanes around the county. Short projects such as this one add to the problem instead of solving it since ostensibly a bike lane would be added to the road for 1.5 miles. I presume that the the rad way adjacent to the "new" project will remain the same i.e. no addition to the shoulder or existence of a bike lane. bike lanes that begin and end with no apparent consistency is a huge problem and gives motorists the continued impression that cyclists are not integrated into the traffic flow. Traffic engineers ought to decide whether bicycles are indeed vehicles or are some sort of "super pedestrian". I've been seriously riding for over 30 years in this county and continued to be mystified by the harebrained design of our roads.
185	Roadway Needs	Widen Terry St	This is a major path for recreational cyclists so widening and adding a bike lane would be wonderful, especially with the improvement on downtown Old Bonita under way.
186	Roadway Needs	Three Oaks Extension	We need more north south routes especially when 75 gets shut down.
187	Roadway Needs	Three Oaks Extension	The time has come!
188	Roadway Needs	Three Oaks Extension	With the flyover, there is ot that much traffic on Ben Hill Griffin between Alico and Daniels.
189	Roadway Needs	Three Oaks Extension	Ben Hill Griffin does the same thing.
190	Roadway Needs	Three Oaks Extension	Such a project would avoid a lot of traffic from the area using I75 to get to Daniels area as well as reducing traffic on 41.
191	Roadway Needs	Three Oaks Extension	It is also important to widen Williams Road in Estero. When the new Hertz headquarters becomes fully operational, the traffic on Williams Road will be unbearable.
192	Roadway Needs	Three Oaks Extension	This is a great idea.

ID	Need	Project or Project Type	Comment
193	Roadway Needs	Suggest Another Project	Pedestrian crosswalks well marked and posted are badly needed on the Sanibel Causeway. Probably 3, 1 at each end and 1 in the middle.
194	Roadway Needs	Suggest Another Project	Burnt Store Road
195	Roadway Needs	Suggest Another Project	All bus service should be free. Over time, that alleviate a significant amount of traffic, hence reduce accidents and save enormous amount of money that will otherwise be needed for medical care and road repair
196	Roadway Needs	Suggest Another Project	Extend Gladiolus to Treeine
197	Roadway Needs	Suggest Another Project	I don't like the idea of widning roads at all. I am in full support of keeping the lanes narrower, and having off road trails for bikes and residents. Maybe a public transit lane for busy areas. Widening roads just facilitates more single person vehicles. I am OPPOSED to any widening of Alico Road at this time
198	Roadway Needs	Suggest Another Project	I don't like the idea of widning roads at all. I am in full support of keeping the lanes narrower, and having off road trails for bikes and residents. Maybe a public transit lane for busy areas. Widening roads just facilitates more single person vehicles. I am OPPOSED to any widening of Alico Road at this time. i do not know the traffic problems well enough to prioritize needs. I think the only improvements should be to keep current roads maintained, adn expanding non-soingle-use options.
199	Roadway Needs	Suggest Another Project	Lee Memorial will soon be building a large health care facility with a freestanding ER in south Coconut Point, thus the extension of Via Coconut Road to Old 41 in Bonita needs to be built so the facility can serve its Bonita clients effectively will soon be needed
200	Roadway Needs	Suggest Another Project	With Hertz's location at US41 and Williams Road the 4 laning of Williams Road between US41 and Three Oaks Parkway will soon be needed
201	Roadway Needs	Suggest Another Project	Road diet - fewer car lanes, lower speeds, roundabouts, adjacent shared use/bike paths Roundabouts. Make public transit a viable alternative by increasing routes/hours/frequencies. You are never going to have a livable community with 70% growth and just auto transit.
202	Roadway Needs	Suggest Another Project	Connect Alico to Alabama. Better evacuation route for the coastline and better access for Lehigh Acres to FGCU
203	Roadway Needs	Suggest Another Project	The re-engineering and construction of Sandy Lane in Estero (and its bridge over the Estero River) should not be forgotten. It would connect Corkscrew Rd and Estero Parkway directly. I know this was planned years ago, but I didn't see it on the current list.
204	Roadway Needs	Suggest Another Project	Interstate 75- widen and improve interchnages like Sarasota University Avenue project
205	Roadway Needs	Suggest Another Project	Improve Corkscrew Road East of Alico due to proposed development
206	Roadway Needs	Suggest Another Project	Continuous bike route along Cypress Lake Dr from US 41 to McGregor
207	Roadway Needs	Suggest Another Project	Continuous bike route along Cypress Lake Dr from US 41 to McGregor. Bicycle lane running the length of McGregor to San Carlos Blvd. to Fort Myers Beach.
208	Roadway Needs	Suggest Another Project	Widen Bonita Beach Road and its turning capabilities to US 41
209	Roadway Needs	Suggest Another Project	major north south corridor in the eastern half of the county
210	Roadway Needs	Suggest Another Project	An overpass at SR 82 and Gunnery Boulevard. Traffic backs up in all directions during heavy traffic periods and an overpass would alleviate long lines of traffic. Thanks for asking.
211	Roadway Needs	Suggest Another Project	Create bike boxes and protected intersections based on northern European designs
212	Roadway Needs	Suggest Another Project	The McGreggor Blvd has a real problem area. North bound heading into downtown the right hand turn lane to make a right only onto college parkway causes near collission everyday. Need turning lane only to have plastic blockers so people turn right onto college and not cut traffic going noth bound on Mcgreegor !
213	Roadway Needs	Suggest Another Project	Make Bonita Beach road from Imperial to the beach safe for bike and pedestrians. Slow the traffic down with rotaries and road diets.

ID	Need	Project or Project Type	Comment
214	Roadway Needs	Suggest Another Project	Make Bonita Beach road from Imperial to the beach safe for bike and pedestrians. Slow the traffic down with rotaries and road diets. Also, slow the traffic down on US41. Going through Estero, you will find the speed limit bouncing all over the place from 40 to 55. Keep it around 45 straight through. Also, need red light cameras. There are too many people running red lights.
215	Roadway Needs	Suggest Another Project	Passenger rail between north and south Lee county
216	Roadway Needs	Suggest Another Project	Need a mid-island access bridge/roadway to Fort Myers Beach
217	Roadway Needs	Suggest Another Project	Widen Corkscrew Road east of 75.
218	Roadway Needs	Suggest Another Project	Widen Williams Road and get rid of the round-about.
219	Roadway Needs	Suggest Another Project	Most of these projects really are irrelevant to me. How can you keep overlooking Iona Rd and McGregor Blvd? What about San Carlos Blvd? You have done nothing to those areas and they have grown exponentially.
220	Roadway Needs	Suggest Another Project	Alico Road extension to the East possibly connecting to SR 82.
221	Roadway Needs	Suggest Another Project	How about routing all the heavy truck traffic off of Corkscrew Road onto an extension of Alico Road to the east , to SR 82.
222	Roadway Needs	Suggest Another Project	Widen use of handicap Paratransit services to beyond traditional bus routes. Many live beyond routes, and are stranded
223	Roadway Needs	Suggest Another Project	Extend Alico Rd to SR 82. Force truck traffic to this road and off of Corkscrew.
224	Roadway Needs	Suggest Another Project	Something that allows vehicles to get off at the 2 baseball stadiums so that traffic does not interfere with the flow of local traffic trying to get home from school/work.
225	Roadway Needs	Suggest Another Project	Alico Road extension to the East possibly connecting to SR 82
226	Roadway Needs	Suggest Another Project	Wideniing of Corkscrew Road from 2 to 4 lanes from Ben Hill Griffin Parkway to Alico Road
227	Roadway Needs	Suggest Another Project	Alico Road extension to the East possibly connecting to SR 82.
228	Roadway Needs	Suggest Another Project	Widening of Corkscrew Road from 2 to 4 lanes from Ben Hill Griffin Parkway to Alico Road.
229	Roadway Needs	Suggest Another Project	Signal light at the Preserve at Corkscrew development. With all new housing going up and increase in traffic warrants alight at this point
230	Roadway Needs	Suggest Another Project	Corkscrew Rd in Estero desperately needs a traffic light in front of either Bella Terra or The Preserve at Corkscrew.
231	Roadway Needs	Suggest Another Project	widen or four lane corkscrew road east of I-75 to alico road or farther east
232	Roadway Needs	Suggest Another Project	Extend Alico Rd to the East, connecting Hwy 82. Reroute truck traffic to this road and enforce it!
233	Roadway Needs	Suggest Another Project	Extend Alico Rd to the east from the curve where it turns SE towards Corkscrew Rd to alleviate sand truck traffic on Corkscrew Rd.
234	Roadway Needs	Suggest Another Project	Stop light on estero parkway between three oaks and41 or a round about
235	Roadway Needs	Suggest Another Project	The MPO should focus on developing smaller footprint streets that have two lanes and a center turn lane. This should be developing nicer bike/ped and low impact streets that keep people safe and make them want to use thse facilities.
236	Roadway Needs	Suggest Another Project	There should be an interstate highway from Jacksonville diagonally across the state to SW Florida.
237	Roadway Needs	Suggest Another Project	Highway wall to cut the noise.
238	Roadway Needs	Suggest Another Project	Four Lane Williams Road from 41 east to three Oaks Parkway because of Hertz & Coconut Point traffic.
239	Roadway Needs	Suggest Another Project	Williams Road -- Widen to four lanes from 41 to Three Oaks
240	Roadway Needs	Suggest Another Project	Connect Estero Parkway to Corkscrew.
241	Roadway Needs	Suggest Another Project	Widen Williams Rd east of 41
242	Roadway Needs	Suggest Another Project	Widen Williams rd from rt 41 to three oaks to 4 lanes
243	Roadway Needs	Suggest Another Project	Widen Williams road from hwy41 to three oaks parkway

ID	Need	Project or Project Type	Comment
244	Stay Involved	Optional comment	When Lee County gets built out, how will residents get to the beaches? Now is the time to be planning multi-modal transit to the barrier islands.
245	Stay Involved	Optional comment	Higher penalties for killing bike riders and pedestrians might slow down the carnage.
246	Stay Involved	Optional comment	While I respect peoples desire to exercise and recreationally bike, I feel that the planning process has been to focused on these interests and have not adequately addressed the needs of people that utilize transit to make a living and obtain necessities. Your minority and low income populations do not rely on bicycles to get from one place to another willingly, they do so because transit service is so inadequate in this area. You have large segments of low income and/or minority populations in Lehigh Acres and North Cape Coral that unserved by transit. While I know it is cost prohibitive to go to these areas, eventually the county is going to have to recognize that it cannot rely only on tax dollars to fund transit.
247	Stay Involved	Optional comment	We need mixed use zoning for this to be a comprehensive transit plan.
248	Stay Involved	Optional comment	Retired but Civic minded. I Am currently Involved in our community at different levels.
249	Stay Involved	Optional comment	Thanks.
250	Stay Involved	Optional comment	discourage automobiles and urban sprawl. Keep roads maintained and expand multi-modal options. Stop building facilities to encourage development (Alico Road)
251	Stay Involved	Optional comment	Widen Burnt Store Road. Critical evacuation need
252	Stay Involved	Optional comment	Please help study & relieve in-season traffic on Sanibel. It is unbearable for residents AND for visitors.
253	Stay Involved	Optional comment	Congestion pricing should be implemented on Sanibel Causeway when vehicle crossings far exceed normal.
254	Stay Involved	Optional comment	I bike 25 miles every day, mostly on no bike lane roads, with no shoulder. It would be nice to be able to bike everywhere in Lee County with either bike lanes, or multi use paths. I would like to feel safe when I am biking and not worry about whether or not I will become a statistic.
255	Stay Involved	Optional comment	The re-engineering and construction of Sandy Lane in Estero (and the bridge over the Estero River) should not be forgotten. It would connect Corkscrew Rd and Estero Parkway directly. I know this was planned years ago, but I didn't see it on the current list.
256	Stay Involved	Optional comment	Pool business
257	Stay Involved	Optional comment	thanks for the opportunity
258	Stay Involved	Optional comment	The county's growth prospects appear best in south Lee & Cape Coral. Infrastructure into and out of these areas is where county funding needs to focus at this time.
259	Stay Involved	Optional comment	Gateway resident
260	Stay Involved	Optional comment	Thank you for your hard work! You are doing a great job at the MPO!
261	Stay Involved	Optional comment	Estero is growing by leaps and bounds. Our residents are going to need improved roads so we don't experience gridlock during season. Also, Estero Parkway has some sidewalks and additional construction is needed to complete the existing sidewalks. Based on the expected growth in the SW Florida area, some thought should be given to adding interurban rail service from S. Lee county to Ft. Myers initially and possibly expanded to include Cape Coral and Lehigh Acres.
262	Stay Involved	Optional comment	Live off corkscrew and have a business on corkscrew. Long term it will be a problem. We need to get ahead of it so it doesn't look like Immoaklee Rd in Naples.
263	Stay Involved	Optional comment	East Bound access to The Preserve at Corkscrew is extremely dangerous. I understand the developer of the the "Farm" is required to pay for the improvement at Bella Terra and The Preserve. Why is the County delaying these projects when there are dollars available?
264	Stay Involved	Optional comment	Thank you for all the work you do.
265	Stay Involved	Optional comment	Corkscrew road WILL Need to be widened to handle all new approved developments
266	Stay Involved	Optional comment	I do bike a lot on Sanibel, especially when I have to visit the store or the Recreation Center
267	Stay Involved	Optional comment	I ride my bike everywhere — from Sanibel to Fort Myers, Naples etc. It is very dangerous riding — motorists have no awareness or tolerance of cyclists or pedestrians. It's more dangerous here than NYC, Boston, Paris, pretty much anywhere except maybe India. California has figured it out how to make it work so maybe we can too — if we really want to.
268	Stay Involved	Optional comment	Do NOT raise my taxes for this. Reinstate IMPACT FEES and let new residents and businesses that are going to cause the need for new roads to pay for them. And if that is an issue - let them move somewhere else. Also - time to require bikes to be registered. Let the riders contribute tax dollars to the3 roads and paths they ride on. Stop giving them a free ride.
269	Stay Involved	Optional comment	I would like to see more urban options. Better pedestrian and bike paths, especially near Gulf Coast Town Center and FGCU
270	Stay Involved	Optional comment	I only live 3 miles from my place of work and it still takes more than 20 minutes to get to work in season on Bonita Beach Road
271	Stay Involved	Optional comment	Please look at East Lee County and the Traffic issues we currently have, as you make decision on future transportation plans. Thanks for asking our opinion and best of luck in your decisions.
272	Stay Involved	Optional comment	PLEASE WIDEN CORKSCREW ROAD
273	Stay Involved	Optional comment	Work in Bonita
274	Stay Involved	Optional comment	It would be nice to have a flyover at Gunnery and 82 in Lehigh. The workforce in and out of Lehigh is overwhelming.
275	Stay Involved	Optional comment	Daniels Parkway from Gateway Blvd to SR 82 needs to be widened as well
276	Stay Involved	Optional comment	We need smart growth. We don't need to turn ourselves into Fort Lauderdale.

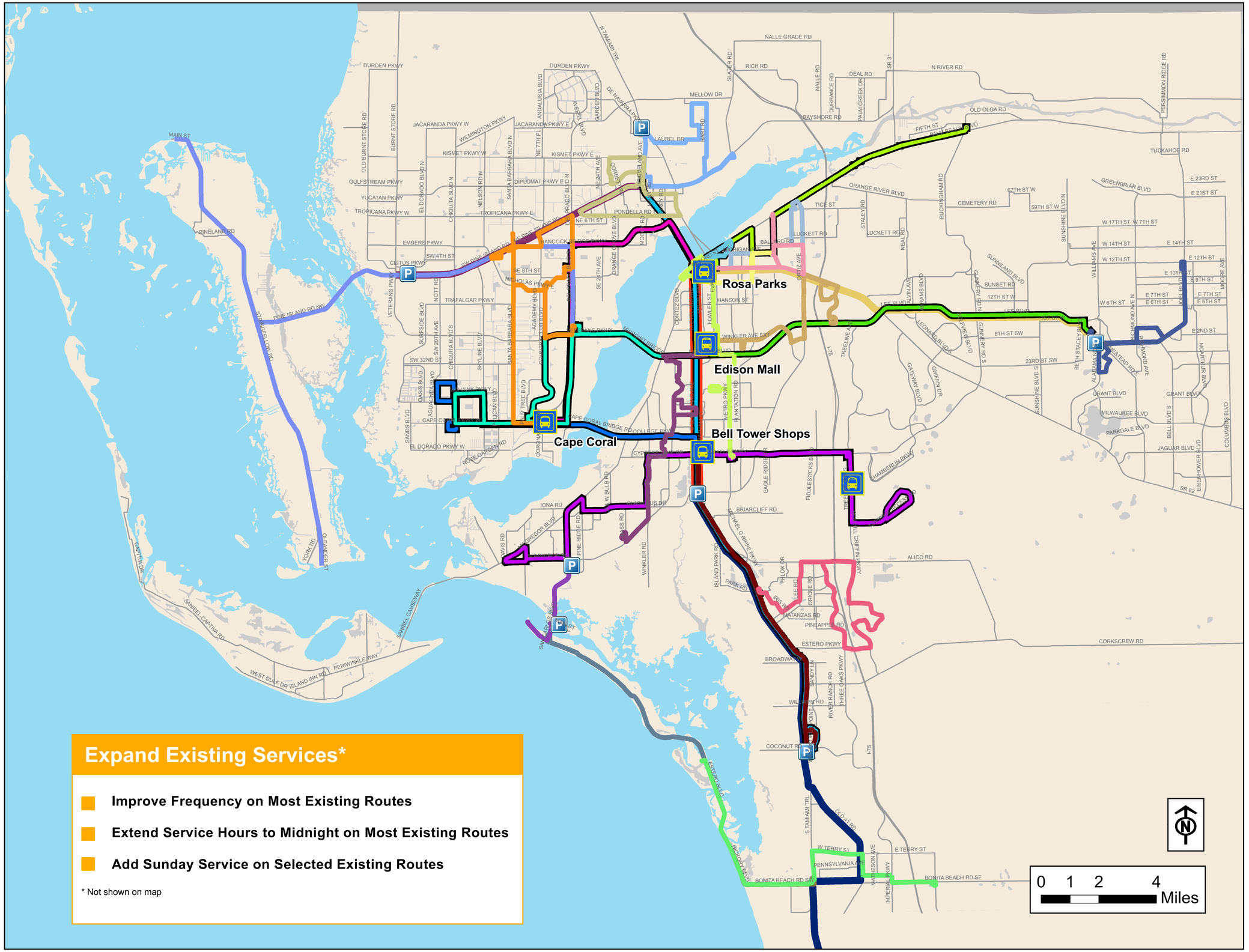
ID	Need	Project or Project Type	Comment
277	Stay Involved	Optional comment	This survey was bias in supporting only bike ped future. Please remember that 99.9 % of the residents need road transportation for daily use.
278	Stay Involved	Optional comment	Thank you!
279	Stay Involved	Optional comment	I work in Collier but will be looking to buy in Lee. I ride by bike a lot and will be looking for ped/bike infrastructure to be in place where I reside.
280	Stay Involved	Optional comment	*Dedicated Bus Lanes *Protected Bike Lanes *Complete Streets Policies Implemented These are some of the main things I would like to see the county focus on in the future.
281	Stay Involved	Optional comment	Anything you can do to reduce congestion will help Lee County stay a great place to live.
282	Stay Involved	Optional comment	Need lights at communities to make a left out of the preserve @ corkscrew and or 4 lanes.. So dangerous
283	Stay Involved	Optional comment	Would also like to see Alico Road Extension to alleviate some of the truck traffic on Corkscrew.
284	Stay Involved	Optional comment	WE NEED TO WIDE Corkscrew Road from two to four lanes
285	Stay Involved	Optional comment	Corkscrew rd is dangerous in the morning trying to turn left and going westbound!
286	Stay Involved	Optional comment	traffic lights arae needed at each community entrance
287	Stay Involved	Optional comment	I travel to multiple doctor appointments every week. I also travel to visit family in Lee County/
288	Stay Involved	Optional comment	New construction on Corkscrew Rd in Estero should not be allowed ro start until Corkscrew Rd is widened and at least one additional traffic light installed.
289	Stay Involved	Optional comment	We need dedicated U-turn lanes between intersections. They work well in Europe; why not here?
290	Stay Involved	Optional comment	Pleas widen corkscrew road, this road is extremely dangerous. Please fix this before a tragedy occurs.
291	Stay Involved	Optional comment	Corkscrew rd. Needs to be widened ASAP! Big problem, please address this.
292	Stay Involved	Optional comment	Please widen corkscrew road and add lights.
293	Stay Involved	Optional comment	It appears we are allowing so much residential expansion now without considering current traffic flow. Either slow down expansion or speed up the road work prior to residential permits.
294	Stay Involved	Optional comment	suggest Alico Road extension to the East possibly connecting to SR 82.
295	Stay Involved	Optional comment	We need more wider roads
296	Stay Involved	Optional comment	Corkscrew must be widened to be functional ASAP
297	Stay Involved	Optional comment	We live in The Reserve @ Estero
298	Stay Involved	Optional comment	Bike paths in Estero!!!!!
299	Stay Involved	Optional comment	There is going to be many accidents near the wallmart on estero parkway. YELLOW CAUTION LIGHTS ARE WAY TOO LONG. TOO MANY PEOPLE ARE RUNNING THE LIGHTS BECAUSE OF IT
300	Stay Involved	Optional comment	Corkscrew Road widening needs to be a priority and the developers should assist with the cost. It is needed now.
301	Stay Involved	Optional comment	Part time resident
302	Stay Involved	Optional comment	I am on the CAC and am a Life Member of Responsible Growth Management Coalition - Dave Urich
303	Stay Involved	Optional comment	It is unreasonable that sidewalks have not been built between Walmart and Three Oaks on Estero Parkway. How many deaths and accidents are required for the city/county to get involved? I am not able to walk with my son to the local park because there are no sidewalks. My family plans to move for this exact reason.
304	Stay Involved	Optional comment	The most important consideration should be signal control. There are too many unnecessary red light stops. The solutions are quite simple. There is a tremendous amount of added pollution and safety issues with the current traffic control. I hope this is not an intentional design so as to increase the gas tax from all the wasted gas from unnecessary breaking, idling, and accelerating.
305	Stay Involved	Optional comment	The past, current, and future growth along Corkscrew requires the highest of priorities
306	Stay Involved	Optional comment	Williams Road in Estero needs to be widened to accomodate all the added traffic from the new Hertz world headquarters. The interchange at I-75 and Corkscrew should be addressed VERY soon. It is already too busy; and with the new construction of a village center and more apartments in Estero, as well as Hertz and more development on east Corkscrew, this area is way too overburdened
307	Stay Involved	Optional comment	Improving Williams Road from 41 to three oaks should be a priority
308	Stay Involved	Optional comment	You have the power to plan ahead and prevent traffic in Estero, don't mess it up.
309	Stay Involved	Optional comment	No additional comments or questions.
310	Stay Involved	Optional comment	The Interchange at Corkscrew is hopeless.
311	Stay Involved	Optional comment	Provide golf cart access in Estero between communities and Village Center and Medical Center
312	Stay Involved	Optional comment	Thnx for the survey!
313	Stay Involved	Optional comment	We need to widen Williams Road from 41 to 3 Oaks
314	Stay Involved	Optional comment	Widen williams Rd from 41 to three oaks. Also develop the area south of Publix to williams rd for city center

Agenda Item 4
TAC/CAC 10/6/15

REVIEW, PROVIDE INPUT AND APPROVAL OF THE DRAFT TRANSIT COST FEASIBLE PROJECTS

RECOMMENDED ACTIONS: Review and approval of the draft transit cost feasible projects.

Attached are the draft transit cost feasible projects for the Committee's review and approval. The proposed transit improvements were developed taking into account consistency with the Transit development Plan, the public comments that were received, coordination with LeeTran staff and projected available funding. The service improvements over existing includes bus frequency improvements on existing routes, Bus Rapid Transit on US 41 and express service to Lehigh and the North Cape/Pine Island. In addition, there is increased service provide on Saturday routes and the expansion of routes served on Sunday.



Legend

Bus Rapid Transit

- US 41 BRT

Express Service

- Lee-Collier LinC
- Lehigh Express
- Pine Island Express

Local Service

- Route 120
- Route 30
- Route 50
- Route 70
- Route 100
- Route 110
- Route 140
- Route 05
- Route 10
- Route 15
- Route 20
- Route 40
- Route 60
- Route 80
- Route 130
- Route 150
- Route 160
- Route 240
- Route 410
- Route 450
- Route 490
- Route 500
- Route 515
- Route 590
- Route 595

LeeTran Transfer Hub

Park-and-Ride (General Location)

Lee County 2040 Cost Affordable Bus Network

Lee County 2040 Transit Cost Affordable Plan - Weekday Service Improvements

Route #	Route Name	Existing Weekday				LRTP (2040) Weekday				Implementation Year
		Start	End	Service Hours	Frequency	Start	End	Service Hours	Frequency	
Existing Route Improvements										
5	Edison Mall to The Forum	6:05 AM	8:35 PM	14:30	80	6:05 AM	12:00 AM	17:55	40	2038
10	Michigan & Marsh to Edison Mall	6:45 AM	10:00 PM	15:15	80	6:05 AM	12:00 AM	17:55	20	2035
15	Tice St. & Ortiz Ave. to Rosa Parks	5:45 AM	9:30 PM	15:45	60	5:45 AM	12:00 AM	18:15	20	2038
20	Dunbar to Rosa Parks	5:30 AM	9:00 PM	15:30	35	5:30 AM	12:00 AM	18:30	20	2038
30	Camelot Isles to Bell Tower Shoppes	6:05 AM	9:04 PM	14:59	60	6:05 AM	12:00 AM	17:55	30	2035
40	Cape Transfer Center to Coralwood Mall	5:45 AM	8:15 PM	14:30	60-135	5:45 AM	8:15 PM	14:30	60-135	
50	SW FL Airport to Summerlin Square	6:20 AM	9:45 PM	15:25	50-95	6:20 AM	12:00 AM	17:40	30	2038
60	San Carlos Park to Gulf Coast Town Center	6:20 AM	9:57 PM	15:37	45-130	6:20 AM	9:57 PM	15:37	45-130	
70	Cape Transfer Center to Rosa Parks	5:30 AM	10:26 PM	16:56	60	5:30 AM	12:00 AM	18:30	30	2035
80	Bell Tower Shoppes to Edison Mall	6:40 AM	6:15 PM	11:35	100	6:40 AM	6:15 PM	11:35	100	
100	Roas Parks to Riverdale	5:25 AM	10:00 PM	16:35	30	5:25 AM	12:00 AM	18:35	20	2029
110	Edison Mall to Homestead Plaza	5:00 AM	10:04 PM	17:04	60	5:00 AM	12:00 AM	19:00	30	2029
120	Edison Mall to Cape Transfer Center	6:00 AM	9:10 PM	15:10	80	6:00 AM	9:10 PM	15:10	80	
130	Edison Mall to Summerlin Square	6:35 AM	9:05 PM	14:30	60	6:35 AM	12:00 AM	17:25	20	2035
140	Merchants Crossing to Bell Tower	5:00 AM	10:07 PM	17:07	20	5:00 AM	12:00 AM	19:00	20	2028
150	Bonita Grande to Lovers Key	6:49 AM	9:39 PM	14:50	90	6:49 AM	9:39 PM	14:50	90	
160	Pine Island to Cape Coral (Weekday Only)	8:00 AM	5:50 PM	9:50	150	8:00 AM	5:50 PM	9:50	150	
240	Bell Tower to Coconut Point Mall	6:00 AM	10:12 PM	16:12	40	6:00 AM	12:00 AM	18:00	20	2035
400	Beach Park & Ride-Lovers Key (seasonal)	5:50 AM	9:00 PM	15:10	45	5:50 AM	12:00 AM	18:10	25	2035
410	Beach Park&Ride-Lovers Key (04/30 - 01/06)	5:50 AM	10:20 PM	16:30	30	5:50 AM	12:00 AM	18:10	30	2035
450	Bowditch Park to Lovers Key Trolley (01/22-02/04)	5:50 AM	10:20 PM	16:30	15-30	5:50 AM	12:00 AM	18:10	15	2035
490	Bowditch Park to Lovers Key Trolley (02/05-04/19)	7:05 AM	8:45 PM	13:40	15-30	7:05 AM	12:00 AM	16:55	15	2035
515	Lehigh Circulator	5:15 AM	9:04 PM	15:49	60	5:15 AM	9:04 PM	15:49	60	
590	North Fort Myers, Suncoast Estates Loop	5:15 AM	9:10 PM	15:55	60	5:15 AM	12:00 AM	18:45	60	2038
595	North Fort Myers, Pondella Loop	4:49 AM	8:50 PM	16:01	60	4:49 AM	12:00 AM	19:11	60	2038
500	Downtown Fort Myers (Mon-Sat)	11:00 AM	10:57 PM	11:57	20	6:00 AM	12:00 AM	18:00	10	2035
600	LinC Route	5:50 AM	7:15 PM	13:25	90	5:50 AM	9:00 PM	15:10	30	2026
Proposed New Services										
New Rail Service										
	SGLR Corridor Rail									
New BRT Services										
BRT01	US 41 BRT					6:00 AM	10:00 PM	16:00	15	2031
BRT02	Palm Beach BRT									
BRT03	MLK BRT									
BRT04	Colonial BRT									
New Express Services										
NE01	Lehigh Express					AM Peak	PM Peak	6:00	45	2029
NE02	Charlotte Express									
NE03	Pine Island Excpress					AM Peak	PM Peak	6:00	45	2032
NE04	Colonial Express									
NE05	Cape Coral Express									
New Local Services										
NT01	McGregor Blvd									
NT02	Treeline/Ben Hill Griffin									
NT03	Pine Island Road									
NT04	Airport-Colonial Connector									
New Circulator Services										
NC01	Gunnery Rd Circulator									
NC02	Estero Circulator									
NC03	Research Diamond E Circulator									
NC04	Research Diamond W Circulator									
NC05	Chiquita Circulator									
NC06	Heron Pond Apts Circulator									
NC07	Gateway/Gunnery Circulator									
NC08	Cape Coral Circulator									
NC09	Bell Tower Shops Circulator									
New Flex Services										
NF01	SR 82/CR 884									
NF02	North Lehigh Acres									
NF03	South Lehigh Acres									
NF04	Veterans Pkwy/Skyline Blvd									
NF05	Nicholas Pkwy/Academy Blvd									
NF06	Mariner West - Burnt Store Rd									
NF07	Mariner East									
NF08	Harlem Heights									
NF09	East Bonita Springs									

Lee County 2040 Transit Cost Affordable Plan - Saturday Service Improvements

Route #	Route Name	Existing Saturday				LRTP (2040) Saturday			
		Start	End	Service Hours	Frequency	Start	End	Service Hours	Frequency
Existing Route Improvements									
5	Edison Mall to The Forum	6:05 AM	8:35 PM	14:30	80	6:05 AM	12:00 AM	17:55	40
10	Michigan & Marsh to Edison Mall	6:45 AM	10:00 PM	15:15	80	6:05 AM	12:00 AM	17:55	40
15	Tice St. & Ortiz Ave. to Rosa Parks	5:45 AM	9:30 PM	15:45	60	5:45 AM	12:00 AM	18:15	60
20	Dunbar to Rosa Parks	5:30 AM	9:00 PM	15:30	70	5:30 AM	12:00 AM	18:30	35
30	Camelot Isles to Bell Tower Shoppes	6:05 AM	9:04 PM	14:59	60	6:05 AM	9:04 PM	14:59	30
40	Cape Transfer Center to Coralwood Mall	5:45 AM	6:01 PM	12:16	120	5:45 AM	6:01 PM	12:16	120
50	SW FL Airport to Summerlin Square	6:20 AM	9:00 PM	14:40	50-95	6:20 AM	12:00 AM	17:40	75
60	San Carlos Park to Gulf Coast Town Center	7:05 AM	8:48 PM	13:43	50-130	7:05 AM	8:48 PM	13:43	50-130
70	Cape Transfer Center to Rosa Parks	5:30 AM	10:26 PM	16:56	60	5:30 AM	10:26 PM	16:56	30
80	Bell Tower Shoppes to Edison Mall								
100	Roas Parks to Riverdale	5:30 AM	9:35 PM	16:05	40	5:30 AM	9:35 PM	16:05	40
110	Edison Mall to Homestead Plaza	5:00 AM	10:04 PM	17:04	60	5:00 AM	10:04 PM	17:04	60
120	Edison Mall to Cape Transfer Center	6:00 AM	9:10 PM	15:10	80	6:00 AM	9:10 PM	15:10	80
130	Edison Mall to Summerlin Square	6:25 AM	8:30 PM	14:05	120	6:25 AM	8:30 PM	14:05	60
140	Merchants Crossing to Bell Tower	5:00 AM	10:07 PM	17:07	20	5:00 AM	11:00 PM	18:00	20
150	Bonita Grande to Lovers Key	6:49 AM	9:39 PM	14:50	90	6:49 AM	9:39 PM	14:50	90
160	Pine Island to Cape Coral (Weekday Only)								
240	Bell Tower to Coconut Point Mall	6:00 AM	10:12 PM	16:12	40	6:00 AM	12:00 AM	18:00	40
400	Beach Park&Ride-Lovers Key (04/30 - 01/06)	5:50 AM	9:00 PM	15:10	45	5:50 AM	12:00 AM	18:10	25
410	Bowditch Park to Lovers Key Trolley (01/22-02/04)	5:50 AM	10:20 PM	16:30	30	5:50 AM	12:00 AM	18:10	30
450	Bowditch Park to Lovers Key Trolley (02/05-04/19)	5:50 AM	10:20 PM	16:30	15-30	5:50 AM	12:00 AM	18:10	15
490	Summerlin Square to Bowdish Park (1/22-4/29)	7:05 AM	8:45 PM	13:40	15-30	7:05 AM	12:00 AM	16:55	15
515	Lehigh Circulator	5:15 AM	9:04 PM	15:49	60	5:15 AM	9:04 PM	15:49	60
590	North Fort Myers, Suncoast Estates Loop	5:15 AM	9:10 PM	15:55	60	5:15 AM	12:00 AM	18:45	60
595	North Fort Myers, Pondella Loop	4:49 AM	8:50 PM	16:01	60	4:49 AM	12:00 AM	19:11	60
500	Downtown Fort Myers (Mon-Sat)	11:00 AM	10:57 PM	11:57	20	11:00 AM	12:00 AM	13:00	20
600	LinC Route	5:50 AM	7:15 PM	13:25	90	5:50 AM	9:00 PM	15:10	60
Proposed New Services									
New Rail Service									
	SGLR Corridor Rail								
New BRT Services									
BRT01	US 41 BRT								
BRT02	Palm Beach BRT								
BRT03	MLK BRT								
BRT04	Colonial BRT								
New Express Services									
NE01	Lehigh Express								
NE02	Charlotte Express								
NE03	Pine Island Excpress								
NE04	Colonial Express								
NE05	Cape Coral Express								
New Local Services									
NT01	McGregor Blvd								
NT02	Treeline/Ben Hill Griffin								
NT03	Pine Island Road								
NT04	Airport-Colonial Connector								
New Circulator Services									
NC01	Gunnery Rd Circulator								
NC02	Estero Circulator								
NC03	Research Diamond E Circulator								
NC04	Research Diamond W Circulator								
NC05	Chiquita Circulator								
NC06	Heron Pond Apts Circulator								
NC07	Gateway/Gunnery Circulator								
NC08	Cape Coral Circulator								
NC09	Bell Tower Shops Circulator								
New Flex Services									
NF01	SR 82/CR 884								
NF02	North Lehigh Acres								
NF03	South Lehigh Acres								
NF04	Veterans Pkwy/Skyline Blvd								
NF05	Nicholas Pkwy/Academy Blvd								
NF06	Mariner West - Burnt Store Rd								
NF07	Mariner East								
NF08	Harlem Heights								
NF09	East Bonita Springs								

Lee County 2040 Transit Cost Affordable Plan - Sunday Service Improvements

Route #	Route Name	Existing Sunday				LRTP (2040) Sunday			
		Start	End	Service Hours	Frequency	Start	End	Service Hours	Frequency
Existing Route Improvements									
5	Edison Mall to The Forum								
10	Michigan & Marsh to Edison Mall					6:05 AM	10:00 PM	15:55	80
15	Tice St. & Ortiz Ave. to Rosa Parks	5:45 AM	9:30 PM	15:45	60	5:45 AM	9:30 PM	15:45	60
20	Dunbar to Rosa Parks					5:30 AM	10:00 PM	16:30	70
30	Camelot Isles to Bell Tower Shoppes					6:05 AM	9:04 PM	14:59	60
40	Cape Transfer Center to Coralwood Mall								
50	SW FL Airport to Summerlin Square	6:45 AM	7:18 PM	12:33	120	6:45 AM	10:00 PM	15:15	120
60	San Carlos Park to Gulf Coast Town Center								
70	Cape Transfer Center to Rosa Parks	6:40 AM	8:11 PM	13:31	60	6:40 AM	8:11 PM	13:31	60
80	Bell Tower Shoppes to Edison Mall								
100	Roas Parks to Riverdale	7:35 AM	8:10 PM	12:35	90	7:35 AM	8:10 PM	12:35	90
110	Edison Mall to Homestead Plaza	5:00 AM	10:04 PM	17:04	60	5:00 AM	10:04 PM	17:04	60
120	Edison Mall to Cape Transfer Center	8:30 AM	6:25 PM	9:55	100	8:30 AM	6:25 PM	9:55	100
130	Edison Mall to Summerlin Square								
140	Merchants Crossing to Bell Tower	6:05 AM	8:35 PM	14:30	60	6:05 AM	8:35 PM	14:30	60
150	Bonita Grande to Lovers Key	6:49 AM	9:39 PM	14:50	90	6:49 AM	9:39 PM	14:50	90
160	Pine Island to Cape Coral (Weekday Only)								
240	Bell Tower to Coconut Point Mall					6:00 AM	10:12 PM	16:12	40
400	Beach Park&Ride-Lovers Key (04/30 - 01/06)	6:55 AM	9:00 PM	14:05	45	6:55 AM	9:00 PM	14:05	25
410	Bowditch Park to Lovers Key Trolley (01/22-02/04)	5:50 AM	10:20 PM	16:30	30	5:50 AM	12:00 AM	18:10	30
450	Bowditch Park to Lovers Key Trolley (02/05-04/19)	5:50 AM	10:20 PM	16:30	15-30	5:50 AM	12:00 AM	18:10	15-30
490	Summerlin Square to Bowdish Park (1/22-4/29)	7:05 AM	8:45 PM	13:40	15-30	7:05 AM	12:00 AM	16:55	15-30
515	Lehigh Circulator								
590	North Fort Myers, Suncoast Estates Loop	9:25 AM	6:30 PM	9:05	110	9:25 AM	10:00 PM	12:35	110
595	North Fort Myers, Pondella Loop	9:14 AM	6:30 PM	9:16	110	9:14 AM	10:00 PM	12:46	110
500	Downtown Fort Myers (Mon-Sat)								
600	LinC Route	7:25 AM	5:45 PM	10:20	90	7:25 AM	9:00 PM	13:35	90
Proposed New Services									
New Rail Service									
	SGLR Corridor Rail								
New BRT Services									
BRT01	US 41 BRT								
BRT02	Palm Beach BRT								
BRT03	MLK BRT								
BRT04	Colonial BRT								
New Express Services									
NE01	Lehigh Express								
NE02	Charlotte Express								
NE03	Pine Island Excpress								
NE04	Colonial Express								
NE05	Cape Coral Express								
New Local Services									
NT01	McGregor Blvd								
NT02	Treeline/Ben Hill Griffin								
NT03	Pine Island Road								
NT04	Airport-Colonial Connector								
New Circulator Service									
NC01	Gunnery Rd Circulator								
NC02	Estero Circulator								
NC03	Research Diamond E Circulator								
NC04	Research Diamond W Circulator								
NC05	Chiquita Circulator								
NC06	Heron Pond Apts Circulator								
NC07	Gateway/Gunnery Circulator								
NC08	Cape Coral Circulator								
NC09	Bell Tower Shops Circulator								
New Flex Service									
NF01	SR 82/CR 884								
NF02	North Lehigh Acres								
NF03	South Lehigh Acres								
NF04	Veterans Pkwy/Skyline Blvd								
NF05	Nicholas Pkwy/Academy Blvd								
NF06	Mariner West - Burnt Store Rd								
NF07	Mariner East								
NF08	Harlem Heights								
NF09	East Bonita Springs								

Agenda Item 5
TAC 10/06/15

REVIEW PROVIDE INPUT AND RECOMMEND APPROVAL OF DRAFT FREIGHT MOBILITY ELEMENT

RECOMMENDED ACTION: The committee will review the **attached** Freight Mobility Technical Report, provide input, and recommend MPO approval of the document

The ongoing 2040 Long Range Transportation Plan (LRTP) update includes a Freight Mobility component. A draft of the technical report that goes along with this component has been completed by the MPO's Consultant Cambridge Systematics (CS) Inc. The draft report is **attached** for review and committee input. Unlike the other components of the LRTP the Freight Mobility element does not include a cost feasible list of projects. Freight transportation is multimodal with road improvements that benefit trucks covered under the Highway Cost Feasible and Needs plans. Cost feasible rail projects are also covered under these two highway plans.

A power point presentation of the draft Report will be provided by CS Inc. The presentation will cover all important aspects of the Report such as air cargo characteristics at SWFIA, freight rail, commodity flow analysis, a comprehensive multi-modal freight project list, etc. At their October 6th meetings the TAC and CAC will be asked to provide input and recommend MPO approval of the Report.

FREIGHT AND GOODS MOVEMENT ELEMENT

Lee MPO 2040 Long Range Transportation Plan Update

Draft Report

prepared for

Lee County Metropolitan Planning Organization

prepared by

Cambridge Systematics, Inc.

draft report

FREIGHT AND GOODS MOVEMENT ELEMENT

LEE MPO 2040 LONG RANGE TRANSPORTATION PLAN UPDATE

prepared for

Lee County Metropolitan Planning Organization

prepared by

Cambridge Systematics, Inc.
500 East Broward Boulevard, Suite 1160
Fort Lauderdale, FL 33394

Date

September 2015

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1.0 INTRODUCTION

The purpose of this report is to ensure that freight mobility is accounted for as part of the Lee County 2040 Long Range Transportation Plan (LRTP). This element serves as an update to the freight element completed for the 2035 LRTP and showcases changes which have occurred in the county as well as evolving needs. This report is divided into the following sections:

Section 2.0 - Freight Network of Lee County;

Section 3.0 - Commodity Movements and Trends;

Section 4.0 - Freight Performance Measures;

Section 5.0 - Freight Needs and Issues in Lee County; and

Section 6.0 - Making Freight Mobility Relevant.

Freight policy guidance was developed as part of this freight element consistent with existing MPO goals and objectives as well as those developed as part of MAP-21, the 2060 Florida Transportation Plan, and Florida's Freight Mobility and Trade Plan. Six goals, with objectives, were defined and used to guide the analysis of freight movement in the county. They are presented below.

Goal 1: A transportation system that is coordinated through local, regional and state agencies and encourages quality growth and sustainable land development practices. *(2040 LRTP Goal #7)*

Objective 1.1: Provide opportunities and define roles for all types of organizations, businesses, and/or individuals to assist in the implementation of programs and projects. *(2040 LRTP Objective #4)*

Objective 1.2: Bring business community into the transportation planning process.

Objective 1.3: Raise awareness and support for freight mobility and investment opportunities.

Goal 2: A transportation system that offers meaningful transportation choices for existing and future residents, visitors and businesses. *(2040 LRTP Goal #2)*

Objective 2.1: Provide efficient truck routes.

Objective 2.2: Identify and ensure access to key freight load centers.

Objective 2.3: Support an integrated transportation system with efficient connections between modes. *(2040 LRTP Objective #6)*

Objective 2.4: Identify and prioritize key infrastructure improvements to best enhance the freight transportation network.

Goal 3: Enhance the safety and security of the transportation system for both motorized and non-motorized users. *(2040 LRTP Goal #1)*

Objective 3.1: Reduce fatalities and serious injuries for incidents involving trucks and/or rail crossings through engineering, education and enforcement activities. *(2040 LRTP Objective #7)*

Objective 3.2: Identify critical components of the local and regional infrastructure and develop strategies to enhance safety and security.

Objective 3.3: Support commercial vehicle enforcement and ensure that penalties imposed for violations are appropriate.

Objective 3.4: Work with the Department of Homeland Security to identify key steps to take to ensure that all transportation modes including freight hubs meet national security requirements.

Objective 3.5: Assess possible freight network disruptions and develop contingency plans or principles that support the logistics industry for disaster preparedness and response.

Goal 4: A sustainable transportation system that supports the economic competiveness of the region. *(2040 LRTP Goal #5)*

Objective 4.1: Minimize congestion and increase reliability on roadways.

Objective 4.2: Collaborate with state agencies (such as Enterprise Florida and CareerSource Florida) to address transportation and logistics needs for targeted industries.

Objective 4.3: Collaborate with local agencies (such as the Lee County Chamber and Fort Myers Redevelopment Agency) to address transportation and logistics needs for the county.

Goal 5: A transportation system that is maintained, optimized and expanded using the best available technologies and innovations. *(2040 LRTP Goal #3)*

Objective 5.1: Reduce roadway congestion by maximizing ITS technologies, e.g., efficiently route traffic to alternate routes and divert around congested corridors or incidents. *(2040 LRTP Objective #10)*

Objective 5.2: Apply truck-specific design standards (lane width, ramp terminal radii, curb radii, pavement thickness) on roadways with significant truck volumes.

Objective 5.3: Utilize existing and emerging data sources to measure and monitor the performance of the transportation system.

Objective 5.4: Encourage the use of alternative energy sources (such as CNG and LNG) to maintain a healthy and environmentally conscience community.

Goal 6: A transportation system that is financially feasible. *(2040 LRTP Goal #3)*

Objective 6.1: Maximize use of available Federal funding (such as MAP-21 or TIGER grants) and training.

Objective 6.2: Maximize use of available State funding (such as SIS and TRIP funds) to promote multimodal freight transportation improvements.

Objective 6.3: Encourage and support private sector investment in the freight infrastructure through the development of facilities such as ILCs and distribution centers.

Objective 6.4: Construct and maintain multi-modal infrastructure with the intent of minimizing their life cycle costs. *(2040 LRTP Objective #9)*

2.0 FREIGHT NETWORK OF LEE COUNTY

Goods are transported into, out of, within, and through Lee County by a mixture of transportation modes. The freight system consists of highways, rail, and airports within the county. Waterborne cargo must rely on seaports in adjacent communities. This section describes key freight infrastructure in Lee County.

2.1 Regional Highway Corridors

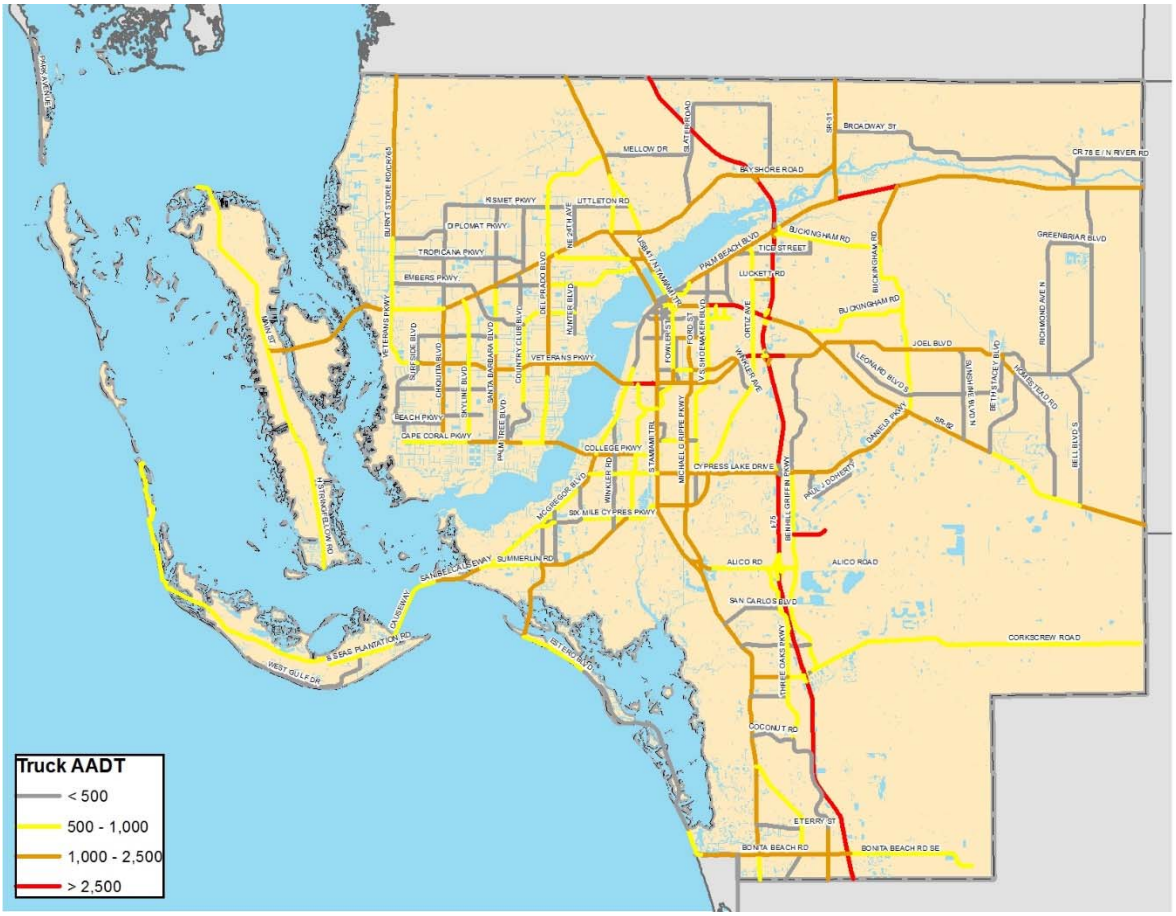
The roadways carry a significant amount of freight traffic, particularly as they serve as last mile connections for other modes. One way to identify key freight roadways is to measure and monitor the average annual daily truck traffic (AADTT) moving along the system. The Top Ten state roadway segments in the county by truck volumes are identified in Table 2.1 and the truck volume on all links is displayed in Figure 2.1. The most heavily used truck segment in Lee County is I-75. This is not surprising as I-75 is the only interstate which passes through the county. This limited access facility allows for high volumes of traffic to move at faster speeds than local roads.

Table 2.1 Top 10 Roadway Segments Based on AADTT

Roadway	From	To	AADT	AADTT	Truck Percent
I-75	Bridge No-120090	Bridge No-120093	70,500	10,011	14%
I-75	Bridge No-120122	Bridge No-120090	74,000	9,842	13%
I-75	Bridge No-120107	Bridge No-120120	77,000	9,163	12%
I-75	Collier Co Line	Ramp 008	87,500	8,663	10%
I-75	Bridge No-120120	Bridge No-120122	75,500	8,305	11%
I-75	Ramp 008	N/A	84,500	7,943	9%
I-75	Bridge No-120093	Bridge No-120112	55,000	7,755	14%
I-75	N/A	Bridge No-120107	77,211	6,486	8%
I-75	Bridge No-120112	Charlotte Co Line	39,500	6,162	16%
Terminal Access Road	Ben Hill Griffin Parkway	SW Florida Int'l Airport	22,000	5,940	27%

Source: FDOT, 2014.

Figure 2.1 Average Annual Daily Truck Traffic in Lee County, 2014



Source: FDOT, 2014.

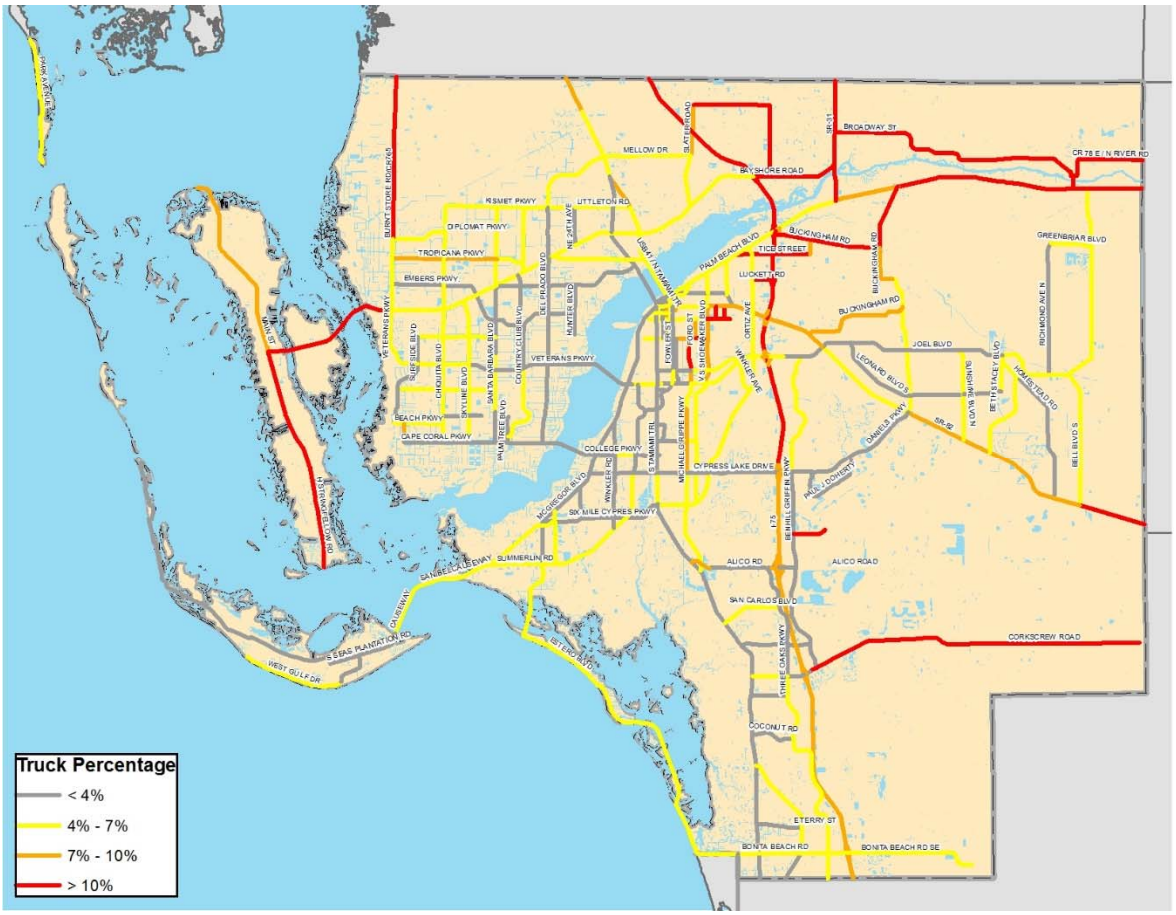
Another way to measure and monitor key freight roadways is through the percent of traffic comprised of trucks. Some roadways may not have a large volume of traffic on them in general, but the traffic moving on the segment may be entirely comprised of trucks, albeit in lower volumes than may be seen on the interstate, for instance. The Top Ten state roadway segments in the county based on the truck share of overall traffic are identified in Table 2.2 and the truck percentage on all links are displayed in Figure 2.2. Unlike the top truck volume segments, I-75 does not appear as one of the top corridors as it also carries a high volume of passenger cars, which drives down the truck percentage, however, some of its segments carry in excess of 10 percent. Figure 2.2 helps illustrate that several key corridors, particularly east/west, are dominated by truck movements. These are roadways that were not identified when looking only at total volume.

Table 2.2 Top 10 Roadway Segments Based on Truck Percentage

Roadway	From	To	AADT	AADTT	Truck Percent
Terminal Access Rd	Ben Hill Griffin Pkw	SW Florida Int'l Airport	22,000	5,940	27%
SR-31	N River Rd/CR 78	Charlotte County Line	4,653	1,256	27%
Burnt Store Rd/CR 765	NW 14th St	Vincent Ave/Charlotte County Line	6,428	1,543	24%
Rockfill Road	Edison Ave	SR-82/MLK Blvd	3,200	730	23%
SR-31	Bayshore Rd/SR-78	N River Rd/CR 78	7,200	1,476	21%
Corkscrew Road	N/A	Six L's Farm Rd	3,800	760	20%
Corkscrew Road	Six L's Farm Rd	Collier County Line/CR 850	3,800	760	20%
Edison Ave	Towles St	Arcadia Rd	2,700	535	20%
Nalle Grade Road	Slater Rd	SR-78	1,100	186	17%
Luckett Rd	Ortiz Ave	SR-93/I-75 Ctr-Line	6,000	1,002	17%

Source: FDOT, 2014.

Figure 2.2 Truck Share of Total Traffic in Lee County, 2014



Source: FDOT, 2014.

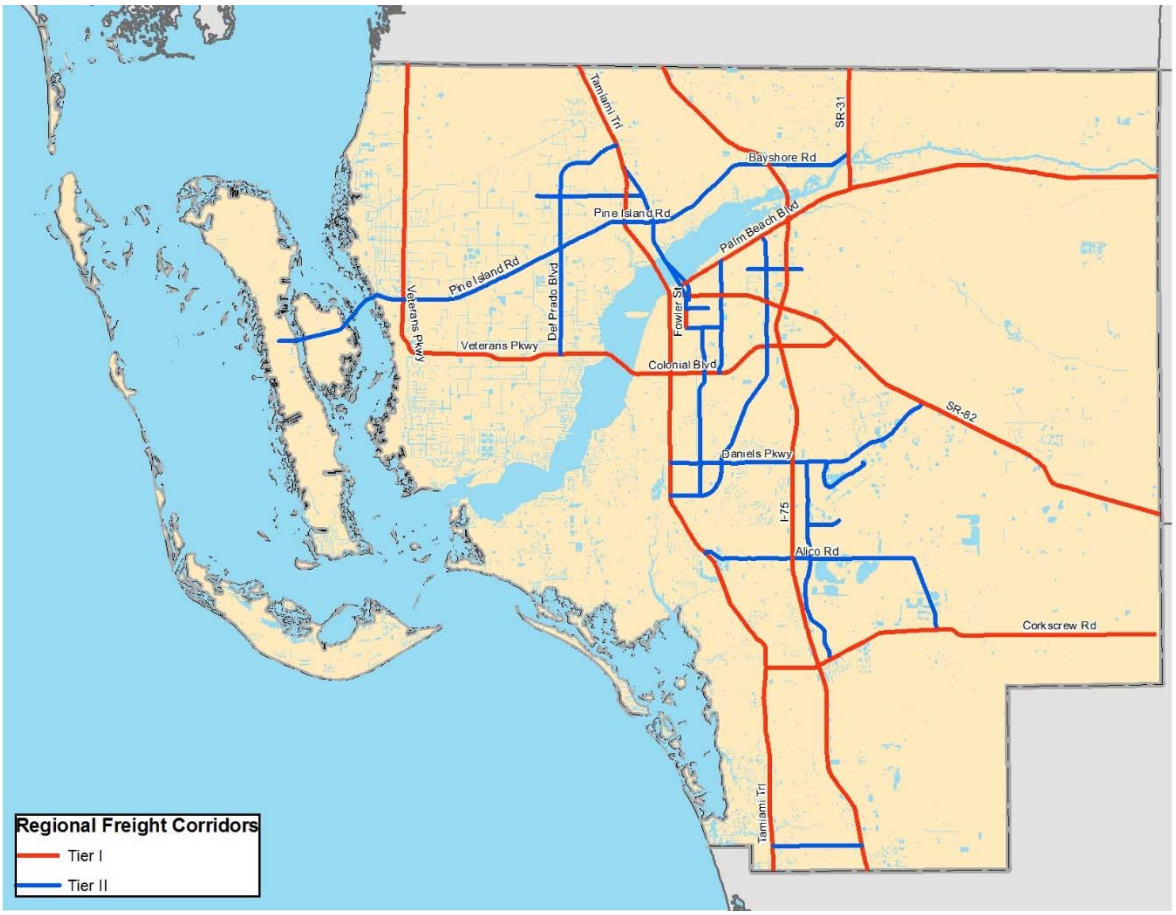
The 2035 LRTP Freight and Goods Movement Element identified a regional highway truck network as suggested by the Lee County Freight and Goods Mobility Analysis (2009). These highways were divided into two tiers: 1). SIS facilities and regional corridors that extend beyond county boundaries; and 2) regional highways which connect to the SIS, other freight corridors, or regional freight activity centers but do not extend beyond county boundaries. These facilities are listed in Table 2.3and displayed in Figure 2.3.

Table 2.3 Recommended Regional Highway Truck Network

Roadway	From	To	Tier
I-75 (SIS)	Lee County Line	Charlotte County Line	I
US 41	Lee County Line	Charlotte County Line	I
SR 80	Hendry County Line	I-75	I
SR 82 (Emerging SIS)	Hendry County Line	I-75	I
SR 31	SR 80	Charlotte County Line	I
SR 884/Colonial Boulevard	SR 82	Caloosahatchee River	I
Veterans Parkway	Caloosahatchee River	SR 78	I
CR 765/Burnt Store Road	SR 78	Charlotte County Line	I
Corkscrew Road	US 41	Collier County Line	I
US 41 Business	US 41 Junction	Hanson Street	II
SR 78/Bayshore Road	SR 31	I-75	II
SR 78/Pine Island Road	I-75	Pine Island	II
Del Prado Boulevard	Veterans Parkway	US 41	II
Kismet Parkway	Andalusia Boulevard	US 41	II
Luckett Road	Ortiz Avenue	Country Lakes Drive	II
SR 884/Lee Boulevard	SR-82	Joel Boulevard	II
SR 884/Joel Boulevard	Lee Boulevard	SR-80	II
Veterans Parkway	SR-78	Caloosahatchee River	II
SR 82/Dr Martin Luther King Boulevard	US-41	I-75	II
Fowler Street	Hanson Street	Dr Martin Luther King Boulevard	II
Hanson Street	Fowler Street	Metro Parkway	II
SR 80/Palm Beach Boulevard	I-75	US-41	II
SR 889/Metro Parkway	Six Mile Cypress Parkway	Colonial Boulevard	II
Daniels Parkway	US-41	SR-82	II
Alico Road	US-41	Corkscrew Road	II
Treeline Road	Daniels Parkway	Alice Road	II
Planned New Connector	I-75	Airport	II
Six Mile Cypress Parkway	US-41	Colonial Boulevard	II
CR 865/Bonita Beach Road	US-41	I-75	II
Littleton Road	USB-41	Andalusia Boulevard	II

Source: Lee County MPO 2035 LRTP: Goods Movement Technical Memorandum.

Figure 2.3 Priority Freight Routes in Lee County



Source: Lee County MPO 2035 LRTP: Goods Movement Technical Memorandum.

Many of these identified truck corridors are also heavily used by other vehicular traffic leading to congestion, particularly in the winter (peak season) months. This congestion is illustrated in greater detail in the Lee County Concurrency Report. Published annually, most recently in December 2014, this report is prepared to meet the requirements of the Lee County Land Development Code to develop an inventory of the maximum, utilized and available capacity of public facilities for which minimum Level of Service standards are prescribed in the Lee County Comprehensive Land Use Plan. Public facilities included in this are:

- Solid Waste Disposal
- Surface Water Management
- Potable Water
- Sanitary Sewer

- Parks and Recreation
- Schools
- Transportation

As this accounts for projections of demand on facilities from anticipated growth, this report establishes the availability and capacity of each facility to accommodate future development. In regards to the Transportation element of this report, the focus is on roadway segments which do not meet the adopted County or State Level of Service (LOS) Standard based on the 2013 traffic counts. The roadway segments included in this report which have also been identified as part of the regional freight corridors are listed in Table 2.4. With the exception of Corkscrew Road and Daniels Parkway, all of these roadway segments have been identified as not meeting LOS Standards on an existing basis. Several of these, such as portions of US 41 and Daniels Parkway, are constrained facilities and thus would rely on operational improvements (such as traffic signal coordination) versus capacity improvements.

Table 2.4 Identified Low Level of Service Roadways

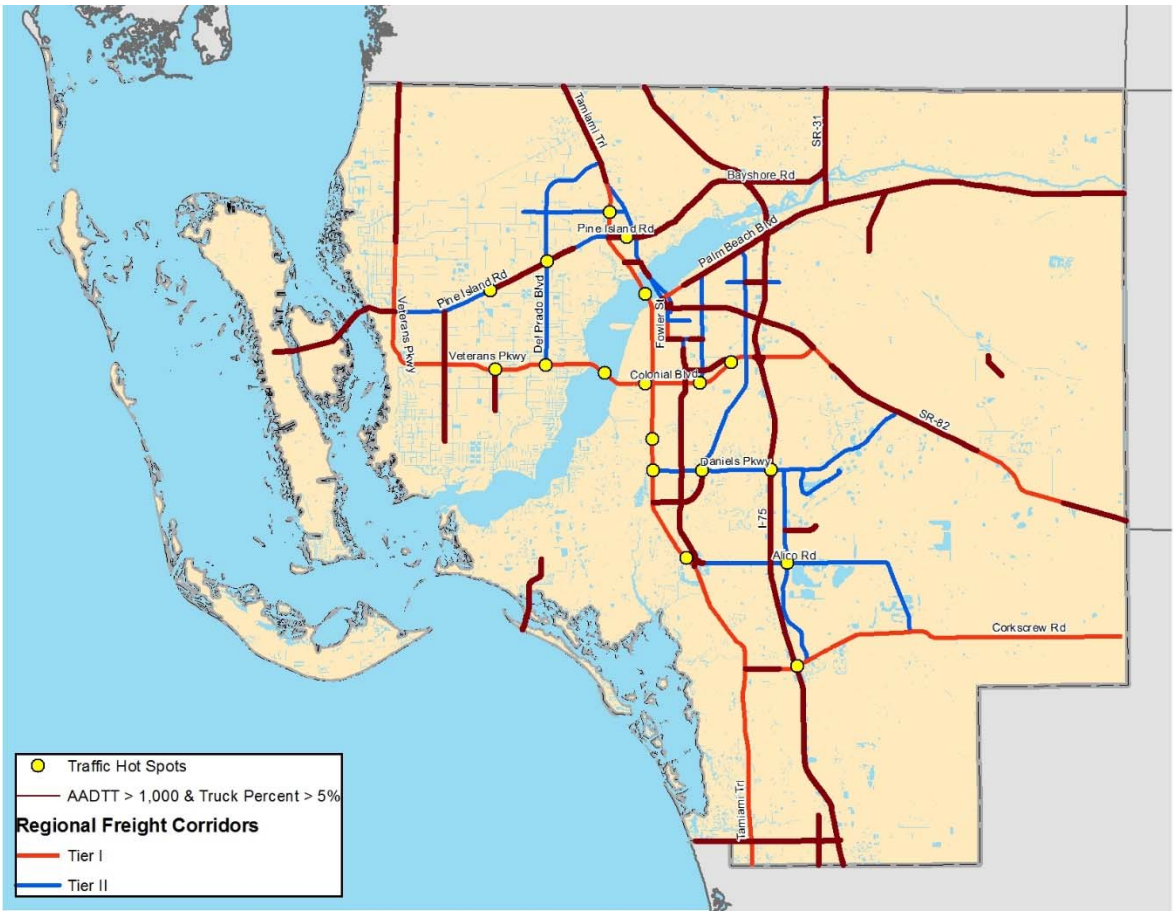
Roadway	From	To	Planned Improvement	Ownership
Colonial Boulevard	Summerlin Road	US 41	-	County
Colonial Boulevard (SR 884)	US 41	Fowler Street	-	State
Colonial Boulevard (SR 884)	Fowler Street	Metro Parkway	North Airport Road Extension in 2013/2014	State
Colonial Boulevard (SR 884)	Winkler Avenue	Six Mile Cypress Parkway	-	State
Colonial Boulevard (SR 884)	Six Mile Cypress Parkway	I-75	-	State
Martin Luther King Boulevard (SR 82)	Cranford Avenue	Highland Avenue	-	State
Martin Luther King Boulevard (SR 82)	Highland Avenue	Michigan Link	-	State
Immokalee Road (SR 82)	Colonial Boulevard	Gateway Boulevard	6 lane under design	State
Immokalee Road (SR 82)	Gunnery Road	Alabama Road	6 lane under design	State
US 41	Daniels Parkway	College Parkway	Constrained Facility	State
US 41	South Drive	Boy Scout Drive	Constrained Facility	State
US 41	Fountain Interchange	North Key Drive	-	State

Roadway	From	To	Planned Improvement	Ownership
US 41	North Key Drive	Hancock Bridge Parkway	-	State
US 41	Hancock Bridge Parkway	Pondella Road	-	State
Corkscrew Road	Three Oaks Parkway	I-75	-	County
Daniels Parkway	Metro Parkway	Six Mile Cypress Parkway	Constrained Facility	County

Source: Lee County Concurrency Report, 2014.

In addition to these congested corridors, there also are hot spots, typically at intersections, which also cause congestion. The Lee County 2014 Congestion Monitoring Report utilized local input via first responder and bus driver questionnaires as well as a News Press Survey to garner public participation in this process. Overall, these efforts resulted in nearly 600 responses which were reviewed by MPO Staff and TMOC. This Report was utilized to identify hot spots along the Regional Freight Corridors as well as segments which had both an AADTT over 1,000 and which had more than 5 percent of total traffic comprised of trucks. This resulted in 19 hot spots throughout the county. These locations are shown in Figure 2.4 and detailed in Table 2.5, with traffic signalization issues reported most commonly. Also included in this table are the number of trucks impacted by each of these hot spots based on 2014 traffic counts. In some instances, upwards of 2,000 trucks are traversing these locations and having their movements impeded. The majority of these locations are along Veterans Parkway/Colonial Boulevard and US 41. This is expected as several of these areas were also identified as congested corridors, many operating as constrained facilities.

Figure 2.4 Identified Hot Spots on Regional Freight and High Truck Use Corridors



Source: Lee County 2014 Congestion Monitoring Report.

Table 2.5 Hot Spots Identified from Congestion Monitoring Report

Roadway	Location	Number of Trucks Impacted	Nature of Problem Reported
Colonial Boulevard	At Deleon St (2 reported)	Colonial: 2,550	(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
Colonial Boulevard	At Veronica Shoemaker	Veronica Shoemaker: 725; Colonial: 2,300	Signal timing
Colonial Boulevard	At Winkler Avenue	Colonial: 2,700; Winkler: 700	Signal timing
Corkscrew	At I-75	Corkscrew: 840	(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

Roadway	Location	Number of Trucks Impacted	Nature of Problem Reported
Daniels	I-75	Daniels: 1,440	(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.
Del Prado Blvd	At Veterans Pkwy	Veterans: 1,450; Del Prado: 1,630	Signal timing
Mid Point Bridge	Mid Point Bridge	Veterans: 1,600	Non steady traffic flow….not enough lanes
Pine Island Rd	At Del Prado Blvd	Pine Island: 1,700; Del Prado: 900	Signal timing, inadequate turn lane storage
Pine Island Rd	At Hancock Bridge Pkwy	Pine Island: 1,550	Traffic can only turn left from the left lane. Traffic in the right lane should turn right.
Pine Island Rd	At Piney Rd	Pine Island: 1,500	Traffic accidents, signal timing
Pine Island Rd	Pondella and Del Prado Blvd	Pine Island: 1,700; Del Prado: 900	(1) Signal timing and synchronization (2) Traffic backups on NB Pondella caused by left turning vehicles to WB Pine Island Rd
Six Mile Cypress/Ben C Pratt	At Daniels	Six Mile Cypress: 1,250; Daniels: 1,550	Signal timing
Treeline	At Alico Road	Treeline: 715; Alico: 840	(1) Signal timing (2) Inadequate turn lane storage
US-41	At Alico Rd	US 41: 1,650; Alico: 1,650	Inadequate turn lanes
US-41	At Crystal Dr	US 41: 1,400	Light is not green long enough to allow flow of traffic
US-41	At Cypress Lake/Daniels	US 41: 2,200; Daniels: 1,000	(1) Signal timing (2) Too many cars
US-41	At Caloosahatchee Bridge	US 41: 1,400	Need more motorists to use Edison Bridges
US-41/N Cleveland Avenue	At Littleton Rd	US 41 800; Littleton: 300	Signal timing and flea market
Veterans Pkwy	At Santa Barbara Blvd	Veterans: 1,400; Santa Barbara: 1,100	1) Signal timing

Source: Lee County 2014 Congestion Monitoring Report.

2.2 Regional Rail Corridors

The Lee County MPO conducted a rail corridor feasibility study to evaluate possible service alternatives along the existing CSX/Seminole Gulf corridor. This study was concluded in October 2013 and focused on assessing the long-term feasibility of implementing multi-modal transportation options within the existing rail corridor through Lee and the northern portion of Collier County. In addition to publically driven passenger service, the study also evaluated

maintaining and possibly expanding the freight rail service on the corridor. This included assessing existing and future freight issues, determining the value of the CSX/Seminole Gulf Lease, and looking at various options of preserving the corridor including purchasing the right of way, negotiating new agreements, and adopting preservation policies by the local governments along the corridor. This section highlights some of the key findings from this study.

2.2.1 Current Use of the Lee County Rail Corridor

The existing rail network in Lee County is a 37 mile long north/south corridor through the urbanized part of the county. Currently, CSX owns the land as well as the right of way for this corridor. Seminole Gulf Railway (SGLR) has a long-term lease to operate freight rail service on the corridor with over 30 years remaining on the lease. SGLR is responsible for the maintenance of the track, crossings, and bridges located along this corridor. Currently, this corridor is used for both freight and passenger movements. This passenger movement consists of the Murder Mystery Dinner Train operating year round five nights a week. Additional passenger services, such as a commuter line, were considered as part of the Lee County Rail Feasibility Study.

In terms of existing freight service, as will be discussed in more detail in section below regarding the assessment of commodity movements, there is a forecasted downward trend in the use of rail in Lee County. Freight service has significantly decreased during the recent recession. Prior volumes were in the range of 14,000 to 15,000 carloads annually but decreased to around 7,000 carloads in 2012, primarily due to declines in lumber and building materials. Most of the existing freight consists of frozen and refrigerated goods, scrap metal, propane, lumber and building material, and newsprint.

While there have been efforts to increase freight rail opportunities, the existing infrastructure limits operations. There are some locations where the track is maintained to allow a maximum speed of 25 miles per hour (mph), however the majority of the corridor is maintained to an allowable speed of 10 mph. The outlook for an expanded rail service is uncertain, but it remains an important component of the Lee County transportation network. Few businesses in the area rely on rail movements, but it would be difficult to abandon the service. The use of the rail system not only provides greater flexibility in terms of modal options but also eases some congestion on the roadway due to a reduction in truck movements. The attributes of this rail facility and how they impact operations are discussed in the following section.

2.2.2 Existing Facilities

The existing facilities along the rail corridor have a direct impact on the types of services available to rail users. Namely, the characteristics impacting operations include track conditions, right of way width, bridge condition, and terminal facilities. The attributes of these facilities as determined from the Lee County Rail Feasibility Study are described below.

Track

The FRA has established track safety standards that identify nine specific classes of track (Class 1 through 9), as well as a category referred to as Excepted Track. The difference between each track class is based on progressively more demanding standards for track structure, track geometry and inspection intervals. Each track class has a corresponding maximum allowable speed associated with it: the higher the track class, the higher the allowable speed. Each railroad makes the determination as to which track class they will maintain their track to, based on their operational and maintenance needs. Once these designations are made, the FRA and FDOT hold the railroads accountable for maintaining their track to the standards for each particular track class.

Some portions of the SGLR track is maintained to FRA Class 2 track safety standards which allow maximum freight train speeds of 25 mph. However, the majority of the corridor in Lee County is maintained to Class 1 standards which allow maximum freight train speeds of 10 mph. The current track condition is considered adequate for the current low density SGLR operations. South of the SGLR yard and maintenance facility at MP 969, the track is classified as "Excepted Track" which requires inspection prior to use and allows maximum freight train speeds of 10 mph; passenger trains are not permitted to operate on Excepted Track.

Right of Way

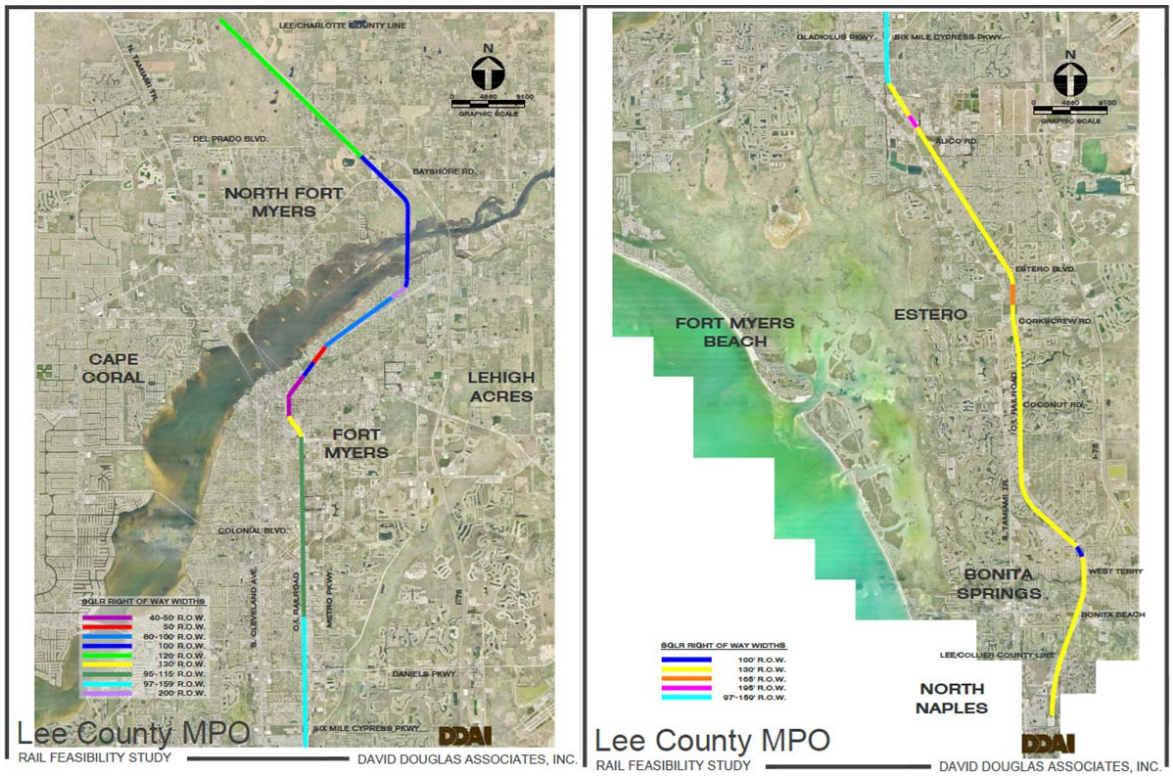
As part of the Rail Feasibility study, the study team assessed the physical rail line, including the rail corridor width and rail bed, drainage, utilities, rail crossings, and rail spurs. The rail corridor width was divided into three sections: South Lee County and Northern Collier County; Middle portion of Lee County; and Northern Lee County. The available row of way (ROW) is described below for each of these sections as well as illustrated in Figure 2.5.

- South Lee County and Northern Collier County: ROW is fairly consistent with an average of 130'. This width allows adequate distance on either side of the rail bed for a 24 foot, two-lane, two-way roadway with associated shoulders and swales for drainage.

- Middle Portion of Lee County: ROW varies between 97' and 159'. The right of way varies significantly along this portion of the railway and goes through the industrial areas of Lee County.

- Northern Lee County: ROW is fairly consistent with an average width between 80' and 120'. This includes the portion of the line which crosses the Caloosahatchee River through a series of bridges as well as a portion of rail which passes through undeveloped, primarily state owned, land.

Figure 2.5 Lee County and Northern Collier County Railway Right of Way



Source: Lee County Rail Corridor Feasibility Study.

Bridges

There are a total of 21 bridges along the corridor within the study limits. The quantity and type of bridges are as follows:

- 9 Timber Trestles with Open Deck
- 6 Timber Trestles with Ballasted Deck
- 3 Concrete Trestles with Ballasted Deck
- 1 Steel Deck Plate Girder with Open Deck
- 1 Deck Plate Girder/Through Plate Girder Combination with Open Deck
- 1 Moveable Bridge with Open Deck (Caloosahatchee River)

At the time of the Rail Feasibility Study, the Seminole Gulf Railway (SGLR) would not share bridge condition or inspection reports. However, they advised that all bridges are capable of supporting rail cars weighing 286,000 pounds, the national standard car weight. The bridges are

maintained in fair to good condition, which is an adequate level to support the current train operations as well as comply with the Federal Rail Administration (FRA) requirements.

2.2.3 Future Rail Needs and Options

The end product of the Lee County Rail Feasibility Study recommended seven strategies for this rail line. These recommendations, as written in that study, are presented below:

1. The Florida DOT should purchase the CSXT leased fee interest from where the rail line ends in northern Collier County to Arcadia.

2. The preferred mode of passenger travel should be determined. No specific mode of travel is recommended at this time.

3. Freight service should be maintained and improved.

4. The CSXT/SGLR corridor should be preserved for continued and expanded transportation use through amendments to existing Comprehensive Plans and transportation plans.

5. Each MPO that the SGLR corridor passes through (Collier, Lee, and Charlotte Punta-Gorda as well as possible Sarasota-Manatee) should urge FDOT to purchase outright the real estate interests of CSXT in the SGLR. They should also adopt policies and carry out plans to:

- 1) Explore methods for enhancing freight capability for the corridor and add capability for transit;
- 2) Commit to protecting the public interest in the rail corridor during any abandonment proceedings; and
- 3) Support use of federal rails-to-trails authority to railbank the corridor if the alternative is abandonment.

6. The Lee and Collier MPOs and Lee's Transit Task Force should take on the following tasks:

- The Lee MPO should explore with SGLR officials other arrangements to integrate public transit with the existing and planned freight rail operations in Lee County. The MPO should also serve as the lead agency for further technical analyses on this corridor.
- The Collier MPO should explore the costs and benefits of extending possible high capacity transit on the corridor to Immokalee Road in Collier County.
- The Lee County Transit Task Force should consider how high-capacity transit along the rail corridor could improve the effectiveness of LeeTran bus service and how it could promote the establishment of an independent transit authority or entity to construct and operate the combined system.

7) The MPO should seek legal opinions to fully understand the terms of the lease between CSXT and SGLR as well as to establish a contingency plan to protect the public interest should the abandonment of the rail line be proposed.

The majority of these recommendations revolve around three themes: 1) the development of transit, 2) the encouragement of further freight movements, and 3) contingency plans for if the rail line is abandoned. This mix of recommendations illustrates the importance of transit and freight working together to maintain and operate this line.

2.3 Air Cargo Activity

Air cargo is a significant driver of the State of Florida's economic engine, and a critical link for local, state, and national supply chains. Florida's airports handle not only domestic cargo originating or terminating within the state, but serve as gateways for significant amounts of international trade. As a system, Florida's SIS airports process more than 2.5 million tons of air cargo annually. The Southwest Florida International Airport, or "RSW", is a key component of the region's freight system and the 9th largest air cargo market (by air cargo capacity) for the state as of 2012. Serving primarily as a freight hub for expedited carriers (FedEx, UPS), the airport is owned by Lee County and operated by the Lee County Port Authority, and serves the needs of the greater Fort Myers area. Page Field, also operated by the Lee County Port Authority, does not provide air cargo service.

2.3.1 Southwest Florida International Airport Air Cargo Statistics

Air Cargo Capacity

The Florida Air Cargo System Plan reports information about air cargo capacity within the state. Capacity is defined as the volume of cargo space available via scheduled airline service at each airport. In total, Florida airports offer over 13.2 million pounds of air cargo lift capacity on a typical Wednesday, the busiest day in the air cargo industry workweek. Miami International Airport accounts for nearly 70 percent of this air cargo capacity with 9.4 million pounds, making it a clear leader in the state.

In 2012, domestic and international air cargo routes at RSW had about one percent of the state's total capacity , or 105 thousand pounds daily (34.5 million pounds annually). Table 2.6 illustrates the change in capacity available at RSW, which has decreased by about 55 percent between 2006 and 2012. This reduction is mainly due to the elimination of air cargo service from Lufthansa, DHL, and Cape Air. Since 2006, RSW reports the following changes contributing to a reduction in air cargo capacity:

- Lufthansa discontinued its wide-body passenger route to Dusseldorf and Munich, which contributed 44,000 pounds of capacity daily;

- DHL discontinued its route to its former hub in Wilmington, Ohio, contributing 20,000 pounds capacity; and
- Cape Air discontinued its feeder route to Tampa, contributing 2,240 pounds capacity.

Table 2.6 Southwest Florida International Airport Daily Air Cargo Capacity, 2006-2012 (in pounds)

Year	Average Daily Capacity	Change in Percent	Average Daily Departures
2006	235,678		10
2007	206,640	-12.3%	9
2008	190,240	-7.9%	9
2009*	168,907	-11.2%	9
2010*	147,574	-12.6%	8
2011	126,241	-14.5%	8
2012	104,909	-16.9%	7

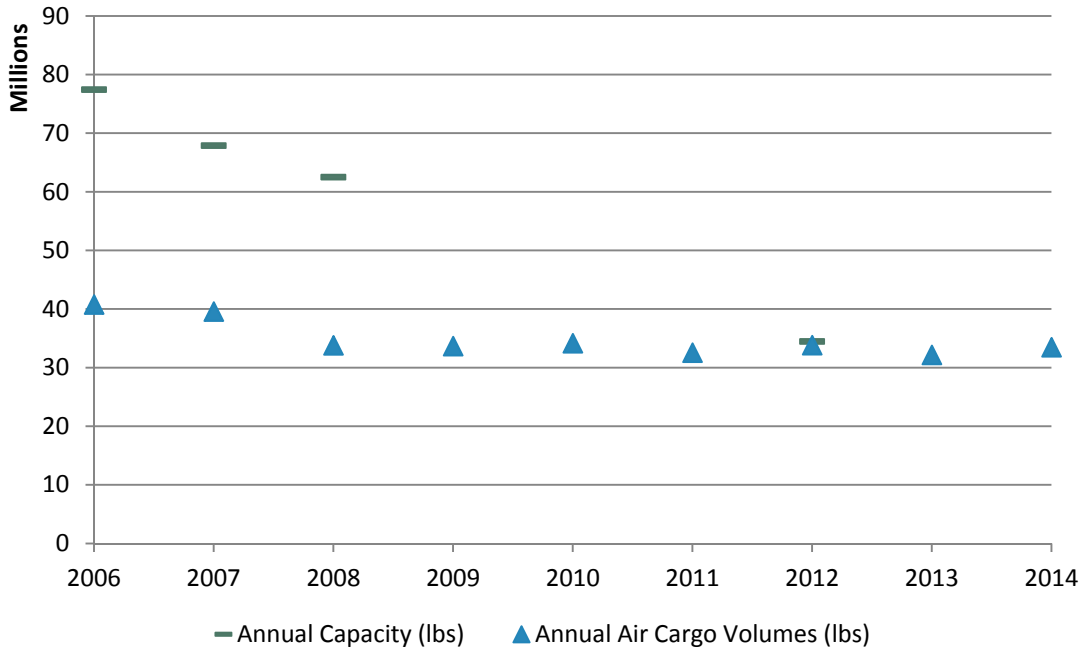
Source: Florida Department of Transportation 2013 Air Cargo System Plan Update Exhibit 24; OAG, FAA Records, CDM Smith. * indicates interpolated data.

Air Cargo Volumes

The U.S. air cargo market, and particularly domestic markets, were significantly affected by the global recession. National air cargo volumes have not regained their pre-recession levels and as of 2014 remain about 7 percent lower than the 2007 peak.[1] Air cargo volumes at RSW have mirrored these trends. Volumes at RSW have dropped from a high of 41 million pounds in 2006 to 33.5 million pounds in 2014, a reduction of 18 percent. Since 2008, volumes have fluctuated by about 5 percent annually but have not significantly decreased. Figure 2.6 shows air cargo capacity and volume at RSW between 2006 and 2014. Note with the reduction in capacity, RSW currently is utilizing the majority of available capacity.

[1] 2015 Bureau of Transportation Statistics T100 Market data

Figure 2.6 Southwest Florida International Annual Air Cargo Capacity and Volumes 2006 – 2014 (millions of pounds)

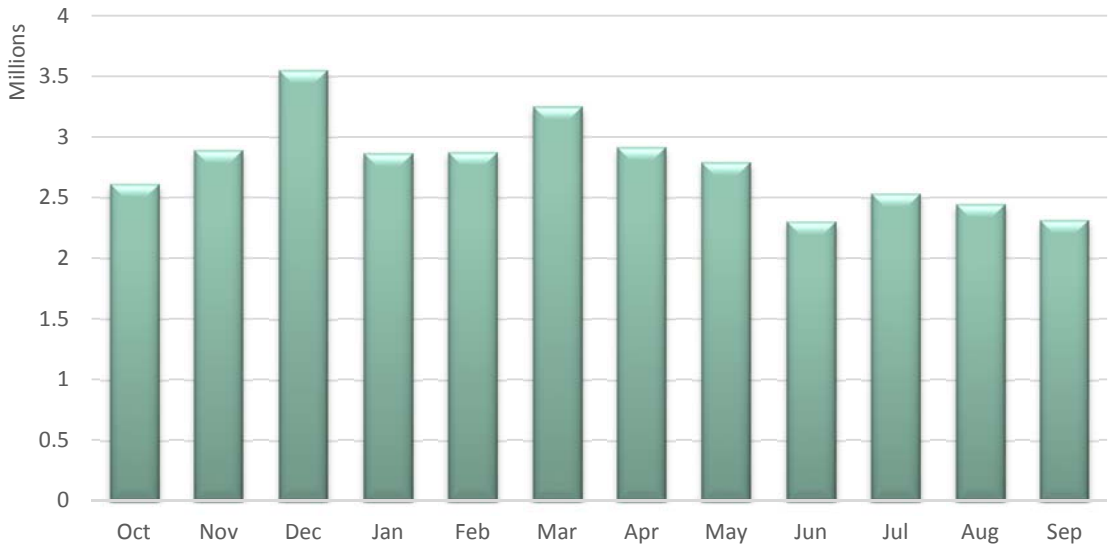


Source: Florida Department of Transportation 2013 Air Cargo System Plan Update; Southwest Florida International Airport Office of Public Affairs, 2015

Air Cargo Volumes by Month

Data on air freight volumes provided by RSW was analyzed for the period of October 2013 through September 2014. An average of 2.7 million pounds of freight moved each month over this period, for a total of 33 million pounds annually. The highest monthly volumes of just over 3.5 million pounds were found in December. This correlates with peak shipping seasons for expedited carriers, which make up the majority of the air freight tonnage moving through RSW. The seasonal population changes at RSW also contribute to higher volumes of packages shipped in winter months, when partial year residents are residing in the region. The lowest volumes over this time period were found in the summer months of June – September. Figure 2.7 shows the total monthly air freight volumes at RSW over this time period.

Figure 2.7 Southwest Florida International Airport Total Monthly Air Freight; October 2013 – September 2014 (millions of pounds)

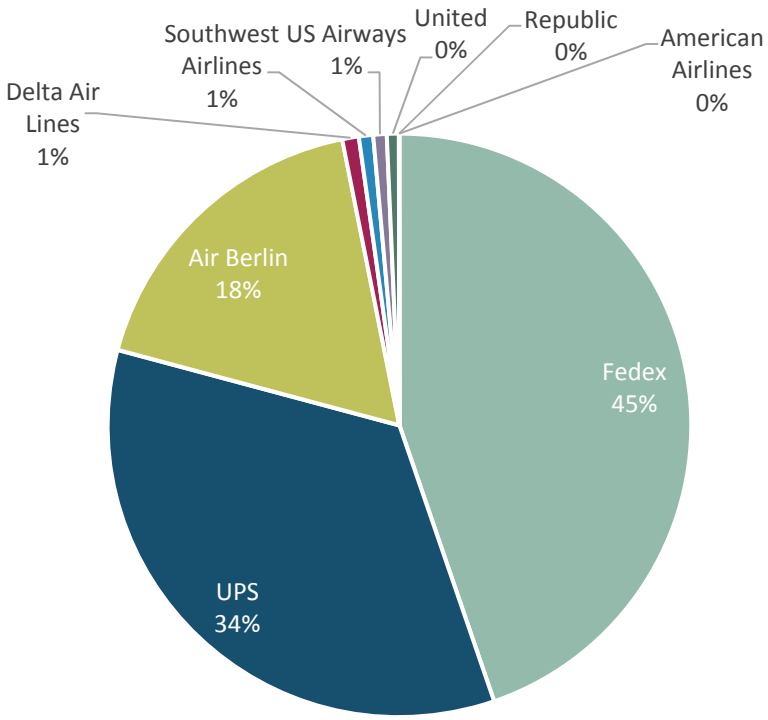


Source: RSW, 2015.

Air Cargo Volumes by Carrier

Air cargo volumes by carrier were examined over the same time period. Figure 2.8 shows the current breakdown of air cargo, by carrier, moving through RSW. The integrated carriers FedEx and UPS provide 45 percent and 34 percent of the volumes moving through the system, respectively. Air Berlin accounts for another 18 percent of the cargo moving through the airport as belly freight; the remainder of the carriers move about 3 percent of volumes, total.

Figure 2.8 Southwest Florida International Airport Total Air Freight, Percentage by Carrier; October 2013 – September 2014



Source: RSW, 2015.

Additional information was provided to the consultant team by FedEx, the largest expedited carrier operating at RSW. FedEx provides express (overnight) service through the RSW airport, utilizing four regional sorting facilities – Naples, Bonita Springs, Fort Myers, and Punta Gorda. Second-day, or deferred, product, is trucked to the Lee County facilities from the Fort Lauderdale-Hollywood International Airport. FedEx does not have a large sorting facility available onsite at RSW.

The company reports operating one inbound and one outbound 757 aircraft five days a week out of RSW. Each aircraft carries between 38,000 – 42,000 pounds of freight, depending on the season, with additional capacity added during the winter holiday season.

2.3.2 Road Feeder Service

Road feeder service (RFS) is a service offered by a scheduled cargo operator that carries goods via truck instead of aircraft. It allows carriers to offer freight service to destinations not served by their fleet, and overall operates similarly to air cargo service in terms of scheduling and pricing.

According the Florida Air Cargo System Plan, in 2011, Florida airports had 11.1 million pounds of capacity each week on RFS truck routes, with Miami International averaging over 7.4 million

pounds per week. This equates to 57 B747-400 aircraft per week or about nine aircraft per day, statewide. Eighteen percent of the statewide capacity is related to RFS truck routes within the State of Florida and 82 percent moves to markets outside the state. The 11.1 million pounds represents a 45 percent increase over 2008 total RFS capacities. The robust growth in RFS service between 2007 and 2011 was directly tied to increases in air carrier fuel costs and modal switch from aircraft to trucks. Industry guidelines indicate trucking is typically seven to ten times less expensive per pound than shipping by air.

Currently, RSW does not have any RFS capacity. This is in part due to the type of freight moving through RSW, which is mostly express packages via UPS and FedEx originating or destined for the Lee County area. In contrast, airports such as Miami, Fort Lauderdale, or Orlando move a larger variety of domestic and international air freight, including exports, consumer goods, and agricultural products. Expedited carriers use a combination of ground and air shipping to serve customers using their own networks which are not typically part of road feeder service operations. FedEx does ship express packages via truck between airports, specifically Fort Lauderdale and RSW, to complement their air service to RSW.

2.3.3 Air Cargo Facilities and Capacity

Existing Cargo Facilities

The last RSW Master Plan Update, completed in 2004, identifies a number of cargo facilities. These facilities are currently in existence and their current uses, as described by RSW airport personnel and industry interviewees are described here. RSW has a designated Cargo Apron on the north side of Runway 6-24 near the approach end of Runway 6. The Cargo Apron totals approximately 69,000 square yards and is capable of accommodating six large aircraft. Two taxiway connectors connect the cargo apron to Runway 6-24. Figure 2.9 shows an aerial view of the cargo apron.

Figure 2.9 Southwest Florida International Airport Aerial View of Cargo Ramp and Facilities

Source: Google, 2015.

The main air cargo facility was built in 1992 and is designed for expandability up to twice its current size. The structure is owned by the Lee County Port Authority and is leased out to tenants. Currently, FedEx and UPS operate out of this facility. The building has 10 cargo docks for truck supported pick-up and delivery operations. In addition, security-cleared large trucks are allowed to enter the aircraft parking apron to facilitate cargo on-load and off-load operations. The facility has direct access to Chamberlin Parkway.

The freight forwarding facility at RSW is located just north of the general aviation hangar. This structure is a common use belly-haul cargo processing facility for all the airlines. The structure is owned by the Lee County Port Authority and is leased out to tenants. Figure 2.8 above lists current airlines that carry belly cargo. Air Berlin is currently the largest conveyer of belly cargo. The facility includes five inclined-recessed loading docks for large trucks and five ground level loading docks. The southern side of the building contains eight ground-level docks to support airside cargo operations. All loading docks have associated cargo bays. Cargo is tugged between the aircraft parked on the passenger terminal ramp and the belly haul facility via the airport perimeter road. The facility is accessible via Regional Lane, which connects directly to Chamberlin Parkway.

As projected in the 2004 Master Plan Update, future cargo facilities will need to provide about a fifty percent increase from existing space. Current tenants also indicated the desire for increased cargo space and/or expansion of the existing cargo facility.

3.0 COMMODITY MOVEMENTS AND TRENDS

While the condition and connectivity of the underlying infrastructure is a critical component of freight movement, an understanding of the types of goods and industries that are served by this infrastructure is also important to help identify the needs and issues of the users. This section focuses on the types of commodities moving into, out of, and within the county as well as discusses key industries from a supply chain perspective to highlight how they use these facilities.

3.1 Commodity Movements

In regards to commodity movements, trucks account for a large portion of traffic on the roadways of Lee County, as well as provide the last mile connection for the delivery of goods from major freight hubs. This commodity analysis predominately focuses on goods moving via truck. This was done utilizing data from Transearch, a database purchased by FDOT in order to better assess commodity flows within the state of Florida as well as determine trade flows with other states.[2] Transearch provides commodity flow data with a variety of information including origin, destination, commodity type, mode, value, and tonnage. In an attempt to recognize not only county to county flows, FDOT purchased this data at a traffic analysis zone (TAZ) level to better represent flows within a county.

Table 3.1 details the locations which provide the most goods to Lee County based on total tonnage. Currently, Lee County provides the highest number of goods to itself due to internal movements of products which are produced and consumed in the county. At present, this intra-county movement accounts for 22 percent of all goods brought into Lee County. However, there is expected to be a significant decline in this type of movement in the coming years, moving Lee County to fourth on this list. Other large trading partners include Miami-Dade, Broward, and Polk counties. These locations are due to their close proximity to Lee County as well as the major international ports of entry and distribution centers located within these counties which serve the consuming market of Lee County. Overall, all of the top trading partners for Lee County are located within the state of Florida with little anticipated change through 2040. The largest increases in tonnage are expected from Okaloosa and Collier counties with annual growth rates of 9.6 percent of 5.8 percent, respectively. The only counties which are forecasted to show declines in traffic are Lee and Polk.

[2] 2011 Transearch data used by FDOT to analyze commodity flows in District 1 as part of a districtwide freight program were used to summarize commodity flows for Lee County.

Table 3.1 Top Trading Partners for Imported Goods

Region	2011 Tons (1,000)	2011 Percent of Total	2011 Rank	2040 Tons (1,000)	2040 Percent of Total	2040 Rank
Lee County	1,833	22%	1	1,024	7%	4
Miami-Dade County	1,085	13%	2	2,064	15%	1
Broward County	1,032	12%	3	1,922	14%	2
Polk County	635	8%	4	448	3%	6
Hillsborough County	389	5%	5	494	3%	5
Collier County	256	3%	6	1,311	9%	3
Charlotte County	245	3%	7	414	3%	9
Orange County	178	2%	8	322	2%	10
Manatee County	148	2%	9	266	2%	13
Pinellas County	148	2%	10	430	3%	7
Okaloosa County	29	<1%	33	418	3%	8
All Others	2,482	29%		5,075	36%	
Total	8,459	100%		14,189	100%	

Source: Transearch.

Table 3.2 details the top commodities moving into Lee County, excluding those goods which move within the county. The largest commodity by tonnage is secondary traffic which comprises 26 percent of all tonnage moving into Lee County. This type of commodity is predominately goods moving through a warehouse or distribution center. For the consuming population of Lee County, having secondary traffic as the largest commodity is expected. This commodity is anticipated to grow at an annual rate of 3.3 percent through 2040, the highest growth rate of the top commodities presented here. This will increase not only the total tonnage of this commodity inbound to Lee County, but also its share of the traffic. The second most important commodity by tonnage moving into Lee County is petroleum or coal products. These products represent 20 percent of the total tonnage inbound to Lee County and are expected to grow 1.5 percent annually through 2040. The top five goods moving into the region, also including clay, concrete, glass, or stone, nonmetallic minerals, and food or kindred products, represent 78 percent of all goods moving to the region. This will remain unchanged through 2040. In actuality, no significant changes in the top goods moving into the region are anticipated between now and the forecast year of 2040.

Table 3.2 Top Commodity Types Moving Inbound to Lee County

Commodity	2011 Tons (1,000)	2011 Percent of Total	2011 Rank	2040 Tons (1,000)	2040 Percent of Total	2040 Rank
Secondary Traffic	1,691	26%	1	4,331	33%	1
Petroleum or Coal Products	1,358	20%	2	2,080	16%	2
Clay, Concrete, Glass, or Stone	731	11%	3	1,485	11%	4
Nonmetallic Minerals	707	11%	4	1,570	12%	3
Food or Kindred Products	663	10%	5	1,107	8%	5
Lumber or Wood Products	215	3%	6	322	2%	7
Waste or Scrap Materials	212	3%	7	306	2%	8
Chemicals or Allied Products	211	3%	8	365	3%	6
Farm Products	138	2%	9	230	2%	9
Printed Matter	104	2%	10	150	1%	11
Pulp, Paper, or Allied Products	81	1%	12	176	1%	10
All Others	516	8%		1,045	8%	
Total	6,626	100%		13,165	100%	

Source: Transearch.

Commodities moving within Lee County are examined separately as these are goods which are both produced and consumed in the county. For the most part, these goods consist of three main commodities: nonmetallic minerals; clay, concrete, glass, or stone; and waste or scrap materials as shown in Table 3.3. Currently, nonmetallic minerals is the largest commodity group by tonnage accounting for 82 percent of all tonnage moving within the county. However, looking ahead to the forecast year of 2040, this volume is expected to drop significantly to about one third of the tonnage seen today. While it continues to be the largest commodity type in 2040, the reduction in tonnage of nonmetallic minerals results in a much smaller market share of 52 percent. Growth in the remaining commodities is not enough to compensate for this loss of traffic and overall volumes are anticipating to be reduced at a rate of 2.0 percent per year.

Table 3.3 Top Commodity Types Moving Within Lee County

Commodity	2011 Tons (1,000)	2011 Percent of Total	2011 Rank	2040 Tons (1,000)	2040 Percent of Total	2040 Rank
Nonmetallic Minerals	1,506	82%	1	537	52%	1
Clay, Concrete, Glass, or Stone	186	10%	2	260	25%	2
Waste or Scrap Materials	84	5%	3	120	12%	3
Secondary Traffic	49	3%	4	99	10%	4
All Others	7	< 1%		8	1%	
Total	1,833	100%		1,024	100%	

Source: Transearch.

For goods moving out of Lee County to other regions, the top trading partners are similar to those shipping goods into Lee County. The exceptions to this are the inclusion of Sarasota, Palm Beach, and DeSoto counties; and the exclusion of Polk, Orange, and Okaloosa Counties. Table 3.4 shows the outbound movements by region. For this type of movement, Lee County is also its own largest trading partner. A close second, as well as the anticipated largest in 2040, is Collier County, accounting for 20 percent of all goods moving outbound from Lee County. Once again, all of the top trading partners are counties within the state of Florida. The top 11 partners detailed here account for 78 percent of all goods moving outbound from Lee County, a volume that is anticipated to grow to 80 percent by 2040. While the overall share of these trading partners is anticipated to increase, total tonnage moving from Lee County is expected to be reduced by approximately 7 percent by 2040. This is predominately attributed to the reduction in traffic within Lee County as well as some loss of volume from Charlotte and Hillsborough counties and other smaller trading partners.

Table 3.4 Top Trading Partners for Goods Moving Outbound from Lee County

Region	2011 Tons (1,000)	2011 Percent of Total	2011 Rank	2040 Tons (1,000)	2040 Percent of Total	2040 Rank
Lee County	1,833	29%	1	1,024	17%	2
Collier County	1,316	20%	2	1,575	26%	1
Manatee County	453	7%	3	451	8%	3
Charlotte County Polk County	328	5%	4	281	5%	6
Miami-Dade County	324	5%	5	409	7%	4
Broward County	154	2%	6	205	3%	7
Hillsborough County	145	2%	7	138	2%	9

Region	2011 Tons (1,000)	2011 Percent of Total	2011 Rank	2040 Tons (1,000)	2040 Percent of Total	2040 Rank
Sarasota County	130	2%	8	306	5%	5
Palm Beach County	119	2%	9	139	2%	8
Pinellas County	113	2%	10	119	2%	11
DeSoto County	101	2%	11	131	2%	10
All Others	1,410	22%		1,179	20%	
Total	6,426	100%		5,956	100%	

Source: Transearch.

Table 3.5 details the top commodities moving outbound from Lee County, with the exception of those moving within Lee County which were previously detailed in Table 3.3. The top three commodity groups in this instance are nonmetallic minerals, secondary traffic, and clay, concrete, glass, or stone. Presently, these three commodities account for 83 percent of all tonnage leaving Lee County. However, this share of traffic is anticipated to decrease to only 75 percent by 2040 due to a relatively stagnant growth overall in these commodities although some growth is seen by the clay, concrete, glass, or stone group. The top ten commodities listed here account for 98 percent of all outbound traffic by tonnage and there is little change anticipated in these commodity mixes.

Table 3.5 Top Commodity Types Moving Outbound from Lee County

Commodity	2011 Tons (1,000)	2011 Percent of Total	2011 Rank	2040 Tons (1,000)	2040 Percent of Total	2040 Rank
Nonmetallic Minerals	2,002	44%	1	1,793	36%	1
Secondary Traffic	917	20%	2	855	18%	3
Clay, Concrete, Glass, or Stone	870	19%	3	1,054	21%	2
Farm Products	219	5%	4	288	6%	4
Food or Kindred Products	155	3%	5	244	5%	6
Waste or Scrap Materials	132	3%	6	246	5%	5
Printed Matter	107	2%	7	53	1%	10
Lumber or Wood Products	57	1%	8	63	1%	8
Fabricated Metal Products	35	1%	9	75	2%	7
Machinery	27	1%	10	62	1%	9
All Others	73	2%		169	3%	
Total	4,593	100%		4,932	100%	

Source: Transearch.

Another major mode of transportation for freight movements in Lee County is rail. Commodity flow data for rail movements is provided by the Surface Transportation Board's Rail Waybill Sample. Use of this data is restricted in areas with limited rail service to protect confidential information. Since there is only one rail operator in Lee County, a county level analysis of rail movements was not possible using the Waybill/Transearch resources. However, as part of the Florida Trade and Logistics Study, a statewide review of Florida's logistics industry and transportation system was conducted. This included forecasts by mode and type of freight for each of Florida's FDOT Districts. This analysis included present year flows (2010) as well as the forecast years of 2035 and 2060. While these do not align with the Transearch base and forecast years from the above analysis, they do allow for insight into rail trends in the region. Table 3.6 summarizes the modal data for FDOT District 1, as available from the Florida Trade and Logistics Study.

Table 3.6 Modal Breakdown of Freight Movements in FDOT District 1[3]

Table Header		Air	Int'l Waterborne	Rail	Truck	Total
Tons (1,000)	2010	21	1,174	11,815	89,563	102,573
	2035	31	1,985	9,687	131,467	143,170
	2060	47	3,037	9,534	168,987	181,605
Percent of Total	2010	0%	1%	12%	87%	100%
	2035	0%	1%	7%	92%	100%
	2060	0%	2%	5%	93%	100%
Percent Growth	2010-2035	45%	69%	-18%	47%	40%
	2035-2060	53%	53%	-2%	29%	27%

Source: Florida Trade and Logistics Study.

As seen in this table, freight volumes in District 1 are anticipated to increase 40 percent between 2010 and 2035. This is fairly consistent with the truck trends illustrated by the Transearch data previously which suggest a 46 percent increase in truck tonnage moving to, from, and within Lee County from 2011 to 2040. However, rail freight movements are anticipated to decline 18 percent of over this same period, with a further reduction of 2 percent between 2035 and 2060. This results in a significant loss of modal share from 12 percent in 2010 to just 5 percent in 2060. Given that the rail line in Lee County ends in the northern portion of Collier County, and therefore there are minimal through movements through Lee County, this data suggests that demand for freight

[3] This tonnage includes inbound, outbound, and internal movements but does not include through movements.

movements by rail is decreasing in the region. It is anticipated that the existing line will see less demand in the future than it does today based on these projections.

3.2 Freight Activity Centers

Goods are moved into, out of, within, and through the county almost entirely by trucks on a two-tiered system of roadways. According to the Lee County Freight and Goods Mobility Analysis, rail and air freight constituted less than one half percent of total freight movements in Lee County in 2003. Tier One highways or regional corridors are used to move goods in, out, and through the county and provide connectivity beyond the county boundaries. Tier Two roads are those that function as connectors to the major freight activity centers or between the regional freight corridors. Together, these roadways provide a grid of north to south and east to west regionally significant freight mobility corridors. Below these two tiers are roads that provide connectivity for trucks to local destinations such as shopping centers, grocery stores, and big box retailers.

From a freight generation standpoint, Tier One generators are large industrial areas that send and/or receive freight in large quantities for manufacturing or for further distribution to the consumer markets. Tier Two freight generators are the consumer activity centers such as malls, shopping centers, and grocery stores that are supplied by the local delivery systems.

While freight generating activity is prevalent throughout the county, the Tier One generators are concentrated in large and small industrial and mixed-use areas known as Freight Activity Centers (FACs). FACs are the "economic engines" of the county or region. They are major contributors to the County's base employment and a key component of regional economic development plans. Generally, they are also major generators of truck trip activity, including long-haul shipments to and from areas outside of the region. The major industries located within a FAC typically have significant ties to areas outside of Lee County.

3.2.1 Existing and Emerging Freight Activity Centers

The purpose of defining FACs is to establish their role and place in a community's vision for economic growth. Growth in these areas should be compatible with the land use and growth vision for surrounding areas. Policies and strategies that preserve these areas and provide opportunities for industrial growth are major considerations for future freight and goods movement.

Generally, FACs exhibit one or more of the following land use characteristics:

- Major industrial areas including manufacturing, warehousing, and distribution centers;
- Intermodal transshipment locations including ports, airports and their associated landside freight activities, and rail intermodal facilities; and/or

- Incubator industries that provide for future industrial growth.

Typically, FACs are located in the industrial core or near major intermodal transportation hubs such as ports, airports, and rail yards, or in outlying areas with industrial growth opportunities in close proximity to regional and strategic trade corridors.

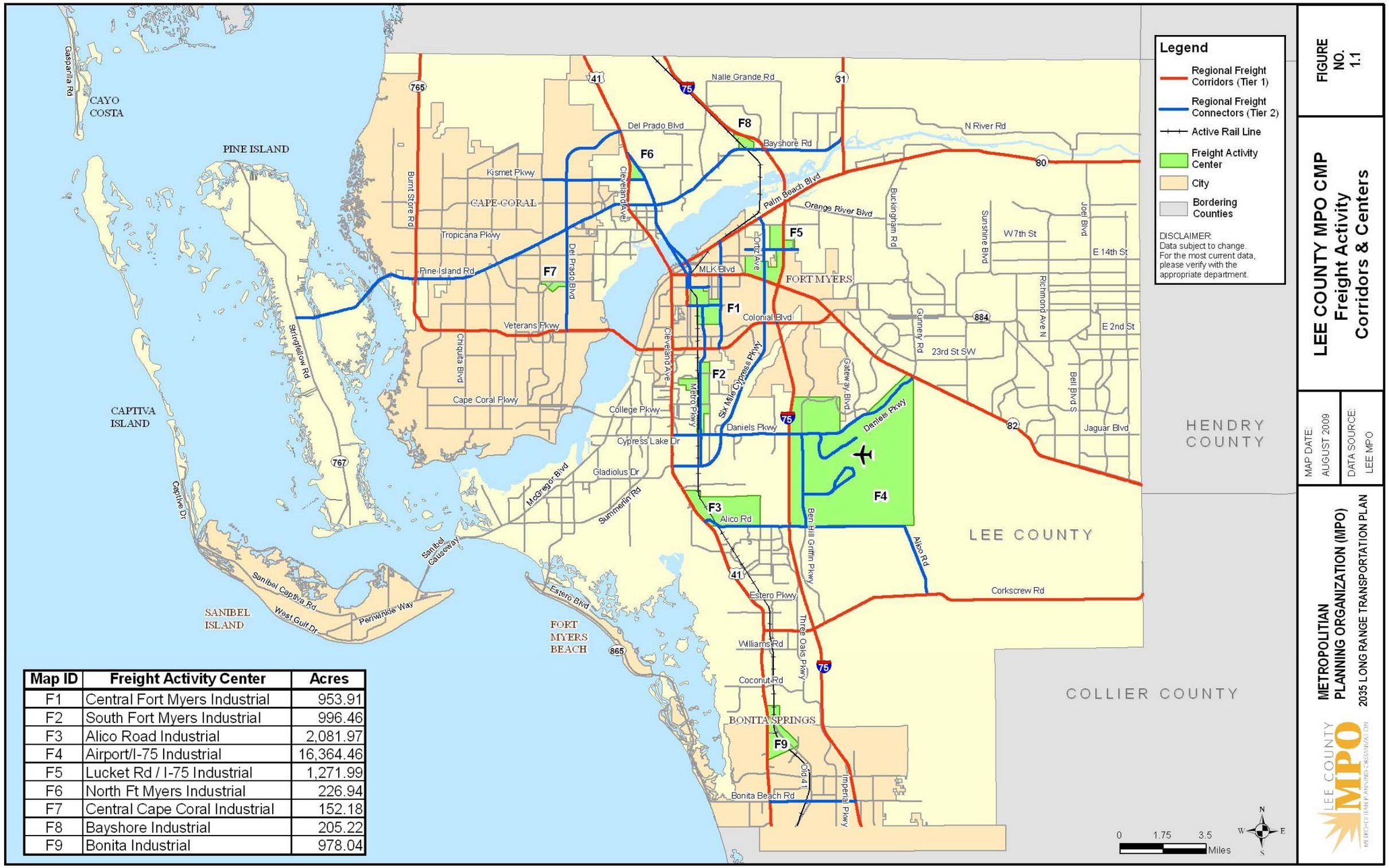
Existing and emerging FACs, located in Lee County, were defined by the following criteria:

- Large, contiguous, industrial areas consisting of manufacturing, bulk processing, warehousing/distribution activities, or intermodal transshipment locations;
- Areas with sufficient capacity (open and developable industrial zoned land) for growth;
- Industrial areas that are consistent with the local comprehensive plan; and
- Areas that have, or appear to have, an existing or emerging role in the regional economy.

Emerging FACs are those that are shifting from a local focus (small manufacturing of a local nature, repair shops, etc.) to a regional or national focus by attracting new businesses that reach beyond county borders. In some cases, these areas have relatively few businesses in place, but are designated for industrial growth with available vacant land to grow and are consistent with the local comprehensive plan.

The Lee County Freight and Goods Mobility Analysis (2009) identified virtually every business within the county with 50 or more employees. When mapped, these businesses were found to be located throughout the county, but a closer look indicated concentrations in specific areas. The approach for this Technical Memorandum was to map the Lee County Active Industrial Parks1 and use aerial photography and the County Property Appraiser's database to generally define boundaries, assess the types of industries located in the area, determine whether the areas are consistent with the established criteria for regional FACs, and serve as a starting point for further detailed study. Existing industrial employment locations and the industrial growth areas included in Development of Regional Impact (DRIs), and the Future Land Use Element of the Comprehensive Plans, were also considered. Based on the criteria, nine (9) FACs were identified within the county. These FACs are listed and characterized in Table XX and shown on Figure XX. These FACs are briefly described in this section. Further evaluation of these FACs as part of future goods movement studies should be undertaken in order to better define their boundaries, obtain a detailed description of each of these FACs, the industries contained within them and the potential for truck trip generation.

Figure 3.1 Freight Activity Corridors and Centers



Map ID	Freight Activity Center	Acres
F1	Central Fort Myers Industrial	953.91
F2	South Fort Myers Industrial	996.46
F3	Alico Road Industrial	2,081.97
F4	Airport/I-75 Industrial	16,364.46
F5	Lucket Rd / I-75 Industrial	1,271.99
F6	North Ft Myers Industrial	226.94
F7	Central Cape Coral Industrial	152.18
F8	Bayshore Industrial	205.22
F9	Bonita Industrial	978.04

Figure 3.2 Freight Activity Centers within Lee County

Map ID	Freight Activity Center	Approximate Size (Acres)	Intermodal Facility	Available Transport Mode(s)			Access	Character			Lee County Industrial Parks[1] Included within the FAC
				Truck	Rail	Air		Expanding	Redeveloping	Constrained	
F1	Central Fort Myers Industrial	954	X[2]	X	X		F		X		19, 25, 26, 27, 31, 36
F2	South Fort Myers Industrial	996		X	X		F		X		7,15, 28, 33, 34, 35
F3	Alico Rd. Industrial	2,082		X	X		G	X			4, 5, 6, 37, 39
F4	Airport/I-75 Industrial	16,364	X[2]	X		X	G	X			1, 2, 3, 16, 18, 24, 38, 42, 43
F5	Luckett Road/I-75 Industrial	1,272		X			G	X			8, 10, 12, 23, 40
F6	North Fort Myers Industrial	227		X	X		G			X	17, 21, 22
F7	Central Cape Coral Industrial	152		X			F			X	14
F8	Bayshore Industrial	205	X[2]	X	X		G			X	9
F9	Bonita Industrial	978		X	X		G	X			13, 20

[1] Source Map: Lee County Southwest Florida Economic Development Office, April 2007.
[2] Potential site of rail intermodal facility (*Lee County Goods Mobility Analysis*).

Approximate Size is the area based on the boundaries established by visual inspection of aerial imagery and existing and future land use.

Intermodal facility is defined as the ability to transfer containerized freight, or piggy-back trailers, directly from rail to truck or from pipeline to truck. Currently there are no freight intermodal facilities located within Lee County, although the potential exists to develop a rail/truck intermodal yard at one of the three sites indicated in Table 1-1, as each location has rail or the possibility of extending rail into the activity center as is the case for the Airport/I-75 FAC.

Available Transport Mode refers to what modes are located within the FAC. All the FACs include truck transport, however rail is presently in use or potentially available in five of the eight FACs.

Access is rated Good, Fair, or Poor. Good means there is direct access to the Strategic Intermodal System (SIS) or regional freight corridors. Fair access refers to access to the SIS or regional freight corridors via a direct, or nearly direct, designated connecting route. Poor access means there is no direct, or nearly direct, access to the SIS or regional freight corridors.

Character refers to existing uses, condition of facilities within the FACs, and whether there is room to expand. Expanding means that the activity center has room to grow without impacting other competing land uses. Redeveloping means that the FAC includes a high percentage of older facilities that can be redeveloped into other industrial uses or is in the process of

modernizing facilities. Constrained refers to areas that lack the ability to expand due to competing adjacent land uses or other barriers.

Industrial Parks were obtained from the Lee County Development Office map dated April 2007 that is posted on the County's web site (Table XX). Table XX also shows which Freight Activity Center they are located in, the supporting regional freight corridors and connector roads; the existing and planned number of lanes, the level of service, and the local Average Annual Daily Truck Traffic (AADTT).

Central Fort Myers Industrial Freight Activity Center (MAP ID F1)

The Central Fort Myers industrial FAC is made up of 954 acres located approximately between Edison Avenue on the north, to the City Limits on the south, and between Fowler Street on the west and Veronica Shoemaker on the east. The general boundaries are shown on Figure XX and are depicted as FAC F1. Included within this area are six industrial/business parks:

- Eastern Industrial park
- Kennesaw Industrial park
- Metro Distribution Center
- Metro Plantation Commerce Center
- Pearce Industrial park
- Southside Industrial park

Also located within this area is the Farmers Market, which was identified as a potential container intermodal facility by the Lee County Freight and Goods Mobility Analysis.

Transportation access is fair with no direct connection to the interstate system. The primary connecting roadways include Metro Parkway, Veronica Shoemaker, Hansen Street, Edison Avenue, Fowler Street and Colonial Boulevard, SR 82 and SR 80 that connect directly to I-75. Rail access is provided by the Gulf and Seminole Railroad, a class III regional line that extends into Lee County from its connection with the CSX Railroad at Arcadia in DeSoto County.

South Fort Myers Industrial Freight Activity Center (MAP ID F2)

The South Fort Myers FAC consists of approximately 996 acres that extend primarily along the east side of Metro Parkway from the northern boundary of Page Field to Six Mile Cypress Parkway. There is a small westward expansion between the south side of the airport and the

Hideaway Country Club, and another area that extends westward to US 41 south of Daniels Parkway. Included within this freight activity center are six industrial parks:

- Andrea Lane Commercial Center
- Crystal Industrial Park
- Metro Plex Industrial
- Plantation Corporate Park
- Pyramid Industrial Park
- Six Mile Commercial Park

Transportation access is good with no direct connection to the Interstate system, however, Metro Parkway and US 41 connect to Colonial Boulevard, Daniels Parkway and Six Mile Parkway, which are all regional goods movement connector corridors that provide access directly to I-75. Rail service is also available from the Gulf and Seminole Railroad.

Alico Road Industrial Freight Activity Center (MAP ID F3)

The Alico Road FAC is the area's second largest with approximately 2,082 acres that extend along both sides of Alico Road from US 41 to east of I-75. This freight activity center has available vacant land for expanding and is sited in a prime location for future industrial development. Industrial parks located within this FAC include:

- Alico Commerce Park
- Alico Industrial Center
- Alico Lakeside South Trail Industrial Park
- South Trail Industrial Park
- South Lee Industrial Complex

Transportation access is good, with direct connectivity to I-75 and US 41 via Alico Road. Alico Road also provides access to the SW Florida International Airport via Treeline Avenue, and to regional mining activities in the southeast portion of the county. Rail access is available from the Seminole Gulf Railroad that extends south along the east side of Old US 41. Rail service currently extends along Alico Road (spur line) over to the west of the future Three Oaks Extension.

Airport/I-75 Industrial Freight Activity Center (MAP ID F4)

The Airport/I-75 freight activity center is the largest, with 16,364 acres, but also the most loosely defined area. While a large portion of the FAC is occupied by the SW Florida International Airport complex, there are several industrial/business parks that have developed between I-75 and Treeline Avenue located west of the airport and along Daniels Parkway, which borders the north side of the airport. Alico Road provides the general southern boundary while the eastern boundary is generally defined as a line extending north from Alico Road to intersect with SR 82 at Shawnee Road. Within this general area there is room to develop additional industrial areas south and east of the airport. The Lee County Freight and Goods Mobility Analysis identified this area as a potential site for a rail intermodal terminal for both containers and petroleum fuels for aircraft and highway vehicles. The area could also be used to load bulk railroad cars for shipment out of the area. Industrial/Business parks in this area include:

- Airport Technology Center
- Airport Woods Commerce Center
- Alico Airpark Center
- I-75 Commerce Center
- Eastlinks
- Jetport Interstate Commerce Park
- SW Florida International Commerce Park
- Westlinks Business Park
- Worthington Business Park

Transportation access is good with Treeline Avenue providing north-south connectivity to two interstate interchanges via Daniels Parkway and Alico Road. Daniels Parkway also connects to SR 82 east of the airport that provides access to the Imokalee area in Lee County. The area south of the airport has been previously identified by Lee County and in the Lee County Freight and Goods Mobility Analysis as an opportunity for a possible rail intermodal location for the transfer of container cargo, aviation fuel for the airport, and possible other liquid petroleum products. However, extending the railroad east of I-75 would be problematic and costly from a right-of-way and infrastructure perspective. The primary issue would be how to get the rail east of the interstate at a reasonable cost. This could also include a pipeline from where the service ends on Alico over to this area. This opportunity will be discussed further later in this report.

Luckett Road/I-75 Industrial Freight Activity Center (MAP ID F5)

The Luckett Road/I-75 freight activity center approximately 1,272 acres and is a mixture of old and new industrial development. It generally extends from SR 82 (Dr. Martin Luther King Jr. Boulevard) north to Tice Street and between I-75 and Ortiz Avenue. On the south it extends west along SR 82 to the Michigan Avenue Link and north to approximately Ballard Road. The area appears to be a mixture of regional and local industrial businesses including commercial activities such as small repair shops. Industrial parks identified in this freight activity center include:

- B.F. Industrial Park
- Benchmark Corporate Park
- Billy Creek Commerce Center
- Interstate Park 82 (EZ)
- Suncoast Commerce Park

Transportation access is good with Ortiz Avenue providing north-south connectivity to Luckett Road and SR 82, both of which provide direct access to I-75.

North Fort Myers Industrial Freight Activity Center (MAP ID F6)

The North Fort Myers FAC is approximately 227 acres and extends from Littleton Road northward between US 41 and US 41 Business to their junction.

- East Cape Commerce Park
- Hancock Creek Commerce Park
- Indian Oaks

Transportation access to US 41 and Business US 41, a regional freight corridor is good; however, connectivity to I-75 (SIS corridor) is fair with connectivity via SR 78/Bayshore Road.

Central Cape Coral Industrial Freight Activity Center (MAP ID F7)

The Central Cape Coral Industrial FAC is generally located south of Viscay Parkway and west of Del Prado Boulevard. It is the smallest of the FACs, consisting of one industrial park and 152 total acres. The only industrial park located within this area is the Central Cape Industrial Park.

Transportation access is good to Del Prado Boulevard, a regional freight connector corridor; however, connectivity to I-75 is only fair via Del Prado Boulevard and SR 78/Pine Island Road/Bayshore Road, a distance of 9 miles. Access to the south is also available along the Veterans Parkway/Colonial Boulevard over to I-75.

Bayshore Industrial Freight Activity Center (MAP ID F8)

The Bayshore Industrial FAC is bounded by SR 78/Bayshore Road on the south and I-75 to the north and east and is bisected by the Gulf and Seminole Railroad. It contains 205 acres and was identified as one of three potential sites for an intermodal container facility by the *Lee County Freight and Goods Mobility Analysis*. This FAC is in an excellent location and there is plenty of vacant land to the north and west that could be used for expansion if properly zoned. In its current configuration there is not enough room to bring a 100-car intermodal train unless the area is expanded north to the proposed Del Prado Boulevard Extension and future interchange on I-75. This site is a prime location for large truck distribution centers due to its location near I-75 that could possibly be developed into a small freight village, with rail and interstate access, truck parking, fueling, rest area and restaurants. The Bayshore Industrial Campus is the only industrial park identified in the area. Truck access is good with nearly direct connectivity to I-75 approximately one mile east on SR 78.

Bonita Industrial (MAP ID F9)

Bonita Industrial freight activity center consists of 978 acres of mixed use activities including industrial, warehousing, commercial and some residential. The area is located in the vicinity of the junction of Old US 41 and US 41 between Old US 41 and the Seminole Gulf Railroad right- of-way. While the area is constrained, there are several vacant properties within the area that can be developed as industrial/warehousing sites. Although the railroad passes along the western side of the property the only businesses with rail service is Preferred Materials, a mineral processing plant, and S & S Pre-cast Land Development, a producer of pre-cast concrete beams and pipes. The only industrial park located within the freight activity center is the Bonita Industrial Park.

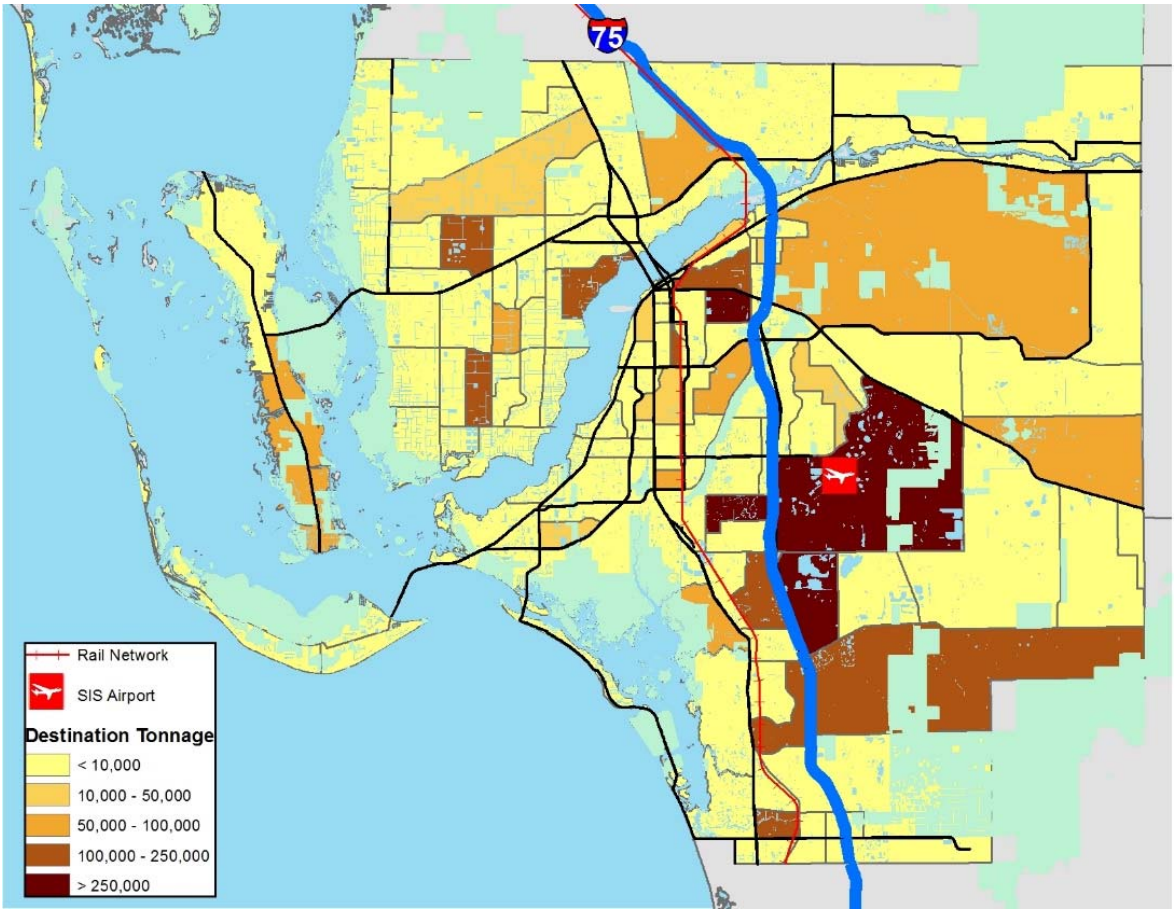
Transportation is good with nearly direct access to US 41, a regional goods movement corridor, with fair access to I-75 via US 41 and Bonita Beach Road.

3.2.2 Transearch Concentrations of Inbound and Outbound Movements

The identified freight activity centers were predominately focused on an identification of clusters of industrial parks. While these areas do have a high concentration of freight due to the businesses operating there, they are not necessarily the only locations where trucks are operating. Figures 3.2 and 3.3 showcase where the truck tonnage previously discussed is going to or coming from, respectively. A comparison of these two maps shows a much wider spread for inbound movements than outbound. This is likely due to a smaller number of outbound

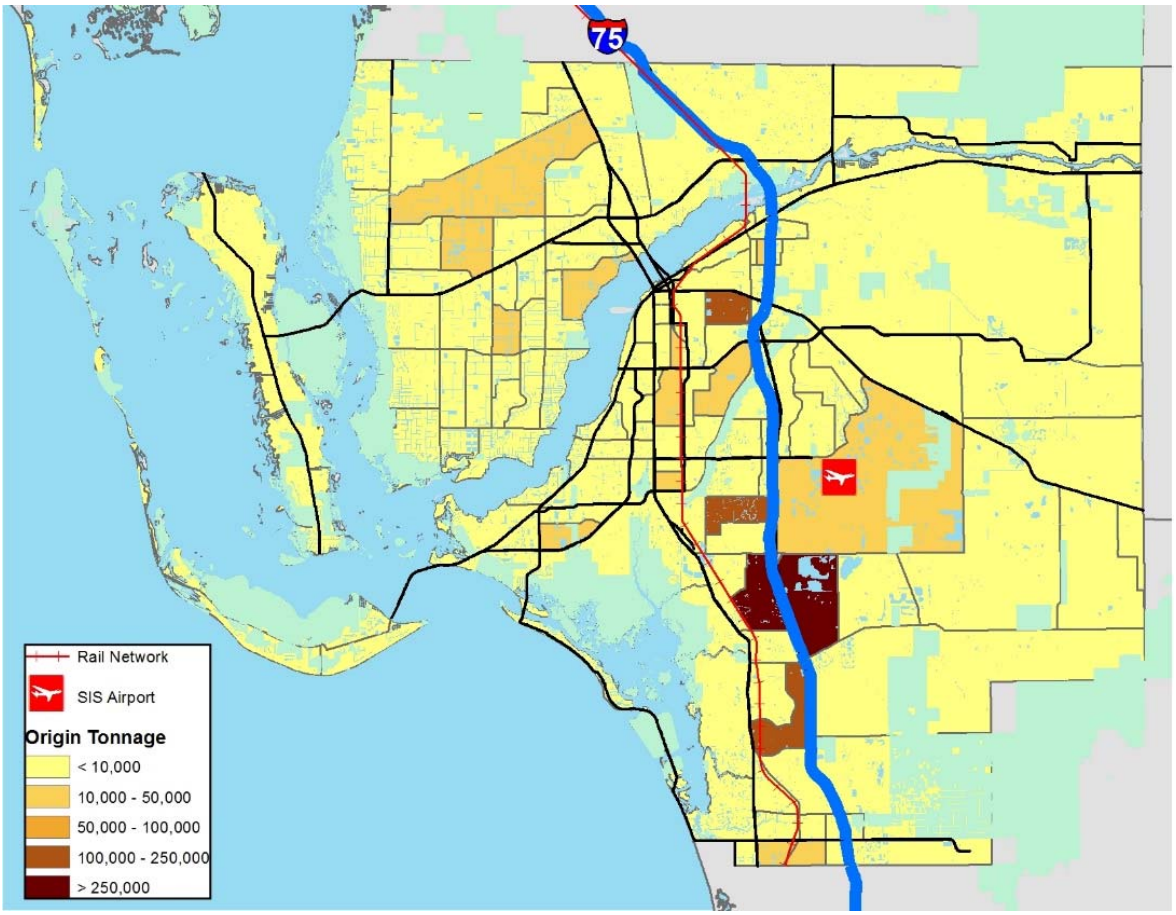
movements from warehouses and distributions centers to a larger number of retail locations throughout the county. Also, goods produced in the county which are then distributed elsewhere in the country are only produced in a few select locations, resulting in the more concentrated areas.

Figure 3.3 Inbound Truck Movements



Source: Transearch.

Figure 3.4 Outbound Truck Movements



Source: Transearch.

3.3 Example Supply Chains of Lee County

While the analysis of Transearch data yields a high level overview of key commodity types in the region and where they are going to or from, connecting with industry partners gives a more detailed look at how an individual supply chain functions. As part of this effort, four companies were selected to participate in stakeholders interviews as representatives of the following industries:

- Beverage Distribution
- Seafood
- Fresh Produce
- Refrigerated Products

These stakeholders were asked to discuss how their product moves, what type of facilities they use, potential growth plans, advantages to operating in the region, and issues they encounter either in the region or the specific industry at large.

3.3.1 Beverage Distributor

Distribution operations are represented by a company specializing in beverage distribution, specifically beer. Product is brought into the region utilizing the ports of Miami and Tampa for international imports. Trucks are used to move the imports from port to warehouse and for all other shipments of domestic brews. Rail is not utilized for movements as the product requires more time sensitivity than rail allows.

This product is brought into one of three facilities operated by this distributor in South Florida, namely in Fort Myers, Tampa, and Fort Pierce. Product from each supplier is only brought to one facility directly, requiring a redistribution of the goods between facilities before they are delivered to customers. This movement occurs at night by a company owned fleet and includes not only the redistribution of new product, but also things such as empty kegs. With plans to expand the existing facility in Fort Myers, it is anticipated that the magnitude of the overnight redistribution of goods will be reduced, if not eliminated.

Once the goods are reallocated to the proper warehouse, they are then delivered to customers. From the Fort Myers facility, customers are located in several of the surrounding counties, including not only Lee but also Collier, Hendry, Glades, and Charlotte, among others. In the region, there are over 5,000 accounts which are served on 40-45 various routes. On each route, a single truck will hold roughly 550 cases of beer. All told, this company delivers 20 million cases of beer each year, 7.5 million of which are distributed out of Fort Myers.

For the most part, this distributor has minimal problems with the freight network in Lee County. While there are some operational issues, such as a lack of space to load or unload trucks in Downtown Fort Myers, these are seen as things that come with the job and would be difficult to modify. The company mitigates these issues by teaching the driver what they need to do at a particular customer. They also adjust their vehicle sizes for any special size and weight considerations. Other minor operational issues involve low-hanging trees which can cause damage to the trucks as they drive around. A larger awareness of this for landscaping purposes can help to reduce this hazard. Additional operational considerations undertaken by the company include traffic monitoring to take routing actions ahead of time and optimizing delivery routes to reduce travel times and mileage. Overall, their Fort Myers location is well suited for operations as a central location for the customers served. Easy access to I-75 is also important.

3.3.2 Refrigerated Goods/Perishables and Other Commodities

To represent the movement of refrigerated products into and out of the region, a local full service refrigeration company who does warehousing and distribution was contacted. The facility itself handles frozen foods, citrus, and juices, which are shipped both nationally and internationally. Customers drive the volume of goods handled as well as the origin and destination of these goods. These products are transported via a company truck fleet which includes refrigerated vehicles.

For other commodity types, flatbed trucks are used to provide transloading services for rail products including lumber or drywall. Other products such as scrap steel and glass cullet are also transported via rail through this facility to serve companies without rail access. The use of rail to move these goods helps to reduce the number of trucks on the roadway and improves the overall level of service. As such, expanded rail and intermodal service in the region is desirable. One of the largest components of this conversation stemmed from the need for an intermodal terminal. While Lee County is located near the new intermodal terminal developed by CSX in Winter Haven, a terminal here would help serve a more localized area, roughly within a 150 mile radius. This is not necessarily an immediate need of the region, but something which needs to be planned for on the horizon. This can yield a more efficient, standardized method of transporting freight into the region.

This stakeholder identified the need to promote freight within Lee County and was encouraged that the MPO is taking steps to keep up with the needs of freight users. While the lack of a deepwater seaport in the county results in slower growth, taking steps such as developing an intermodal facility as well as preserving the existing rail corridor will help to ensure that Lee County has a well connected and efficient freight system.

3.3.3 Seafood

The seafood industry of Lee County is represented by a company specializing in shrimp. They are among the largest in the state of Florida, moving over 15 million pounds of shrimp each year. Product is captured and brought in on vessels after which a large amount is moved to Tampa to a processing facility there. To understand the importance of this facility, it is necessary to think of how shrimp are captured versus how they are sold. A single vessel can capture millions of shrimp in a single trip, however, they are a wide variety of sizes. Shrimp are typically sold by a specific size (i.e. "jumbo" versus "small"). To properly sort and package this product, a processing facility is needed. For this reason, product is predominately shipped to Tampa as well as Texas, but can vary based on where the best price is found. These movements are all done via truck, usually with a company owned fleet.

A significant challenge for this industry comes from foreign imports. The United States shrimp industry faces significant competition from farm raised shrimp from countries such as China, Thailand, and Vietnam, among others. This has driven the price of shrimp down significantly in the United States and could feasibly result in domestic layoffs in this industry. This issue has been at the forefront of the industry for many years, including a lawsuit filed by American shrimpers in 2002 against multiple countries as well as counter-lawsuits by China and Thailand.

Opportunities for this industry include upgrades to outdated facilities, an expansion of mode types used, and trade opportunities with Cuba.

One of the limitations for the shrimp industry in regards to customers which can purchase the product lies in the need for a processing facility. The processing facility in Lee County which was previously used for this is now outdated and in need of upgrades. The redevelopment of this facility has the potential to not only allow the company to be more cost competitive but also to add both full and part time jobs for the region.

As mentioned, all product for this company is shipped to customers via truck. While the small company owned trucking fleet is normally adequate, a larger than average catch can result in the need for the company to depend upon a third party logistics provider. One opportunity for this industry to combat this problem is to rely more heavily on rail transport. For many industries, rail is not an option due to slower shipping times than truck. However, for shrimp, this offers an opportunity. As technology has evolved, so too has the shelf-life of shrimp as it can be frozen directly on the boat and stay fresh for weeks, allowing the slower transit mode to be viable, albeit in refrigerated equipment. This would open up additional customers to sell product to as well as most likely reduce the overall cost of transportation.

The last opportunity mentioned for this industry as a whole lies in the opening of trade with Cuba. While there are still several issues which need to be sorted out with opening trade with this country, the current political atmosphere suggests that this may soon be a reality. Ideally, smaller supply boats would export shrimp to Cuba which would then in turn bring Cuban products back as imports on the return trip. This opens up an additional market for this industry to participate in, allowing for the possible growth of existing operations.

3.3.4 Fresh Produce

Agriculture is a significant industry throughout the entire state of Florida encompassing oranges, tomatoes, sugar cane, and a variety of other fruits and vegetables. This industry has an impact on Lee County as well. A local grower was contacted. Farms are located throughout the state, but the main facility for this company is located in Immokalee, Florida, to the east of Lee County.

The process of growing fresh vegetables and fruit is a multi-step process and requires a significant amount of sourced products. Prior to growing season, fertilizer must be brought to

the farms in order to facilitate growth. This fertilizer is mostly acquired from Port Tampa Bay as well as some which is railed in from Canada. However, all fertilizer is delivered to the farms via truck.

During the growing season, truck movements are relatively minimal as there is no product to move. However, once the produce is harvested, the truck movements begin again. All products are brought to the facility in Immokalee for packaging before being shipped throughout the United States.

For the most part, these movements are done by company owned trucks with some third party providers depending on the movement type. Truck movements not only include the fertilizer and products mentioned here, but also the packaging material used, associated trash, and other materials needed for production. Overall, this results in several thousand truckloads per year.

As all movements for this particular stakeholder are done using truck, a well operating roadway network is key for smooth operations. Given that Immokalee is at least 20 miles from the nearest interstate, adequate connections to access these high-capacity facilities are critical. From the vantage point of Immokalee, a widening of SR 82 to four lanes would be most beneficial. Another potential option discussed would be a bypass for I-75 around Fort Myers connecting to Naples through Immokalee which would help all growers along this route.

3.3.5 Additional Stakeholder Input

While the discussions with county stakeholders were meant to yield a glimpse into specific supply chains for these industries, some of the issues mentioned impact more than a single industry. Most notably, the minimal selection of truck fueling and parking stations was mentioned. While this may not impact some local operators who are aware of the situation or who may be able to provide parking for their fleet, it leaves the trucking community at a disadvantage. With few truck parking or refueling locations, drivers do not have an opportunity for competitive prices and also risk violating hours of service laws or local violations should they not be able to find an appropriate location to rest. It was recommended that an additional facility be developed in the county to accommodate both local and long-distance truck operators.

4.0 FREIGHT PERFORMANCE MEASURES

4.1 Truck-Friendly Design Standards

Because of the importance of goods movement to the local economy, policies must be developed to ensure the efficient movement of freight over the designated network. The recently completed *Lee County Freight and Goods Mobility Analysis* included a recommendation for incorporating truck friendly highway geometric designs.

In order to accommodate trucks, all regional and connecting truck corridors should incorporate truck-friendly design standards whenever a roadway is improved. The purpose of incorporating truck-friendly design on certain regional and local roads is to encourage trucks to use these facilities because they reduce delay and save time. It approaches freight mobility from a positive perspective by encouraging the use of certain corridors rather than restricting trucks from corridors and local streets. Good truck-friendly design standards also reduce the risk of infrastructure damage such as crushed curbs and sidewalks and damaged signs and utility structures. In the end, making it easier for trucks to maneuver and reducing the number of times trucks must stop along a corridor ultimately improves the corridor for all users. In addition, congested freight activity areas should also include adequate road widths for on-street deliveries where appropriate and when off-street parking is not available. These standards, at a minimum, include:

- Travel lane width of ≥ 10 feet (12 feet preferred and standard for SIS facilities);
- Hard shoulders width of 10 feet;
- Corner turning radius sufficient to accommodate a WB-66 tractor trailer unit (53' trailer plus tractor unit);
- Left-turn storage lanes of sufficient length to accommodate all turning vehicles without blocking/interrupting through lane traffic;
- Directional median openings with left turn storage that will accommodate large trucks reducing through lane interruption;
- Dedicated right-turn lanes and acceleration merge lanes at major intersections;
- Advanced signal timing that maximizes truck flow and minimizes the number of stops for trucks;

- Truck way-finding signage (similar to points of interest signage) to direct trucks to key intermodal, rail and distribution facilities via the most direct route; and
- Designated on-street truck parking during established delivery times in the downtown commercial and congested freight activity centers.

To ensure that truck-friendly design standards are included on all truck routes, the county and municipalities, working with the MPO, should develop and formally adopt county-wide minimum standard truck route typical sections to be used on all future capacity improvements on designated regional and local truck routes.

In order to ascertain the state of "truck friendliness" within Lee County, it is recommended that the MPO, in cooperation with the county and municipalities, undertake a "freight corridor screening program" that will help evaluate each corridor against a standardized freight-screening checklist. Once a baseline is established on the goods movement corridors, the number of miles or percent of corridors that meet the standards could be used as a system-wide performance measure until all routes have been improved.

4.2 Recommended Performance Measures

Performance measurement to assess freight movements have come to the forefront of planning efforts due to MAP-21 requirements. Specifically, state and MPOs were charged with establishing performance measures in the following areas:

- Pavement condition on the Interstate System and on the remainder of the National Highway System (NHS);
- Performance of the Interstate System and the remainder of the NHS;
- Bridge Condition on the NHS;
- Fatalities and serious injuries by both number and rate per vehicle mile traveled on all public roads;
- Traffic Congestion;
- On-road mobile source emissions; and
- Freight movement on the Interstate System.

In order to meet the requirements for MAP-21 reporting, the state of Florida initiated a Mobility Performance Measures (MPM) program within FDOT. The *Florida Multimodal Mobility Performance Measure Source Book* is published annually and represents data and analysis

primarily for the State Highway System (SHS) and includes the SIS. This document encompasses all major modes of transportation within the state of Florida including automobile, aviation, bicycle, pedestrian, transit, truck, rail, and seaport. The freight-specific performance measures identified as part of this program are detailed in Table 4.1. Note that seaport measures monitored by FDOT are not included in this table since Lee County does not have a deepwater seaport.

Table 4.1 Freight Measures Identified in the Florida Multimodal Mobility Performance Measures

Name	Truck	Aviation	Rail
Quantity	**Combination Truck Miles Traveled** ☐	Tonnage ⊙	Tonnage ⊙
	Truck Miles Traveled ☐	*Value of Freight* ⊙	*Value of Freight* ⊙
	Combination Truck Tonnage ⊙		
	Combination Truck Ton Miles Traveled ⊙		
	Value of Freight ⊙		
Quality	**Travel Time Reliability** ◔ ◕ ☐		
	Travel Time Variability ◔ ◕ ☐		
	Combination Truck Hours of Delay ☐		
	Combination Truck Average Travel Speed ◔ ◕		
Accessibility		Highway Adequacy (LOS) ◔ ◕	Highway Adequacy (LOS) ◔ ◕
			Active Rail Access ⊙
Utilization	**% Miles Severely Congested** ◔ ◕		
	Vehicles Per Lane Mile ◔		
	Combination Truck Backhaul Tonnage ⊙		

Source: Florida Multimodal Mobility Performance Measures Source Book.
Reporting Periods: ◔ - Peak Hour, ◕ - Peak Period, ☐ - Daily, ⊙ - Yearly
Bold – FDOT MAP-21 Recommended Measure, *Italicized* – Measure added in 2015

A key strategy of this Program is to conduct consistent outreach. In particular, the Program seeks to have regular meetings with Stakeholders, namely the FDOT Districts and Modal Offices one to two times per year. MPOs may also be included in this process but on a by-request basis. It is recommended that the MPO work with this Program on an annual basis to acquire relevant data sets and analysis for these measures which are already monitored.

In addition to the mobility performance measures discusses above, additional freight related performance measures have been identified based on best practice research to help the Lee MPO meet MAP-21 requirements as well as local county needs. These measures address the following areas::

- Safety;
- Economic;
- Environmental;
- Asset (pavement, bridges);
- Human Resources; and
- Production.

Specific measures to address include: pavement conditions, bridge conditions, fatalities and serious injuries, and emissions. Fortunately, the majority of these measures are monitored by FDOT or other state agencies which allows for a consistent glimpse at historical trends of these measures. The exception to this is the emissions component. Without specific monitoring locations, emissions are typically calculated as an average based on vehicle types and vehicle miles traveled. As such, this measure is typically harder to monitor unless a specific program is put into place, such as those seen in California.

These additional measures can be monitored on a consistent, straightforward basis which allows for a comparison from year to year. In regards to pavement conditions, the FDOT Pavement Condition Unit conducts annual surveys of SHS to support FDOT's Pavement Management Program. This data is used to assess the condition and performance of the roadways as well as predict future rehabilitation needs. This data is reported on an annual basis by roadway segment but is also provided as a GIS shapefile that is updated weekly. This frequency of reporting can make assessing the network on a consistent basis a more difficult task. However, pavement does not typically deteriorate overnight. In addition, based on data from September 2015, pavement conditions are of a minor concern in Lee County at present. Only five roadway segments totaling roughly 3.5 miles were identified as being in "Poor" condition. None were identified as being in "Very Poor" condition. Of these segments, identified in Table 4.2, only one has existing data for

truck movements. A & W Bulb Road has approximately 180 trucks (or 2.5% of total traffic) on average per day. This suggests that pavement conditions are not a significant issue for truck drivers in the county.

Table 4.2 Roadways Rated as Poor Condition in Lee County

Roadway	From	To	Length (mi)
A & W Bulb Road	Gladiolus Drive	Lake Cove Drive	1.0
Market Street	Central Avenue	Fowler Street	0.1
Meadow Road	Homestead Road S	Hedgewood Street	0.9
Meadow Road	Naples Avenue	Kirkwood Street	1.2
Union Street	Broadway	Central Avenue	0.2

Source: FDOT.

Bridge conditions are provided by the National Bridge Inventory (NBI) compiled by the Federal Highway Administration (FHWA). This database contains information on bridges and tunnels which have roads passing above or below. Bridges which have been identified as deficient may result in routing issues for trucks by imposed weight limits or added congestion. For this aspect, there are two different types of classifications: Functionally Obsolete and Structurally Deficient. Functionally Obsolete is used to describe bridges which are no longer functionally adequate for their task. This may include not having enough lanes or not enough space for emergency shoulders. It does not suggest that there is a structural issue on the bridge. On the other hand, Structurally Deficient bridges do have an issue. This status describes bridges which have one or more structural defects requiring attention.

Table 4.3 details the number of bridges in Lee County which are listed as having one of these statuses. Roughly 21 percent of all bridges within the county qualify as functionally obsolete, with none defined as structurally deficient in 2014. Similar to the pavement conditions, however, not all bridges are pertinent for freight movements. Table 4.4 details the top ten functionally obsolete bridges in the county based on truck volumes. Note that these volumes are provided from the data from FHWA, rather than the latest FDOT counts. These identified bridges tend to appear as sets of pairs. Most likely, this is due to them being built at the same time with the same volumes of traffic in mind. As mentioned, these bridges are functionally obsolete, meaning that the design is no longer functionally adequate, not that the bridge has structural issues. All bridges listed here are open with no restrictions.

Table 4.3 Structurally Deficient and Functionally Obsolete Bridges

Year	Bridge Count	Structurally Deficient	Functionally Obsolete	Total
2014	375	0	80	80
2013	376	1	79	80
2012	370	0	80	80

Source: FHWA.

Table 4.4 Top 10 Functionally Obsolete Bridges by Truck Count

Structure Number	Facility Carried	Location	ADT	Truck Percent	TADT
124063	Del Prado Blvd SB	1.5 mi S of Hancock Pkwy	53,000	10	5,300
124064	Del Prado Blvd NB	1.5 mi S of Hancock Pkwy	53,000	10	5,300
124061	Del Prado Blvd SB	0.5 mi S of Veteran Memorial Pkwy	42,800	10	4,280
124062	Del Prado Blvd NB	0.5 mi S of Veteran Memorial Pkwy	42,800	10	4,280
120093	I-75 SB (SR-93)	2.2 mi S of SR-78	34,000	12	4,080
120094	I-75 NB (SR-93)	2.2 mi S of SR-78	34,000	12	4,080
124044	College Parkway WB	0.7 mi E of Del Prado	37,957	10	3,796
124101	CR 865 Bonita Beach Road	1.5 mi W of US-41	13,065	10	1,307
124102	CR 865 Bonita Beach Road	1.9 mi W of US-41	13,065	10	1,307
125638	Country Club Blvd	100 ft N of 10th St	17,900	5	895

Source: FHWA National Bridge Inventory.

The last consideration is the number of incidents involving commercial vehicles. The Florida Department of Highway Safety and Motor Vehicles (DHSMV) publishes an annual Traffic Crash Facts summarizing the number of incidents occurring within each of the counties in a given year. Incidents are categorized by type of driver and the severity of the incident. For the purposes of this reporting system, a commercial motor vehicle (CMV) is defined as one of the following:

- Vehicle Body Type of Bus (Code of '8' on the Crash Report) or Vehicle Body Type of Medium/Heavy Truck (Code of '20' on the Crash Report); or

- Is transporting hazardous materials and is required to be placarded (Hazmat Placard Indication of '2' on the Crash Report); or
- Commercial Motor Vehicle Configuration was completed on the Crash Report; or
- Has a gross, declared, or actual weight rating of 10,001 pounds or more; or
- Commercial indicator on the Crash Report is marked as 'Y' (True)

While Table 4.5 details the last three years of CMV-related incidents, a direct comparison between years is difficult. There was not, most likely, a significant increase in CMV incidents between 2011 and 2012 as this data shows. Rather, reporting requirements changed beginning in 2012. Changes to FS 316.066 required that all crashes involving a CMV must be reported to DHSMV. This resulted in a corresponding increase in the number of reported CMV crashes beginning in 2012.

Table 4.5 Commercial Motor Vehicle Crashes in Lee County

	2011	2012	2013
Total Crashes	4,417	6,084	7,955
Total Fatalities	75	64	92
Total Injuries	4,135	4,951	5,472
Total Property Damage	1,616	2,762	4,155
CMV Crashes	190	545	645
CMV Fatalities	5	7	9
CMV Injuries	182	224	227
CMV % Crashes	4%	9%	8%
CMV % Fatalities	7%	11%	10%
CMV % Injuries	4%	5%	4%

Source: DHSMV.

A more realistic approach to examining this data is to compare it with statewide totals until a more controlled trendline can be determined. Compared to Florida crash statistics as a whole, CMV crashes were a significantly lower percentage of overall crashes in Lee County over these three years. For instance, CMV incidents accounted for 8 percent of overall crashes in Lee County in 2013 , but statewide they accounted for 10 percent in this year. The only instance in which Lee County had a higher rate than statewide was for CMV fatalities in 2012.

5.0 FREIGHT NEEDS AND ISSUES IN LEE COUNTY

With the passage of MAP-21, freight planning has been awarded a greater emphasis over the past few years. As a result, there have been a significant number of planning efforts focused on freight needs and issues at the local, regional, state, and national levels. With multiple planning efforts undertaken, often at the same time, some identified freight needs end up only being captured in select instances. This results in an incomplete picture of the true needs of a county or region. Often times, projects have been left off of one list, or repeated multiple times. As part of this Freight Mobility Element, efforts were made to identify Lee County projects across these multiple plans to best capture all identified projects. Examined plans included the following:

- SIS 5 Year Adopted Plan (2014 and 2015);
- SIS 2nd 5 Year Adopted Plan (2014 and 2015);
- 2040 Cost Feasible (2014);
- 2040 SIS Multi-Modal Unfunded Needs Plan (October 2011);
- Statewide Freight Trade and Mobility Study; and
- FDOT Rail System Plan (2010).

In addition to identifying these projects, it is also important to establish project priorities to determine which are most critical to the continued success of the freight community of Lee County. Priorities for this freight element were determined based on the priorities identified through the prior planning efforts. These projects have gone through multiple iterations of planning processes which worked to establish their own priority rankings and this element seeks to reflect those ideas. Priorities were based on the following, in descending weight order:

- Construction underway;
- Identified funding sources;
- FMTP Priority Status (i.e. "Very High Priority" takes precedence over "High Priority"); and
- Priorities from other plans.

5.1 Rail Improvements

Rail improvements projects identified in prior plans are listed in Table 5.1. As mentioned in the overview of the rail infrastructure of Lee County, preserving the rail corridor is a critical concern

for the region to ensure that there are multiple modal options for freight movement. At present, the Southwest Florida Rail Corridor Preserve is the only rail project with identified funding, resulting in a higher ranking. The majority of the remaining rail projects have been included as part of the FMTP process and are listed based on their planning horizon identified as part of the 2010 FDOT Rail System Plan. The most identified project, however, is an Intermodal Transfer Terminal which underscores the need for such a facility in the region.

Table 5.1 Rail Improvements Identified in Prior Planning Efforts

	SIS 5 Year Adopted Plan (July 2014)	SIS 5 Year Adopted Plan (July 2015)	2040 Multi-Modal Unfunded Needs Plan (October 2011)	Statewide Freight Trade and Mobility Study	2010 FDOT Rail System Plan
Southwest Florida Rail Corridor - Preserve	ROW - 2016	ROW - 2016			
CSX/SGLR at Lee County Intermodal Transfer Terminal (Capacity Upgrade)			Unfunded - Short Term	Unfunded - Very High Priority	Near Term (1-5 Years)
Lee County Rail Intermodal Yard				Unfunded - Very High Priority	Near Term (1-5 Years)
Southwest Florida International - Rail Intermodal Yard				Unfunded - Low Priority	Near Term (1-5 Years)
SGLR Infrastructure Improvements - Phase 1				Unfunded - Very High Priority	Mid-Term (6 – 10 Years)
SGLR Infrastructure Improvements - Phase 2				Unfunded - Very High Priority	Mid-to-Long-Term (11 – 20 Years)
CSX/SGLR from Arcadia, Desoto County to Lee County (Right of Way)			Unfunded - Mid-Term	Unfunded -Medium Priority	
Railway Bridge at the Caloosahatchee River			Unfunded - Long-Term		
Lee County Port Authority Rail Study					

Source: See above referenced plans.

One project listed here that was not identified in prior plans is the Lee County Port Authority Rail Study, however, it does have an identified funding source. At present, this study is programmed for Fiscal Year 2017 and will look at three key components:

- Study the feasibility of a rail and pipeline connection from RSW to the Florida Fuel Connection Petroleum Products Logistics and Distribution Facility in Clewiston, Hendry County for the shipping of aviation fuel;
- Study the feasibility of a rail connection between the Seminole Gulf Railroad in Lee County with the South Central Florida Railroad Express to enable the movement of freight between Southwest and Southeast Florida; and
- Evaluate the transportation and economic impacts of the Intermodal Logistics Center (ILC) at Winter Haven, Polk County on inbound and outbound rail and truck freight into Lee County.

5.2 Air Cargo Improvements

Recommended projects from the 2004 Master Plan Update include a relocation of the cargo facility to the space occupied by the previous terminal, east of the current facility. (See Figure 5.1). This alternative was recommended above other options in the master plan as it would free up considerable expansion potential for general aviation while allowing considerable all-cargo facility expansion westward from its new location. It would also efficiently reuse the apron space previously occupied by the passenger terminal. The Master Plan also mentions the possibility of developing a multi-modal facility on or near the airport, which could serve to draw more cargo activity to the airport. The plan notes that access points and truck movement areas would need to be modified to allow for large truck activity. The airport currently does not have a timeline for cargo facility related expansion or relocation; these remain long term, unfunded projects.

Figure 5.1 Southwest Florida International Airport Aerial View of Proposed New Cargo Ramp Location at the Site of the Old Terminal Building

Source: Google, 2015.

Other long term projects related to freight in the Master Plan include a 9,100 foot parallel runway and associated infrastructure to increase capacity at the airport. This project would include a relocated air traffic control tower, apron expansion, crossfield taxiway system, mitigation activities and FP&L electrical line relocation. The apron expansion and crossfield taxiway system were completed in late 2013. The tower relocation is currently in the design phase. The entire project is estimated to cost $454 million. Phase I of this project is included in the 2015-2019 SIS Grant Program.

The airport has recently and is currently undertaking several capital projects, which are briefly described in this section and in Table 5.2 and 5.3. Many of these projects involve airside pavement rehabilitation and construction of connector taxiway infrastructure to serve the relocated terminal and the future additional runway. Rehabilitation of roadways north of the airport, especially Chamberlin Parkway, Paul J. Doherty, and Fuel Farm Roads are currently programmed.

Table 5.2 Air Improvements Identified in Prior Planning Efforts

	SIS 5 Year Adopted Plan (July 2014)	SIS 5 Year Adopted Plan (July 2015)	2040 Multi-Modal Unfunded Needs Plan (October 2011)	Statewide Freight Trade and Mobility Study	RSW Input
RSW - Parallel Runway 6R/24L Phase 1	SIS Grant 2015-2019	SIS Grant 2016-2019	Unfunded - Short Term		
RSW - Expand Midfield Entrance Road	SIS Grant 2015	SIS Grant 2020	Unfunded - Short Term	Unfunded – Very High Priority	Funding from FAA for Design, FDOT for construction
Airfield Signage					Upgrades Underway from FAA/FDOT funds
RSW - Airport Capital Improvement	SIS Grant 2017				
RSW – APT Design, Permit and Const Dual TW SYS to RW		SIS Grant 2017			
Tower Relocation					Under Design, Funded by FDOT
RSW - Airside Pavement Rehabilitation				Unfunded - High Priority	Funding from FDOT
RSW - Pavement Rehabilitation of Roads				Unfunded - High Priority	Programmed in Work Program by FDOT
RSW - Realign Chamberlin Parkway				Unfunded - High Priority	Unfunded – Low Priority
RSW - Infrastructure Development				Unfunded - Medium Priority	

Source: See above referenced plans.

Table 5.3 Air Improvements Identified in Prior Planning Efforts - Completed

	2040 Multi-Modal Unfunded Needs Plan (October 2011)	RSW Input
RSW - Airside I Apron Expansion	Unfunded - Short Term	Complete
RSW - Design/Construct Cross Field Connector Taxiway	Unfunded - Short Term	Complete
RSW - Cross Field Connector Taxiway to Terminal Ramp	Unfunded - Short Term	Complete
RSW - Design and Construct Widening of FBO Taxiway	Unfunded - Short Term	Not Moving Forward

Source: See above referenced plans.

Additionally, a direct connection between I- 75 and the airport main entrance was completed in early 2015, which allows airport-related traffic to avoid local streets and access the freeway directly at Exit 128 on I-75. This new roadway provides important access to the expedited carriers operating out of RSW, as they can more efficiently access local highways. Plans are underway to expand the terminal access road to six lanes although this project is yet unfunded. Additionally, a $16 million Airport Rescue and Fire Fighting facility opened in 2013. [4]

Announced in July 2015, Florida Fuel Connection is building a distribution facility in Hendry County that will bring in fuel via rail, increasing options available for fuel service to RSW.[5] Currently, fuel is brought in via truck to a Swissport fueling facility on the northeast side of the field. The fuel is then transferred to the terminal area for use by airlines using an underground hydrant fuel system. There is also a general aviation fueling farm operated by Private Sky Aviation.

Due to increases in tourism and commercial business, there has been increasing desire for suitable industrial and commercial development opportunities in the vicinity of the airport. The airport is designated as a foreign trade zone, allowing for special advantageous customs procedures to U.S. companies embarking in international trade. The "Skyplex" area – a parcel of land owned by the port authority with over 1100 acres of land zoned for commercial and aviation related uses located north of the airport, has been approved by the county for marketing and is currently seeking tenants for commercial and light industrial use.[6] Identified in the 2004 Master Plan, this area has long been a target for development by the airport to increase the airport's role as a land lease agent and increase the financial stability of the airport. However, previous

[4] www.flylcpa.com/uploads/newsfiles/file299.pdf
[5] http://www.flgov.com/2015/07/28/gov-scott-announces-florida-fuel-connection-will-create-50-jobs-in-south-florida/
[6] http://www.skyplexrsw.com./leasing/

attempts to develop this area, such as the Madden Research Loop project developed by Gulf Coast Technology Center, Inc. in 2008, have not succeeded in the long-term.[7] Nevertheless, leasing agreements remain attractive to airports as the funds received through such projects can be used to fund additional airport improvement projects. Additionally, the airport serves as a location convenient for the distribution of goods to nearby residential, commercial, and tourism areas.

Page field, although not currently serving air cargo, also does have land available for industrial facilities. Page Field Commons is 40 acres of airport property leased to private companies for commercial development including retailers and restaurants such as Best Buy and Panera Bread. North of this area is another leased parcel of land called the Page Field Medical Village, a series of three buildings occupied by Lee Memorial Health System. Finally, a third parcel is leased to Racetrack Petroleum.

5.3 Highway Improvements

Highway improvements are significantly more encompassing than projects identified for the railway or airport due to the large roadway network. For this mode, the methodology is slightly different. As before, those projects included in prior planning efforts are listed and prioritized. However, also included is a ranking of the roadway network in the county to help better establish which segments are the most critical for freight movements.

5.3.1 Previously Identified Highway Freight Projects

On the highway side, there are multiple projects listed as part of both the first and second 5 Year SIS Plans. These predominately focus on the widening of SR 82 as well as interchange modifications along I-75. The majority of the projects along SR 82 have SIS funding identified for construction through 2022 whereas the I-75 projects have only identified funding for Preliminary Engineering (PE) or Right of Way (ROW) at most.

Table 5.4 details these SIS-funded projects as well as other projects identified in these prior planning efforts. Additional projects are located along Colonial Boulevard, US 41, Metro Parkway, and Edison Avenue, and include further interchange modifications along I-75. The majority of these projects were identified through the FMTP or the 2040 Multi-Modal Unfunded Needs Plans.

[7] http://archive.news-press.com/article/20110824/BUSINESS/108240365/Tech-park-crumbles-Southwest-Florida-International

Table 5.4 Roadway Projects Identified in Prior Planning Efforts

	Statewide Freight Trade and Mobility Study	SIS 5 Year Adopted Plan (July 2014)	SIS 5 Year Adopted Plan (July 2015)	SIS 2nd 5 Year Adopted Plan (July 2014)	SIS 2nd 5 Year Adopted Plan (July 2015)	2040 SIS Cost Feasible (Sept 2014)	2040 Multi-Modal Unfunded Needs Plan (October 2011)
SR 82 (Immokalee) at Homestead Road (ATL)		PE/ROW/CON - 2015-2016	PE/CON - 2016				
SR 82 from CR 884 (Lee Boulevard) to Shawnee Road (A4-6)	Unfunded - Very High Priority	PE/ROW/CON - 2015-2018	PE/ROW/CON - 2016-2018	PE - 2020	CON - 2021		
SR 82 from Shawnee Road to Alabama Road S (A4-6)	Unfunded - High Priority	PE/ROW - 2015-2016	PE/ROW - 2016	CON - 2022	CON - 2022		
SR 82 from Alabama Road S to Homestead Road S	Unfunded - High Priority	PE/ROW - 2015-2018	PE/ROW - 2016-2020	CON - 2022	CON - 2022		
SR 82 from Homestead Road S to Hendry County Line (A2-4)		PE - 2015	ROW - 2016	ROW - 2021			
I-75 at SR 884/Colonial Boulevard (M-INCH)	Unfunded - High Priority	PE - 2015	PE - 2016				Unfunded - Mid-Term
I-75 at Corkscrew Interchange (M-INCH)	Unfunded - Medium Priority	PE - 2015	PE - 2016				
I-75 from S of Corkscrew Road to S of Daniels Parkway (A2-6)		PE - 2015	ROW - 2016				
I-75 at Daniels Parkway Interchange (M-INCH)	Unfunded - High Priority	PE - 2015					
SR 82 from Homestead Road S to Hendry County Line (A4-6)	Unfunded - High Priority					Cost Feasible Plan 2024-2040	
Edison Avenue from Palm Ave to Fowler Street	Unfunded - Very High Priority						
I-75 at Luckett Road (M-INCH)	Unfunded - High Priority						Unfunded - Mid-Term
Colonial Blvd at Summerlin Road	Unfunded - High Priority						
US 41 at Alico Road	Unfunded - High Priority						
I-75 at SR 78 (M-INCH)	Unfunded - Medium Priority						Unfunded - Mid-Term
I-75 at Bonita Beach Road (M-INCH)	Unfunded - Medium Priority						Unfunded - Mid-Term
I-75 at SR 82 (M-INCH)	Unfunded - Medium Priority						Unfunded - Mid-Term
Metro Parkway from Daniels Parkway to South of Winkler Avenue	Unfunded - Medium Priority						
SR 82 from Lee Boulevard in Lee County to SR 29 in Collier County	Unfunded - Medium Priority						
I-75 from CR 846/ Immokalee Road to Luckett Road (A2-SUL)							Unfunded - Mid-Term
SR 80 from SR 31/Arcadia Road to Buckingham Road (A2-6)							Unfunded - Mid-Term

	Statewide Freight Trade and Mobility Study	SIS 5 Year Adopted Plan (July 2014)	SIS 5 Year Adopted Plan (July 2015)	SIS 2nd 5 Year Adopted Plan (July 2014)	SIS 2nd 5 Year Adopted Plan (July 2015)	2040 SIS Cost Feasible (Sept 2014)	2040 Multi-Modal Unfunded Needs Plan (October 2011)
SR 82/Dr. MLK Jr. Boulevard from Michigan Avenue to CR 865/Ortiz Avenue (A2-6)							Unfunded - Long-Term
SR 82/Immokalee Road from Bell Boulevard to Lee/Hendry County Line (A2-4)							Unfunded - Long-Term
SR 82/Immokalee Road from Homestead Boulevard to Lee/Hendry County Line (A2-6)							Unfunded - Long-Term
I-75 at New Del Prado Boulevard (M-INCH)							Unfunded - Long-Term
I-75 at SR 80 (M-INCH)							Unfunded - Long-Term
I-75 from CR 886/ Goldengate Parkway to Luckett Road (A4-SUL)							Unfunded - Long-Term

Source: See above referenced plans.

5.3.2 Critical Highway Corridors

While these various planning efforts have documented a significant number of freight projects, they are not always all-encompassing. Plans such as the Freight Mobility and Trade Plan have a broader focus at the statewide level and are less concerned about, say, a single turning lane on a local road. While this may be important in the area, it would not have a significant impact on statewide freight movements. Similarly, the SIS Adopted Plans only look at SIS facilities, not other roadways important for the movement of goods and freight.

To accommodate for the local planning effort, a prioritization of roadways in the county was developed. This methodology, shown in Table 5.5, was developed as part of the Goods Movement Element of the Lee County 2035 LRTP. The following components are included in this process:

- Access to key economic generators;
- Type of freight facility;
- Percent of truck use and AADTT; and
- Prevalence of hot spots.

Table 5.5 Freight Needs and Prioritization Factors: Access

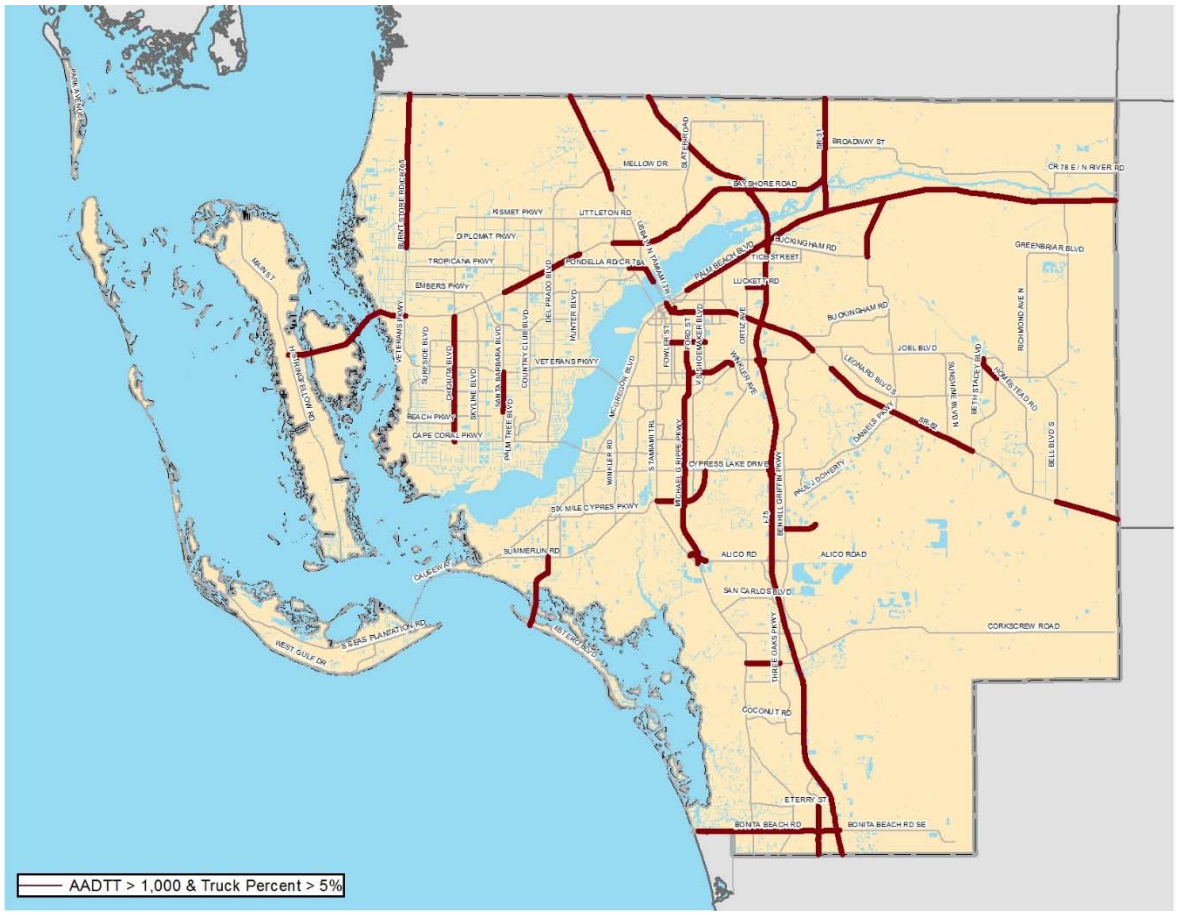
Access	Score	Comment
SIS Facilities/Regional FACs/ Mines/Agricultural Production Areas	3	Provides connectivity between the SIS Intermodal Freight Facilities on Regional FACs and the SIS or Regional Goods Movement Corridors; or between the aggregate mines and major users as well as connectivity to areas of significant agricultural production.
Regional/Local Distribution Centers	2	Local direction connection to major distribution centers not included in Regional FACs. Distribution centers are those large warehouse/distribution facilities that support the regional and local economy but are not located within one of the designed FACs.
Commercial Activity Centers	1	Local direct connection to commercial centers, e.g., malls, large shopping centers, etc.
Corridor	**Score**	**Comment**
SIS	4	Corridor is listed in FDOT SIS Plan.
Designated Regional Goods Movement Corridors	3	Corridor is listed as part of the designated freight corridors presented previously.
Designated Congestion Management Plan Roads	2	Corridor is listed in the Lee County Congestion Management Plan.

Local Routes Used Primarily to Connect to Commercial Centers	1	Local direct connection to commercial centers, e.g., malls, large shopping centers, etc.
Percent Trucks	**Score**	**Comment**
> 12%	5	Significant truck use.
10 – 12%	4	High truck use.
7 – 10%	3	Moderately high truck use.
5 – 7%	2	Moderate truck use.
< 5%	1	Moderately low truck use.
AADTT	**Score**	**Comment**
> 10,000	5	Significant truck use.
7,501 – 10,000	4	High truck use.
5,001 – 7,500	3	Moderately high truck use.
2,501 – 5,000	2	Moderate truck use.
1,000 – 2,500	1	Moderately low truck use.
< 1,000	0	Low truck use.
Hot Spot	**Score**	**Comment**
Intersection	1	One point for each identified intersection hot spot.
Railroad Crossing	1	One point for each identified railroad crossing hot spot.

Source: Goods Movement Element of the Lee County 2035 LRTP.

This methodology was reapplied to more recent operating conditions to better reflect which roadways are utilized in the county. Figure 5.2 shows which roadways met the initial criteria for prioritization. These roadways have at least 1,000 in average annual daily truck traffic and at least 5 percent of the traffic on the roadway is comprised of trucks. Table 5.6 ranks these roadways from the highest scoring to the lowest scoring segments meeting this criteria. This table should be used as a reference for any planning and design criteria for roadway improvements or capacity upgrades to determine the importance of a particular corridor to freight mobility in Lee County.

Figure 5.2 Roadways with 1,000 AADTT and 5 Percent Truck Traffic



Source: FDOT, 2014.

Table 5.6 Prioritized Roadway Segments with 1,000 AADTT and 5 Percent Truck Traffic

Name	From	To	SIS	RGMC	% Trucks	Truck AADT	Freight Hot Spots	Access	Corridor	% Truck	Truck AADT	Hot Spot	Weighted Total
I-75	Bridge No-120090	Bridge No-120093	X	X	14.2%	10,011		3	4	5	5		17
I-75	Bridge No-120093	Bridge No-120112	X	X	14.1%	7,755		3	4	5	4		16
I-75	Bridge No-120122	Bridge No-120090	X	X	13.3%	9,842		3	4	5	4		16
I-75	Bridge No-120112	Charlotte Co Line	X	X	15.6%	6,162		3	4	5	3		15
I-75	Bridge No-120120	Bridge No-120122	X	X	11.0%	8,305		3	4	4	4		15
I-75	Bridge No-120107	Bridge No-120120	X	X	11.9%	9,163		3	4	4	4		15
Terminal Access Rd	Ben Hill Griffin Pkwy	SW Fla Int Airport		X	27.0%	5,940		3	3	5	3		14
I-75	Ramp 008	N/A	X	X	9.4%	7,943		3	4	3	4		14
I-75	Collier Co Line	Ramp 008	X	X	9.9%	8,663		3	4	3	4		14
Palm Beach Blvd	CR 884/Joel Blvd	Hendry Co Line	X	X	13.6%	1,782		3	4	5	1		13
Palm Beach Blvd	Buckingham Rd/CR 80A	Hickey Creek Rd	X	X	12.0%	2,184		3	4	5	1		13
I-75	N/A	Bridge No-120107	X	X	8.4%	6,486		3	4	3	3		13
Luckett Rd	Ortiz Ave	SR-93/I-75 Ctr-Line		X	16.7%	1,002		3	3	5	1		12
Bayshore Road	Old Bayshore Rd	SR-31		X	14.0%	1,022		3	3	5	1		12
SR-82	Mine Ent	Hendry Co Line	X	X	11.2%	1,030		3	4	4	1		12
Hanson St	Ford St	Veronica S Shoemaker Blvd		X	13.4%	1,072		3	3	5	1		12
Bayshore Road	N/A	Old Bayshore Rd		X	12.0%	1,200		3	3	5	1		12
SR-31	N River Rd/CR 78	Charlotte Co Line		X	27.0%	1,256		3	3	5	1		12
SR-31	SR-80	Bayshore Rd/SR-78		X	14.9%	1,296		3	3	5	1		12
Bayshore Road	CR 767/H Stringfellow	CR 884/Veterans Pkwy		X	12.8%	1,389		3	3	5	1		12
SR-31	Bayshore Rd/SR-78	N River Rd/CR 78		X	20.5%	1,476		3	3	5	1		12
Burnt Store Rd/CR 765	NW 14 St	Vincentave/Charlott		X	24.0%	1,543		3	3	5	1		12
Palm Beach Blvd	Hickey Creek Rd	CR 884/Joel Blvd	X	X	10.9%	1,700		3	4	4	1		12
Palm Beach Blvd	SR-31/Arcadia Rd	Buckingham Rd/CR 80A	X	X	9.2%	2,714		3	4	3	2		12
Alico Road	SR-45/US-41/S Tamiami	Indy Dr		X	8.3%	1,635	X	3	3	3	1	1	11
SR-82	Buckingham Rd	CR 884/Colonial Blvd	X	X	7.2%	1,836		3	4	3	1		11
SR-82	Daniels Pkwy	Unsigned	X	X	8.4%	2,119		3	4	3	1		11
SR-82	12075025 On	Buckingham Rd	X	X	7.8%	2,282		3	4	3	1		11
SR-82	Ortiz Ave	12075025 On		X	9.8%	3,185		3	3	3	2		11
SR-82	Michigan Link Ave	Ortiz Ave		X	9.0%	3,465		3	3	3	2		11
SR-82	Veronica S Shoemaker Blvd	Michigan Link Ave		X	9.5%	3,468		3	3	3	2		11
SR-82	Griffin Dr	Daniels Pkwy	X	X	6.7%	1,012		3	4	2	1		10
SR-82	Gateway Blvd	Griffin Dr	X	X	5.9%	1,038		3	4	2	1		10

Name	From	To	SIS	RGMC	% Trucks	Truck AADT	Freight Hot Spots	Access	Corridor	% Truck	Truck AADT	Hot Spot	Weighted Total
Ford St	Fowler St	Metro Pkwy/SR-739		X	8.5%	1,190		3	3	3	1		10
Bayshore Road	SR-45/N Cleveland/US-41	SR-739/USB-41/N Tamiami		X	5.8%	1,508	X	3	3	2	1	1	10
Bayshore Road	Del Prado Blvd	Hancock Creek Blvd		X	5.9%	1,534	X	3	3	2	1	1	10
S Tamiami Trl	Sun Seekers Rv Pk En	Charlotte Co Line		X	9.0%	1,593		3	3	3	1		10
Palm Beach Blvd	N/A	SR-31/Arcadia Rd	X	X	5.9%	1,639		3	4	2	1		10
Ortiz Ave	Metro Parkway/SR-739	Daniels Pkwy		X	6.1%	1,830	X	3	3	2	1	1	10
Bayshore Road	Santa Barbara Blvd	Del Prado Blvd		X	5.0%	1,925	X	3	3	2	1	1	10
Palm Beach Blvd	SR-80/Seaboard St	Veronica S Shoemaker Blvd		X	5.6%	1,019		3	3	2	1		9
Fowler St	SR-82/USB-41/Mlk Jr	SR-80/Second St		X	5.7%	1,026		3	3	2	1		9
Corkscrew Rd/CR 850	SR-45/US-41	Three Oaks Pkwy		X	5.4%	1,075		3	3	2	1		9
Park Ave	SR-82/ M L King Jr	Thompson St		X	6.7%	1,139		3	3	2	1		9
Fowler St	SR-80/Second St	SR-80/First St		X	5.5%	1,155		3	3	2	1		9
Six Mile Cypress Pkwy	Estero Blvd	CR 869 N/Summerlin Rd		X	5.2%	1,182		3	3	2	1		9
Palm Beach Blvd	Veronica S Shoemaker Blvd	CR 80B/Ortiz Ave		X	5.5%	1,183		3	3	2	1		9
Bayshore Road	Coon Rd	N/A		X	5.9%	1,190		3	3	2	1		9
Bonita Beach Rd	Barefoot Bch Blvd	Arroyal Rd		X	5.2%	1,269		3	3	2	1		9
Palm Beach Blvd	CR 80B/Ortiz Ave	N/A		X	6.2%	1,364		3	3	2	1		9
USB-41/N Tamiami Tr	USB-41/SR-739	Cardinal Dr		X	5.8%	1,499		3	3	2	1		9
Bonita Beach Rd	N/A	Rp 12075003		X	5.9%	1,623		3	3	2	1		9
SR-82	Evans St	Palm Ave		X	6.5%	1,625		3	3	2	1		9
Six Mile Cypress Pkwy	S Tamiami Trail/US-41	Metro Pkwy		X	5.2%	1,716		3	3	2	1		9
S Tamiami Trl	Trno Frm 41B To Us41	Del Prado Blvd		X	6.3%	1,733		3	3	2	1		9
Bonita Beach Rd	Arroyal Rd	N/A		X	5.0%	1,775		3	3	2	1		9
Bayshore Road	New Post Rd	Coon Rd		X	6.7%	1,843		3	3	2	1		9
Bayshore Road	SR-739/USB-41/N Tamiami	New Post Rd		X	6.0%	1,950		3	3	2	1		9
S Tamiami Trl	Del Prado Blvd	Sun Seekers Rv Pk En		X	6.4%	2,080		3	3	2	1		9
SR-82	Palm Ave	Veronica S Shoemaker Blvd		X	6.7%	2,111		3	3	2	1		9
I-75 NB Off Ramp	I-75/SR-93 NB	SR 78 EB			13.1%	1,153				5	1		6
I-75 SB On Ramp	SR-78 EB	I-75/SR-93 SB			13.1%	1,179				5	1		6
I-75 NB Off Ramp	I-75/SR-93 NB	SR-80 EB			13.1%	1,376				5	1		6
I-75 SB On Ramp	SR-80 EB	I-75/SR-93 SB			13.1%	1,441				5	1		6
Buckingham Rd	Buckingham Rd	SR-80/Palm Beach Blvd			11.8%	1,076				4	1		5
Michael G Rippe Pkwy	Winkler Ave	N/A			10.8%	1,296				4	1		5
I-75 On Ramp	Ramp 12075020	I-75/SR-93 SB			9.6%	1,104				3	1		4

Name	From	To	SIS	RGMC	% Trucks	Truck AADT	Freight Hot Spots	Access	Corridor	% Truck	Truck AADT	Hot Spot	Weighted Total
I-75 Off Ramp	I-75/SR-93 NB	SR-884 EB			9.6%	1,104				3	1		4
Santa Barbara Blvd	SE 38th Ter	Veterans Pkwy			5.2%	1,144	X			2	1	1	4
Michael G Rippe Pkwy	Colonial Blvd/SR-884	Winkler Ave			7.8%	1,170				3	1		4
I-75 Off Ramp	I-75/SR-93 NB	Daniels Pkwy			9.6%	1,248				3	1		4
I-75 On Ramp	Daniels Pkwy EB	I-75/SR-93 SB			9.6%	1,296				3	1		4
Michael G Rippe Pkwy	Daniels Pkwy	Crystal Dr			7.2%	1,663				3	1		4
Michael G Rippe Pkwy	Crystal Dr	Idlewild St			7.2%	2,196				3	1		4
Pondella Rd/CR 78A	US-41/N Cleveland Ave	SR-739/USB-41			5.4%	1,026				2	1		3
Michael G Rippe Pkwy	Idlewild St	Colonial Blvd/SR-884			6.7%	1,045				2	1		3
Michael G Rippe Pkwy	Six Mile Cypress	Daniels Pkwy			5.2%	1,092				2	1		3
Three Oaks Pkwy	Collier Co Line	E Terry St			6.2%	1,135				2	1		3
Chiquita Blvd	N/A	N/A			6.4%	1,155				2	1		3
Winkler Ave	Metro Pkwy	Colonial Blvd			5.3%	1,166				2	1		3
Homestead Road N	Leeland Hts Blvd	Lee Blvd			5.2%	1,326				2	1		3
Michael G Rippe Pkwy	US-41/S Tamiami Trl	Six Mile Cypress			6.7%	1,407				2	1		3

Source: FDOT and Cambridge Systematics supplemental analysis.

5.4 Multimodal Needs

The most recent Lee County Freight and Goods Mobility Analysis identified issues and opportunit ies impacting freight operation in the county. Those issues and opportunities are shown in Table 5.7. The list is not restricted to highway operations but includes all components of the goods mo vement system. The list is not project specific but rather provides current and future opportunitie s that should be considered in the development of a regional freight plan.

Table 5.7 Regional Freight and Goods Mobility Opportunities

Location	Type	Category	Issue	Description	Opportunity
County-wide	Policy	Freight Planning and operations	Lack of designated truck regional and local truck routes	There are currently no designated truck routes within Lee County. The *Lee County Freight and Goods Mobility Analysis* report recommended establishing designated truck corridors	Develop an integrated regional and local truck route system that proactively encourages truck operations on corridors that provide connection to regional freight activity centers and local commercial centers.
County-wide	Policy	Freight Planning and operations	There are no established "Truck Friendly" design standards that can be applied to routes heavily used by trucks.	Prepare truck specific design standards and usage procedures to support safer and more efficient truck operations.	Adopt a county wide design standard for truck routes. See *Lee County Freight and Goods Mobility Analysis* Section 2.1.
Southwest Florida International Airport	Freight Capacity	Air Infrastructure		RSW handles in excess of 33 million tons of air cargo in 2008. This is expected to increase substantially as the economy recovers and more high value goods are shipped by air.	Expand RSW cargo facility in anticipation of future increase in air cargo.
East of I-75	Freight Capacity	Rail Infrastructure	I-75 essentially blocks connectivity to the airport. Creating a grade separation would be very expensive. Another issue is the acquisition of ROW for the rail line.	Currently the G&S runs south through Lee County parallel to US 41, which is west of I-75. The airport area proposed for rail expansion is to the east of I-75. The shortest and least expensive route for R/W acquisition would be parallel and north of Alico Road.	Explore extending the Gulf-Seminal rail line south to the Airport freight activity center.
East of I-75	Freight Capacity	Rail Infrastructure	There is currently no rail connection between the Gulf & Seminole RR and the South Central Florida Express RR which serves the interior counties and connects to CSX and the FEC on the east coast.	Connecting the two rail roads would allow for an interconnected rail system that serves both the east and west coasts that would provide the ability to ship more cargo by rail between the two coasts and from the interior counties.	Explore acquisition of ROW to provide system interconnectivity between the Seminole Gulf RR and the South Central Florida Express RR in Moorehaven. An MPO study programmed for FY 2017 will explore the possibility of connecting these two rail systems.
Southwest Florida International Airport	Freight Capacity	Intermodal	The primary obstacles are a sufficient number of transfers to make it a cost effective proposition for the railroad and the need for a public/private financing opportunity. Another issue is the transfer of the intermodal train from CSX to the Gulf Seminole line. Other concerns expressed by the railroad include the physical condition of the tracks, zoning, permitting, and environmental considerations.	Rail-truck intermodal transfer would aid in helping to reduce the number of trucks entering or exiting the county on I-75 and US 41. The county has previously identified three potential locations for a rail intermodal yard and these locations should be studied further.	Rail freight Intermodal access. Other comments received during the recent freight study are: a great opportunity to move aggregates, rocks, stones from South Georgia to SW Florida given the current restrictions regarding issuing permits to mines to SW Florida as well as the depletion of material needed for asphalt and construction. Rail can be a great opportunity for freight movement and taking trucks off highways if provided access to RSW.
Southwest Florida International Airport	Freight Capacity	Intermodal Pipeline	Constructing a pipeline that crosses through several counties would require an extensive Environmental Impact Statement and buy-in from each county.	A pipeline for aviation fuel would have a positive effect on reducing the number of fuel trucks entering the county from the north. Because gasoline is distributed directly to the stations the number of trucks would not decrease substantially. There would be a shift of access to the airport areas where the fuel would be loaded onto the trucks.	Aviation fuel is transported to the airport by truck from the Port of Tampa as is all gasoline for local service stations. The establishment of the Florida Fuel Connection facility in Hendry County yields an opportunity to change how petroleum products are delivered to Southwest Florida International Airport and the county as a whole. The Lee County Port Authority Rail Study, programmed for Fiscal Year 2017, will access the feasibility of a rail or pipeline connection with this facility for the shipping of aviation fuel.

Source: 2035 Lee County MPO Freight Element.

6.0 MAKING FREIGHT MOBILITY RELEVANT

Freight mobility is a key element for local and regional economic growth and a major factor in the relocation of industry either into or out of a region. Freight mobility is not only important to industries such as manufacturing and distribution, but also to commercial/retail activities and even local deliveries. There are no commodities that do not move by truck at some point from origin to destination. For this reason, it is important that freight stakeholders have a voice that advocates for improved operational efficiency of the local highway system with a place at the table that is at least equal to other established MPO committees. While the other MPO committees advocate for their special needs, none have more direct economic impact to the county and region than that of freight mobility. Without good freight transportation, there would be no economic expansion that includes new jobs and tax revenues.

Achieving freight mobility relevance is a multi-step process that involves educating both the public and private stakeholders on their roles and needs, developing positive relationships with private industry stakeholders, including Freight Operators/Stakeholders in the current MPO Committee structure within the MPO, integrating freight mobility into the MPO planning process, and finally, incorporating freight relevant investments into the LRTP and the Transportation Improvement Program (TIP).

The following sections are based on a recently published report by the Federal Highway Administration and the National Association of Regional Councils.[8]

6.1 Educating Public and Private Stakeholders and the Public

There is often a disconnect between the long-range goals and objectives that are part of public sector transportation planning, which are community and resource driven and, the short-range goals and objectives of the private sector industries, which are driven by the state of the local, regional, and national economies. While government worries about community cohesiveness and funding sources, private industry worries about staying in business. It is important for both sides to understand the complexities of how the other side operates, as well as the planning horizons of the private (2-5 years) and public (5-20 years) sectors.

This can be accomplished by developing a Freight Mobility Awareness Plan that includes truck route brochures, and informational brochures explaining the importance of freight to the local economy. Additionally, members from the freight advisory community must be included in workshops that inform the public about the transportation plan and other public events in which the MPO participates.

[8] Federal Highway Administration and National Association of Regional Councils, *Building Planning Capacity Between Public and Private Sector Partners in the Freight Industry: A Resource Manual for Public and Private Freight Planning Interests*, 2009.

6.2 Developing and Nurturing Private Freight Stakeholders

Involving private industry freight stakeholders in the development of the LRTP should be a key element of the planning process. If interested stakeholders are not involved before the LRTP is developed, they lack influence in a key element of their business—the transportation system. At the same time, if public planners do not consider the private stakeholder needs while developing the LRTP, they miss an important element that has a major impact on the economic development of the county. When transportation planners fail to involve private stakeholders in the planning process, they often fall into insurmountable problems not only before infrastructure improvements are completed, but also in the planning and design stages.

In addition, private freight stakeholders are a valuable resource for collecting data on the county level data on commodities, local truck generation by type of industry, preferred truck routes by commodity, and the location of freight hot spots. Developing lasting relationships with influential members of the local manufacturing and transportation industries and allowing them a seat at the table generally pays big dividends to the planning process that results in a more effective transportation system.

6.3 Forming a Goods Movement Advisory Committee

The requirements for statewide and metropolitan transportation planning give the FDOT and the MPOs in the southwest Florida region broad responsibility for planning and programming transportation improvement projects, including those projects that benefit freight mobility. Unlike passenger transportation planning, however, many freight movements are not fixed to the jurisdictional boundaries of the MPOs. Further complicating planning for freight mobility is the rise of e-commerce and "just-in-time" inventory practices. Having a clear understanding of how freight movements fit into the regional transportation system is key to the success of the state and metropolitan planning process for both the county and the region.

To effectively integrate freight mobility into the transportation and comprehensive planning process, it is recommended that a "Goods Movement Management System" be established in the southwest Florida region to examine freight issues on an ongoing and comprehensive basis. A Goods Movement Management System is a systematic process that provides information on the freight transportation system to assist decision-makers to select and fund strategies/actions that facilitate the safe and efficient movement of freight. It should accomplish the following objectives:

- Provide a framework to address freight mobility issues in the transportation planning process;
- Ensure the participation of the freight industry and economic development interests in the planning process;
- Identify improvements and strategies to facilitate the safe and efficient movement of freight, accommodate projected growth, and minimize impacts to community and environmental assets;
- Identify and recommend transportation and land use policies that support freight mobility and economic development; and
- Promote and protect the county and regional intermodal capabilities and capacity.

6.3.1 Regional Goods and Freight Group

A regional goods and freight group or GMAC should be established to guide the freight planning initiative in the region. The regional GMAC should consist of representatives from the freight industry including trucking, railroads, airports, and shippers; economic development interests; and the FDOT District 1 Freight Coordinator and the surrounding Counties. The GMAC will be charged with developing and implementing a regional goods movement strategy that advances economic development through transportation initiatives. Through the sharing of information and technology among the public and private freight interests, the region's goods movement capability can be maximized.

6.3.2 County Structure

An alternative to the regional structure would be to have each county develop their own GMAC. However, because many of the private sector stakeholders conduct business in both counties, this would create a duplication of effort and make it difficult ensure their long-term participation on both committees. Therefore, the regional GMAC is recommended as the preferred structure. Ideally, the MPO member on the regional GMAC would be a MPO Board member, or at least a key member of one of the other standing committees.

The MPO should also appoint a staff member to be the point of contact for freight issues, to develop relationships with the private stakeholders, and act as the MPO expert on freight- related issues and opportunities.

6.3.3 Developing a Successful GMAC

Initiating a successful GMAC is achievable with proper planning and commitment from both the public sector planners and the private sector stakeholders. Organizing stakeholders around freight transportation is no different than for other MPO committees, such as the Bike/Ped Committee, Citizen Advisory Committee, etc. The primary difference is that to the private sector

stakeholders, "time is money". Therefore, keeping meetings short and to the point and developing projects that can be implemented in the short term, that will result in increased operational efficiencies and enhance freight movement, is the key ingredient that keeps the committee functioning. Planning for the GMAC should involve the following:

- Inviting many private freight transportation stakeholders at the onset;
- Making the stakeholders feel important–Listen to their needs;
- Bringing out their opinions on freight-related transportation issues and make every attempt to "pick the low-hanging fruit" and promptly mitigating problems through low cost fixes if possible;
- Assigning roles–Let private sector stakeholders jointly chair sub-committees with public planners/officials;
- Performing constituent services–What can we provide for committee members;
- Undertaking research focusing on improving freight movement within the region or county–Set aside funds to study problems identified by the stakeholders;
- Conducting special goods movement events;
- Include GMAC representatives at public workshops in order to present the "Freight Story"; and
- Highlight projects that improve freight mobility and update the list annually.

6.4 Developing and Integrating a Freight Management Program in the Planning Process

The FDOT and MPOs have broad responsibility for planning and programming transportation improvement projects, including those projects that benefit freight movement. Candidate freight mobility projects are identified through planning efforts with the representatives of the regional GMAC and surveys of truck drivers, dispatchers, and representatives of intermodal trans- shipment facilities. The GMAC reviews the list of candidate projects and prioritizes the projects for future funding and implementation.

The GMAC is also responsible for prioritizing needed corridor studies for freight mobility corridors and sub-area studies for FACs. The emphasis of these studies will be to identify transportation and land use solutions to improve freight mobility within the corridor or sub-area.

6.5 Incorporating Freight-Related Investment Opportunities into the LRTP and TIP

The movement of freight within the county has a direct impact on the local economy not only in the form of product pricing but also in attracting new businesses and jobs to the area. The old adage that "Freight doesn't vote, but commuters do" is no longer applicable, if it ever was in the first place. The industrial and freight movement sectors do vote–with their feet. If the transportation system no longer meets their needs, they simply leave town, taking with them the jobs and tax money and leaving a large dent in the local economy. Therefore, it is important to understand how the transportation affects the private stakeholders and what improvements can be justified to help increase their productivity, attract new businesses, and create more jobs.

Incorporating freight-specific investment opportunities into the LRTP and TIP requires:

- Identifying the areas of freight generation and the key industries located within these activity centers;
- Identifying the regional goods mobility corridors that carry the majority of the freight into and out of the region or county;
- Identifying the freight corridors that connect the major generation areas to the regional goods mobility corridors;
- Identifying the local roads that carry large numbers of trucks primarily to commercial centers and downtown areas;
- Identifying the freight-related issues/obstacles along the corridors by asking the stakeholders where problem areas exist;
- Validating and evaluating the impacts of the issues on the goods mobility corridors and local truck routes;
- Determining the needs that will mitigate or eliminate the issues and result in improved performance;
- Prioritizing the needs; and
- Incorporating the freight needs with other transportation needs into the LRTP.

When considering investment in a highway project, the movement of goods within a corridor or over a segment, or through an intersection should be given the appropriate priority when calculating the benefit of one project over another.

While road improvements are made to benefit the public they also directly help private trucking firms by improving traffic flow enabling the trucking firms to increase their efficiency. The result is not only a direct benefit to the trucking industry but also to the public, which also benefits from the improved roadways and lower consumer prices resulting from lower transportation costs.

Similarly, including projects that are perceived to be assisting a private railroad, should be evaluated based on the benefits to not only the railroad but also to the public. For example, Funding railroad grade crossing improvements increase the safety of the public. Grade separations benefit the public by removing interruptions to the traffic flow, and reduce the potential for rail and auto/truck collisions. Improving the capacity of road corridors and intersections near rail terminal access points also improve the LOS of these facilities for the public. Public Private Partnerships can fund rail improvements such as double tracking and rail upgrades that can benefit the public by allowing the joint use of the corridor for both freight and passenger rail operations.

The Seminole Gulf Railroad, although privately owned and operated, is an asset that needs to be explored to its fullest extent. This rail line provides or could provide rail service to five of the identified freight activity centers located within Lee County and result in a reduction of trucks on congested corridors. It is essential that the county include the railroad as a key member of the GMAC to identify issues of mutual concern and develop a plan to mitigate problems and identify new opportunities that will make rail transportation attractive to business within the existing freight activity centers and attract new businesses. The opportunities that have a public benefit should be evaluated and included in the LRTP needs and financially feasible project lists as appropriate.

6.6 Collaborate with Emerging Statewide Freight Initiatives

Since the completion of the 2035 LRTP, much has happened at the state level to advance Florida's freight program. The Freight Mobility and Trade Plan was developed consisting of a policy element and investment element. These documents illustrate FDOT's commitment to a robust freight transportation program. In addition, the Florida Chamber Foundation developed the Trade and Logistics Study (1.0 and 2.0) that identify critical investment needs, strategies, and targets for the state to emerge as a global logistics hub. The Department of Economic Opportunity developed a strategic plan and many of the state's colleges and universities have aggressively moved forward to develop supply chain and logistics programs. All of these developments provide the Lee MPO with access to best practices, resources, data, and support for ongoing freight investments in the region.

Appendix A. Review of Prior Studies and Plans

This appendix provides a high-level overview of the related freight plans and studies that were reviewed as part of this freight and goods movement element update. The table below details the plan, year completed, purpose of study, and level of application.

Table A.1 Review of Relevant Prior Studies and Plans

Plan	Year Completed	Study Purpose	Level
Lee County MPO 2035 LRTP	2010	In accordance with the Florida Department of Transportation (FDOT) MPO Program Management Handbook, the Lee County MPO is responsible for developing a Long Range Transportation Plan (LRTP) that addresses no less than a 20-year planning horizon. This LRTP process was conducted as an update to the 2030 LRTP and incorporated a freight-specific element.	County
Lee County MPO 2035 LRTP – Goods Movement	2010	This technical memorandum is the freight component of the Lee County 2035 LRTP. This document addresses freight mobility needs and priorities to facilitate the consideration, prioritization, and incorporation of freight movements into the LRTP as required by SAFETEA-LU and its predecessors. This includes long-term capacity needs, short term operational needs, and freight-related issues and opportunities. This is the study currently being updated for this effort.	County
Lee County Freight and Goods Mobility Analysis	2009	As a follow up to the Southwest Florida Freight Study conducted by FDOT District 1, this study provides a more comprehensive freight analysis at the county level for Lee County. This study completed the following objectives: identified freight transportation issues and investment needs, recommended transportation improvement strategies, described freight flows, resented key economic and demographic trends impacted freight movements, and reviewed other policies and recommendations impacting freight supply and demand.	County
Lee County Rail Feasibility Study	2013	This study analyzed the long-term feasibility of public multi-modal transportation within the existing Seminole Gulf Railway Corridor, while maintaining and possibly expanding freight service. This addressed shared use of the rail corridor for public transportation use. The study focused on four major issues: existing and expanded freight operations; potential passenger service; alternative means of maintaining the corridor for long-term transportation uses; and preservation of the corridor.	County
Statewide Freight Mobility and Trade Plan - Policy Element	2013	The Freight Mobility and Trade Plan (FMTP) is the result of the 2012 Florida Legislature House Bill (HB) 599 which required the development of a plan to "enhance the integration and connectivity of the transportation system across and between transportation modes throughout the state". This Policy Element of the FMTP addresses all requirements of HB 599 and tells the "Florida Freight Story" by reviewing the existing system, identifying key freight issues, addressing policy challenges, and paves the way for the Investment Element.	State
Statewide Freight Mobility and Trade Plan - Investment Element	2014	The Investment Element of the FMTP builds off of the previously developed Policy Element. The four key elements addressed in this element are as follows: identified freight needs, identified criteria for state investments in freight, prioritized freight investments across modes, and completed the requirements of the federal Moving Ahead for Progress in the 21st Centure Act (MAP-21).	State
Statewide Rail Plan	2010	The Statewide Rail Plan was developed in two components: the Policy Element completed in March 2009 and the Investment Element completed in December 2010. The Policy Element established a vision for both passenger and freight transportation in the state of Florida. In addition, it laid out a policy framework of goals, policies, and strategies to help guide future state rail investments and decisions. This was followed by the	State

Plan	Year Completed	Study Purpose	Level
		Investment element which identified rail needs and established priorities for these needs based on state funding and the policy framework.	
2040 SIS Plan		The 2040 SIS Plan is a constantly evolving plan which focuses on Strategic Intermodal System (SIS) capacity improvement projects. This plan is developed as a multiple components which include a 5-Year Plan, a 2nd 5-Year Plan, a 2040 Cost Feasible Plan and a 2040 Multi-Modal Unfunded Needs Plan. With the exception of the multi-modal unfunded needs plan, these components are updated on an annual basis to best reflect the capacity projects of the SIS.	State
Florida Statewide Aviation Economic Impact Update	2014	As an update to the study completed by the FDOT Aviation Office in 2010, this study focuses on measuring the economic benefits Florida receives from aviation. These impacts were categorized into eight separate benefit categories such as air cargo, construction, and visitors. Lee County's Southwest Florida International Airport is included as one of the major commercial airports in the state.	State
Florida Trade & Logistics Study	2010	In 2010, the Florida Chamber Foundation, in partnership with FDOT, released the Florida Trade & Logistics Study (T&L), a first-of-its- kind look at trade flows and related logistics activity in Florida. The study called upon the Governor, Legislature, and public and private leaders to take immediate actions to address the opportunity provided by the widening of the Panama Canal.	State
Florida Trade & Logistics Study 2.0	2013	As a follow up to the 2010 Trade & Logistics Study, the Florida Chamber Foundation again partnered with FDOT to further guide Florida's vision, opportunities, and strategies over the next few years. The objective of this study was to identify opportunities for Florida to become a global trade hub, developed an implementation plan to accomplish this vision, and continue to build consensus to support this vision and implementation. This study also put greater emphasis on workforce, economic development, and business climate strategies.	State

REVIEW, PROVIDE INPUT AND APPROVAL OF THE DRAFT ROADWAY COST FEASIBLE PROJECTS

RECOMMENDED ACTIONS: Review and approval of the draft roadway cost feasible projects.

Attached are the draft roadway cost feasible projects by jurisdiction for the Committee's review and approval. The proposed roadway projects were determined from a combination of factors that included the prioritization from the project analysis criteria, completing current ongoing projects, public input, input/plans provided by the local jurisdiction's staff and elected officials, project phasing requirements and available funding. The project lists included the inflated project costs matching the year of expenditure with a comparison with the inflated revenues for that particular time period (2021-2025, 2026-2030 or 2013-2040). Also attached is the revised Existing plus Committed project list which includes the projects that are funded in each of the Capital Improvement Elements over the next five years through 2020.

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
City of Bonita Springs									
Bonita Beach Road	I 75	Bonita Grande	Widen 4L to 6L	PE	$0	$1,710	$0	$1,710	Jointly Funded with Lee County
Bonita Beach Road	I 75	Bonita Grande	Widen 4L to 6L	CST	$0	$0	$15,810	$15,810	Jointly Funded with Lee County
Bonita Grande	Bonita Beach Rd	Terry St	Widen 2L to 4L	PE	$0	$2,090	$0	$2,090	
Bonita Grande	Bonita Beach Rd	Terry St	Widen 2L to 4L	ROW	$0	$0	$20,600	$20,600	
Bonita Grande	Bonita Beach Rd	Terry St	Widen 2L to 4L	CST	$0	$0	$18,300	$18,300	
Sandy Lane Ext	Strike Lane	Pelican Colony	New 2LD	PE	$2,010	$0	$0	$2,010	
Sandy Lane Ext	Strike Lane	Pelican Colony	New 2LD	ROW	$15,500	$0	$0	$15,500	
Sandy Lane Ext	Strike Lane	Pelican Colony	New 2LD	CST	$0	$16,530	$0	$16,530	
Terry St	Bonita Grande	Imperial St	Widen 2L to 4L	PE	$0	$3,090	$0	$3,090	
Terry St	Bonita Grande	Imperial St	Widen 2L to 4L	ROW	$0	$0	$27,120	$27,120	
Terry St	Bonita Grande	Imperial St	Widen 2L to 4L	CST	$0	$0	$28,510	$28,510	
Bonita Beach Road	Old US 41	US 41	Reconstruction	Phases	$8,000	$20,000		$28,000	
		Total Cost			**$25,510**	**$43,420**	**$110,340**	**$179,270**	
		Revenues			**$25,400**	**$44,400**	**$157,500**	**$227,300**	

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
City of Fort Myers									
Hanson St. Ext.	Veronica Shoemaker Blvd	Ortiz Avenue	Widen 2L to 4L	PE	$0	$4,770	$0	$4,770	
Hanson St. Ext.	Veronica Shoemaker Blvd	Ortiz Avenue	Widen 2L to 4L	ROW	$0	$0	$12,900	$12,900	
Hanson Ext.	Veronica Shoemaker Blvd	Ortiz Avenue	Widen 2L to 4L	CST	$0	$0	$30,940	$30,940	
Hanson Street	Fowler	Veronica Shoemaker	Widen 2L to 4L	PE	$2,930	$0	$0	$2,930	
Hanson Street	Fowler	Veronica Shoemaker	Widen 2L to 4L	ROW	$10,080	$0	$0	$10,080	
Hanson Street	Fowler	Veronica Shoemaker	Widen 2L to 4L	CST	$0	$9,750	$0	$9,750	
Hanson Street	US 41	Fowler	Widen 2L to 4L	PE	$1,100	$0	$0	$1,100	
Hanson Street	US 41	Fowler	Widen 2L to 4L	ROW	$0	$6,430	$0	$6,430	
Hanson Street	US 41	Fowler	Widen 2L to 4L	CST	$0	$6,320	$0	$6,320	
Edison	US 41	Fowler	Widen 2L to 4L	PE	$0	$0	$1,410	$1,410	
Edison	US 41	Fowler	Widen 2L to 4L	ROW	$0	$0	$9,620	$9,620	
Edison	US 41	Fowler	Widen 2L to 4L	CST	$0	$0	$11,480	$11,480	
		Total Cost			**$14,110**	**$27,270**	**$66,350**	**$107,730**	
		Revenues			**$17,600**	**$22,500**	**$64,300**	**$104,400**	

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
City of Cape Coral									
Diplomat Parkway	Burnt Store Road	US 41	4L to 4L Limited Acces	ROW	$0	$33,080	$0	$33,080	
Diplomat Parkway	Burnt Store Road	US 41	4L to 4L Limited Acces	CST	$0	$0	$76,400	$76,400	
Chiquita Blvd.	Cape Coral Pkwy.	Pine Island Rd.	Widen 4L to 6L	ROW	$28,800	$0	$0	$28,800	
Chiquita Blvd.	Cape Coral Pkwy.	Pine Island Rd.	Widen 4L to 6L	CST	$0	$0	$85,950	$85,950	
NE 24th Ave.	SR 78	NE 28th Street	Widen 2L to 4L	PE	$0	$4,040	$0	$4,040	Partial Funding from County
NE 24th Ave.	SR 78	NE 28th Street	Widen 2L to 4L	ROW	$0	$0	$20,280	$20,280	Partial Funding from County
NE 24th Ave.	SR 78	NE 28th Street	Widen 2L to 4L	CST	$0	$0	$27,310	$27,310	Partial Funding from County
NE 24th Ave.	NE 28th Street	Del Prado	New 2L	PE	$0	$1,750	$0	$1,750	Partial Funding from County
NE 24th Ave.	NE 28th Street	Del Prado	New 2L	ROW	$0	$0	$11,100	$11,100	Partial Funding from County
NE 24th Ave.	NE 28th Street	Del Prado	New 2L	CST	$0	$0	$11,190	$11,190	
		Total Cost			**$28,800**	**$38,870**	**$232,230**	**$299,900**	
		Available Funding			**$22,400**	**$32,300**	**$223,300**	**$278,000**	

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
Lee County									
Big Carlos Bridge Replacement			Bridge	CST	$0	$15,650	$0	$15,650	
Big Hickory Pass Bridge Replacement			Bridge	PE	$1,930	$0	$0	$1,930	
Big Hickory Pass Bridge Replacement			Bridge	CST	$0	$15,800	$0	$15,800	
Cape Coral Bridge Replacement			Bridge	CST	$0	$128,160		$128,160	
New Pass Bridge Replacement			Bridge	PE/CST	$19,660	$0	$0	$19,660	
Little Carlos Pass Bridge Replacement			Bridge	PE/CST	$12,740	$0	$0	$12,740	
Little Pine Island Bridge Replacement			Bridge	PE/CST	$0	$0	$5,560	$5,560	
Orange River Bridge Replacement			Bridge	PE/CST	2,520	$0	$0	$2,520	
Alva Drawbridge Bridge Replacement			Bridge	PE/CST	$32,620	$0	$0	$32,620	
Harbor Drive Bridge Replacement			Bridge	PE/CST	$1,260	$0	$0	$1,260	
Stringfellow Brdige Replacement			Bridge	PE/CST	$0	$1,440	$0	$1,440	
Hancock Creek Bridge Replacement			Bridge	PE/CST	$0	$4,440	$0	$4,440	
Buckingham Rd. over Orange River Bridge Replacement			Bridge	PE/CST	$0	$4,440	$0	$4,440	
Constitution Circle Bridge Replacement			Bridge	PE/CST	$0	$1,480	$0	$1,480	
North River Road			Bridge	PE/CST	$0	$0	$1,400	$1,400	
North River Road			Bridge	PE/CST	$0	$0	$1,400	$1,400	
North River Road			Bridge	PE/CST	$0	$0	$1,400	$1,400	
North River Road			Bridge	PE/CST	$0	$0	$1,400	$1,400	
Pine Island over Porpoise			Bridge	PE/CST	$0	$0	$5,560	$5,560	
Pine Island over Pine Island Creek			Bridge	PE/CST	$0	$0	$5,560	$5,560	
Crystal Drive Reconstruction			Reconstruct 2L	CST	$7,330	$0	$0	$7,330	
Estero Phase 5			Reconstruct 2L	CST	$9,800	$0	$0	$9,800	
Estero Phase 6			Reconstruct 2L	CST	$9,800	$0	$0	$9,800	
Alico Road	Airport Haul Road	Alico Connector	Widen 2L to 4L	PE	$0	$0	$3,960	$3,960	
Alico Road	Airport Haul Road	Alico Connector	Widen 2L to 4L	ROW	$0	$0	$16,140	$16,140	
Alico Road	Airport Haul Road	Alico Connector	Wide 2L to 4L	CST	$0	$0	$41,330	$41,330	
Alico Connector	Alico Road	SR 82	New 4 L	P/R/CST	$0	$0	$87,000	$87,000	
Corkscrew Road	Ben Hill Griffin	Preserve Entrance	Widen 2L to 4L	PE	$1,220	$0	$0	$1,220	
Corkscrew Road	Ben Hill Griffin	Preserve Entrance	Widen 2L to 4L	CST	$0	$34,560	$0	$34,560	
Corkscrew Road	Preserve Entrance	Alico Road	Widen 2L to 4L	PE	$0	$4,140	$0	$4,140	
Corkscrew Road	Preserve Entrance	Alico Road	Widen 2L to 4L	ROW	$0	$8,540	$0	$8,540	
Corkscrew Road	Preserve Entrance	Alico Road	Widen 2L to 4L	CST	$0	$0	$38,270	$38,270	
Burnt Store Road	Van Buren Parkway	Charlotte Co/Line	Widen 2L to 4L	CST	$0	$0	$53,000	$53,000	ROW/CST Split funding with FDOT
Homestead	Milwaukee	Sunrise	Widen 2L to 4L	PE	$0	$3,110	$0	$3,110	
Homestead	Milwaukee	Sunrise	Widen 2L to 4L	CST	$0	$0	$56,010	$56,010	
Homestead	Milwaukee	SR 82	Widen 2L to 4L	PE	$0	$0	$5,390	$5,390	
Homestead	Milwaukee	SR 82	Widen 2L to 4L	ROW	$0	$0	$21,930	$21,930	
Homestead	Milwaukee	SR 82	Widen 2L to 4L	CST	$0	$0	$44,010	$44,010	
Littleton Road	Corbett	US 41	Widen 2L to 4L	PE	$2,200	$0	$0	$2,200	
Littleton Road	Corbett	US 41	Widen 2L to 4L	ROW	$9,880	$0	$0	$9,880	
Littleton Road	Corbett	US 41	Widen 2L to 4L	CST	$0	$18,030	$0	$18,030	
Littleton Road	Business 41	US 41	Widen 2L to 4L	PE	$0	$0	$2,350	$2,350	
Littleton Road	Business 41	US 41	Widen 2L to 4L	ROW	$0	$0	$9,540	$9,540	
Littleton Road	Business 41	US 41	Widen 2L to 4L	CST	$0	$0	$19,130	$19,130	
Daniels	Gateway	SR 82	Widen 2L to 6L	PE	$0	$0	$7,240	$7,240	
Daniels	Gateway	SR 82	Widen 4L to 6L	CST	$0	$0	$59,020	$59,020	
Ortiz Avenue	Martin Luther King	Luckett Road	Widen 4L to 4L	CST	$11,840	$0	$0	$11,840	
Ortiz Avenue	Colonial Blvd	Martin Luther King	Widen 2L to 4L	CST	$16,850	$0	$0	$16,850	
Luckett Road	Ortiz Avenue	I-75	Widen 2L to 4L	CST	$8,460	$0	$0	$8,460	
Luckett Road	East of I-75	Buckingham Road	New 4 L	PE	$0	$8,590	$0	$8,590	
Luckett Road	East of I-75	Buckingham Road	New 4 L	ROW	$0	$0	$70,740	$70,740	
Luckett Road	East of I-75	Buckingham Road	New 4 L	CST	$0	$0	$79,360	$79,360	
Luckett Road	Buckingham	Gunnery Road	Widen 2L to 4L	PE	$0	$4,930	$0	$4,930	
Luckett Road	Buckingham	Gunnery Road	Widen 2L to 4L	ROW	$0	$0	$20,020	$20,020	
Luckett Road	Buckingham	Gunnery Road	Widen 2L to 4L	CST	$0	$0	$40,180	$40,180	
Luckett Road	Gunnery	Sunshine Blvd	New 4L	PE	$0	$6,600	$0	$6,600	
Luckett Road	Gunnery	Sunshine Blvd	New 4L	ROW	$0	$0	$48,000	$48,000	
Luckett Road	Gunnery	Sunshine Blvd	New 4L	CST	$0	$0	$53,850	$53,850	
Three Oaks Ext.	Oriole Rd. Ext.	Daniels Parkway	New 4L	CST	$47,310	$0	$0	$47,310	
Veterans/Santa Barbara			Intersection Overpass	PE	$0	$5,480	$0	$5,480	
Veterans/Santa Barbara			Intersection Overpass	CST	$0	$0	$50,580	$50,580	
Bonita Beach Road	I-75	Bonita Grande	Widen 4L to 6L	PE	$0	$1,710	$0	$1,710	Jointly funded with Lee County
Bonita Beach Road	I-75	Bonita Grande	Widen 4L to 6L	CST	$0	$0	$15,810	$15,810	Jointly funded with Lee County
Major Intersections	Colonial McGregor to US 41			TBD	$0	$5,000	$40,000	$45,000	
Hancock/NE 24TH	Pondella	Del Prado Ext.	Widen 2L to 4L/New 4L	CST	$0	$0	$15,000	$15,000	Phases/Funding on Cape Coral Sheet
40th Street Ext	East end of 4th Street	Alabama	New 2L	PE	$0	$440	$0	$440	
40th Street Ext	East end of 4th Street	Alabama	New 2L	ROW	$0	$3,800	$0	$3,800	
40th Street Ext	East end of 4th Street	Alabama	New 2L	CST	$0	$0	$4,050	$4,050	
		Total Cost			**$195,420**	**$276,340**	**$924,190**	**$1,395,950**	
		Revenues			**$178,800**	**$267,600**	**$871,000**	**$1,317,400**	

Private Funded Projects 2040 (1,000's)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
Private									
Logan Blvd Ext.	Collier County line	Bonita Beach Rd.	New 2L	CST	$15,390	$0	$0	$15,390	
SR 31	SR 78	Charlotte Co/L	Widen 2L to 6L	CST	$0	$58,760	$0	$58,760	
East West	Ben Hill Griffin	Alico Rd	Interchange Imp.	ROW	$0	$46,110	$0	$46,110	
		Total Cost			**$15,390**	**$104,870**	**$0**	**$120,260**	
		Grand Total							

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
SIS Highways/FIHS									
SR 82	Shawnee	Alabama	Widen 2L to 6L	CST	$32,364	$0	$0	$32,364	
SR 82	Alabama	Homestead	Widen 2L to 6L	CST	$40,875	$0	$0	$40,875	
SR 82	Homestead	Hendry County Line	Widen 2L to 4L	ROW	$0	$8,213	$0	$8,213	
SR 82	Homestead	Hendry County Line	Widen 2L to 4L	CST	$0	$20,618	$0	$20,618	
		Total Cost			**$73,239**	**$28,831**	**$0**	**$102,070**	
		Grand Total							

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
State/Other Arterial/SU									
Countywide Signal System Updates Last Phase			ITS	CST	$10,160	$0	$0	$10,160	
Metro Pkwy.	Daniels Parkway	South of Winkler Ave.	Widen 4L to 6L	CST	$57,040	$0	$0	$57,040	
Big Carlos Bridge Replacement			Reconstruct Bridge	PE	$1,530	$0	$0	$1,530	
Big Carlos Bridge Replacement			Reconstruct Bridge	CST	$0	$37,600	$0	$37,600	
I-75/Corkscrew Road Interchange			Interchange	PE	$7,310	$0	$0	$7,310	
San Carlos	Summerlin Road	Crescent	TBD in PD&E	ROW	$10,000	$0	$0	$10,000	
San Carlos	Summerlin Road	Crescent	TBD in PD&E	CST	$10,000	$0	$0	$10,000	
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	PE	$2,160	$0	$0	$2,160	With Collier funding US 41 to Co/L
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	ROW	$0	$8,820	$0	$8,820	With Collier funding US 41 to Co/L
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	CST	$0	$17,730	$0	$17,730	With Collier funding US 41 to Co/L
SR 78	W. Santa Barbara	E. of Pondella	Widen 4L to 6L	PE	$0	$0	$7,490	$7,490	
SR 78	W. Santa Barbara	E. of Pondella	Widen 4L to 6L	CST	$0	$0	$61,130	$61,130	
Burnt Store Road	Van Buren	Charlotte Co/L	Widen 2L to 4L	PE	$0	$11,480	$0	$11,480	
Burnt Store Road	Van Buren	Charlotte Co/L	Widen 2L to 4L	ROW/CST	$0	$0	$70,000	$70,000	50% Federal/50% County
First and Second St.	Fowler	Seaboard	1 way to 2 way	PD&E/PE	$1,820	$0	$0	$1,820	
First and Second St.	Fowler	Seaboard	1 way to 2 way	CST	$0	$3,000	$0	$3,000	
Fowler Street	Metro/Fowler Cross-over	MLK	4LUD to 4LD	PD&E	$2,440	$0	$0	$2,440	
Fowler Street	Metro/Fowler Cross-over	MLK	4LUD to 4LD	PE	$0	$4,830	$0	$4,830	
SR 31	SR 80	Charlotte Co/L	Widen 2L to 4L	PE	$0	$8,700	$0	$8,700	Developer Funds for further phases/neede
Del Prado IJR			New Interchange	IJR	$0	$0	$2,500	$2,500	
Major Intersections			Operational Studies	P/R/CST	$4,000	$12,000	$55,000	$71,000	
			Total Cost		**$106,460**	**$104,160**	**$196,120**	**$406,740**	
	Federal and State	**Revenues**			**$100,200**	**$95,400**	**$206,640**	**$402,240**	

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
Federal Urban Allocation SU Funds for re-occurring items								
Traffic Operations Center Operations				$1,500	$1,500	$3,000	$6,000	
Bus Replacements				$7,500	$7,500	$15,000	$30,000	
Transportation Enhancement Box				$16,000	$16,000	$32,000	$64,000	
		Total Cost		**$25,000**	**$25,000**	**$50,000**	**$100,000**	

Lee County MPO 2040 LRTP
Existing plus Committed Projects through 2020

Proj #	Roadway	Limit From	Limit To	# Lanes Currently	# Lanes Programmed	Phase Funded (Year Funded)
1	I-75	SR 80	SR 78	4	8	CST (Under CST)
2	SR 739 (Metro Parkway)	Winkler Avenue	Fowler Avenue	N/A	6	CST (Under CST)
3	Burnt Store Road	SR 78 (Pine Island Rd)	Tropicana	2	4	ROW (underway), CST (FY 18/19)
4	SR 78 (Pine Island Road)	Burnt Store Road	Chiquita Blvd.	2	4	CST (Under CST)
5	I-75	Interchange at SR 884 (Colonial Blvd.)			Interchange	PE (underway), ROW (FY 19/20)
6	SR 82 (Immokalee Road)	Shawnee Road	Alabama	2	6	PE (underway), ROW (FY 15/16)
7	SR 82 (Immokalee Road)	Colonial/Lee Blvd.	Shawnee Road	2	6	ROW (FY 15/16), CST (FY 17/18)
8	SR 82 (Immokalee Road)	Alabama Road	Homestead Road	2	4	PE (underway), ROW (FY 15/16)
9	SR 82 (Immokalee Road)	Homestead Road	Hendry County line	2	4	PE (underway), ROW (FY 15/16)
10	Alico Road	Ben Hill Griffin Pkwy.	Airport Haul Road	2	4	PE (underway), CST (FY 17/18)
11	Homestead Road	Sunrise	Alabama	2	4	ROW (underway), CST (FY 15/16)
12	North Airport Rd Ext.	Current Terminus P.O.	Metro Parkway	N/A	2	CST (TBD)
13	Hanson Street Ext.	Veronica Shoemaker	Ortiz Avenue	N/A	2	PE, ROW (underway), CST (FY 19/20)
14	SR 31	SR 80 (Palm Beach Blvd.)	CR 78 (N. River Road)	2	4	PDE (underway) - On Hold
15	Signal Interconnection Project Phase I					CST (completed June 2015)
16	Signal Interconnection Project Phase II					PE (FY 15/16), CST (FY 16/17)
17	Ortiz Avenue	SR 82 (Dr. Martin Luther King Blvd.)	Luckett Road	2	4	ROW (underway)
18	Luckett Road	Ortiz Avenue	I-75	2	4	ROW (underway)
19	I-75	S. of SR 78 (Bayshore Rd)	Lee/Charlotte Co.L	4	6	CST (underway)
20	SR 739 (Metro Parkway)	Daniels Parkway	Winkler Avenue	4	6	PE (underway), ROW (FY 17/18, 18/19 & 19/20)
21	San Carlos Trolley Lane Study			5	5	PD&E (underway), PE (FY 18/19)
22	Burnt Store Road	Tropicana	Diplomat	2	4	ROW (underway), CST (FY 16/17 & 17/18)
23	Burnt Store Road	Diplomat	Van Buren	2	4	ROW (underway), CST (FY 14/15)
24	Signal Interconnection Phase III					PE (FY 18/19)
25	Alico Connector	Alico Road	SR 82	0	4	ROW (FY 19/20)
26	Cape Coral Bridge Reconstruct	Westbound Span		2	2	PE (FY 19/20)
27	Colonial Blvd	McGregor	US 41	3	3	Study (FY 18/19)
28	Crystal Drive	US 41	Metro Parkway	2	2LD	PE (FY 18/19), ROW (FY 19/20)
29	Estero Blvd	Segment 1		2LD	2LD	PE (underway), CST (FY 15/16)
30	Estero Blvd	Segment 2		2LD	2LD	PE (underway), CST (FY 15/16)
31	Estero Blvd	Segment 3		2LD	2LD	PE (FY 16/17), CST (FY 17/18)
32	Estero Blvd	Segment 4		2LD	2LD	PE (FY 18/19), CST (FY 19/20)
33	Kismet/Littleton Realignment	E. End of Kismet to Littleton Rd		2	2	PE (FY 16/17), ROW (FY 17/18), CST (FY 18/19)
34	Ortiz Avenue	Colonial	MLK	2	4	PE (17/18)
35	Ortiz Avenue	Luckett	SR 80	2	4	ROW (underway)
36	Three Oaks Ext.	Alico Road	Daniels Parkway	0	4	ROW (FY 17/18 & FY 19/20)
37	Old US 41	Tennessee	Weeks	2	Reconst.	PE (underway), CST (FY 15/16)
38	Bus US 41	Swan Lake	US 41	2	4	CST (completed March 2015)
39	Old US 41	Collier County line	Bonita Beach Road	2	4	PD&E (FY 18/19)

Acronyms:

PD&E - Project Development & Environment Study
PE - Preliminary Engineering/Design Phase
ROW - Right-of-Way Phase
CST - Construction Phase

Agenda Item 7
TAC/CAC 10/6/2015

REVIEW, PROVIDE INPUT AND RECOMMEND APPROVAL OF THE DRAFT BICYCLE PEDESTRIAN COST FEASIBLE LIST

RECOMMENDED ITEM: Review and recommend approval of the proposed bicycle pedestrian project list.

The existing Bicycle Pedestrian Master Plan includes a Needs list of Bicycle Pedestrian projects that has been hard to follow and use to implement through the LAP program seeking federal funding for these types of projects. The issues with the current list (**attached** is the screened bicycle pedestrian project list with a separate list of what has been determined to be removed) include problems with restricted right-of-way, project limits (too long, expensive or not specific enough), drainage issues and/or not good project candidates for federal funding.

Alta Planning and Design and the MPO staff have been reviewing the list to determine project development issues with the goal of identifying a list of candidate projects that are compatible with moving forward for federal funding. The intent is to develop a ten year cost feasible list that will be used during the project application process over the next few years which will then be updated after the upcoming Bicycle Pedestrian Master Plans being developed in the City of Cape Coral and Fort Myers Beach (and any changes to other local plans that occur). The staff is seeking a project list that is in the $3.5 to $4.0 million dollar range per year for a total of $35 to $40 million over the ten year period, as this is consistent with the amount of federal SU dollars (not including TA, local or TIGER funds) that is projected to be received over the next ten years from an analysis of the funding in the Transportation Improvement Program.

The Bicycle Pedestrian Coordinating Committee will be providing their input on the list of projects at their September 29th meeting and we will then be updating the list for input at the TAC/CAC meeting on October 6th.

Table No. B
Bicycle/Pedestrian Improvements
Tiered Analysis Results

OLD PROJECT NO.	ROADNAME	GAP TYPE	LENGTH (FT)	FROM	TO	JURISDICTION	IMPROVE. TYPE	TOTAL SCORE	TOTAL COST	UNFUNDED	FUNDED	SCREEN
1	**PALM BEACH BLVD**	BOTH	87,989	LEXINGTON AVE	COUNTY LINE	STATE	MULTI-USE PATH	16	$10,558,716	$10,558,716	$0	Y
4	**SUMMERLIN ROAD**	ONESIDE	13,112	PINE RIDGE RD	WINKLER RD	COUNTY	MULTI-USE PATH	15	$786,725	$786,725	$0	Y
6	**OLEANDER ST**	BOTH	4,725	SANIBEL BLVD	FIRST AVE	COUNTY	SIDEWALK	15	$377,985	$377,985	$0	Y
7	**PINE ISLAND RD NW**	BOTH	28,859	STRINGFELLOW RD	VETERANS PKWY	COUNTY	MULTI-USE PATH	15	$3,463,097	$3,463,097	$0	Y
10	**PLANTATION RD**	BOTH	4,157	DANIELS PKWY	BEN C PRATT SIX MILE CYPRESS	COUNTY	MULTI-USE PATH	15	$498,827	$498,827	$0	M
11	**PLANTATION RD**	BOTH	4,157	DANIELS PKWY	BEN C PRATT SIX MILE CYPRESS	COUNTY	BIKE LANE	15	$224,472	$224,472	$0	M
14	**PLANTATION RD**	BOTH	12,303	IDLEWILD ST	DANIELS PKWY	COUNTY	SIDEWALK	14	$984,225	$984,225	$0	M
18	**STRINGFELLOW RD**	BOTH	3,597	MAIN ST	BARRANCAS AVE	COUNTY	MULTI-USE PATH	14	$431,598	$431,598	$0	M
19	**NE PINE ISLAND RD (SR 78)**	ONESIDE	25,788	SANTA BARBARA BLVD	HERRON RD	COUNTY	MULTI-USE PATH	14	$3,094,521	$3,094,521	$0	Y
20	**CAPE CORAL BRIDGE RD**	ONESIDE	10,162	SE 17TH PL	MCGREGOR BLVD	COUNTY	MULTI-USE PATH	14	$1,219,450	$1,219,450	$0	M
22	**MIDPOINT BRIDGE**	BOTH	8,450	VETERANS PKWY	COLONIAL BLVD	COUNTY	MULTI-USE PATH	14	$1,013,953	$1,013,953	$0	M
27	**SUMMERLIN RD/MCGREGOR BLVD (CR 867)**	ONESIDE	11,176	SHELL POINT BLVD	KELLY COVE DR	COUNTY	MULTI-USE PATH	14	$670,587	$670,587	$0	Y
29	**VERONICA S SHOEMAKER BLVD**	BOTH	5,023	PATRICK AVE	MLK BLVD	FORT MYERS	BIKE LANE	14	$271,243	$271,243	$0	M
32	**PLANTATION RD**	BOTH	12,303	IDLEWILD ST	SIX MILE CYPRESS	COUNTY	BIKE LANE	14	$664,352	$664,352	$0	M
34	**GLADIOLUS DR**	ONESIDE	3,979	MAIDA LN	S TAMIAMI TRL	COUNTY	MULTI-USE PATH	13	$238,721	$238,721	$0	M
38	**MCGREGOR BLVD (SR 867)**	BOTH	9,251	SANIBEL CAUSEWAY	SHELL POINT BLVD	COUNTY	MULTI-USE PATH	13	$1,110,094	$1,110,094	$0	M
40	**PINE ISLAND RD NW**	BOTH	1,120	STRINGFELLOW	AVENUE B	COUNTY	MULTI-USE PATH	13	$134,352	$134,352	$0	M
41	**MCGREGOR BLVD (SR 867)**	BOTH	14,034	SUMMERLIN RD	SAN CARLOS BLVD (SR 865)	COUNTY	BIKE LANE	13	$757,836	$757,836	$0	M
44	**LEELAND HGTS BLVD**	BOTH	8,279	LEE BLVD	JOEL BLVD	COUNTY	BIKE LANE	13	$447,066	$447,066	$0	M
45	**HICKORY BLVD**	ONESIDE	11,329	ESTERO BLVD	BONITA BEACH RD	COUNTY	MULTI-USE PATH	13	$1,359,520	$1,359,520	$0	M
49	**CULTURAL PARK BLVD**	BOTH	596	NE PINE ISLAND RD	NE PINE ISLAND LN	CAPE CORAL	SIDEWALK	12	$47,646	$47,646	$0	Y
50	**ESTERO BLVD**	BOTH	17,151	ESTRELLITA DR	HICKORY BLVD	COUNTY	MULTI-USE PATH	12	$2,058,118	$2,058,118	$0	M
54	**VETERANS PKWY**	BOTH	9,404	DEL PRADO BLVD	MIDPOINT BRIDGE	COUNTY	MULTI-USE PATH	12	$1,128,421	$1,128,421	$0	M
55	**ORANGE RIVER BLVD**	BOTH	10,645	PALM BEACH BLVD	ELLIS RD	COUNTY	MULTI-USE PATH	12	$1,277,379	$1,277,379	$0	M
57	**CULTURAL PARK BLVD**	BOTH	8,163	NE PINE ISLAND RD	SE 9TH ST	CAPE CORAL	BIKE LANE	12	$440,827	$440,827	$0	M
58	**DANLEY DR**	BOTH	1,000	6TH ST	METRO PKWY	COUNTY	MULTI-USE PATH	12	$120,000	$120,000	$0	Y
61	**VETERANS PKWY**	BOTH	1,559	SW 3RD PL	SANTA BARBARA BLVD	COUNTY	MULTI-USE PATH	11	$187,071	$187,071	$0	M
65	**BAYSHORE RD**	BOTH	19,235	PARK 78 DR	SR 31	STATE	MULTI-USE PATH	11	$2,308,160	$2,308,160	$0	Y

Table No. B
Bicycle/Pedestrian Improvements
Tiered Analysis Results

OLD PROJECT NO.	ROADNAME	GAP TYPE	LENGTH (FT)	FROM	TO	JURISDICTION	IMPROVE. TYPE	TOTAL SCORE	TOTAL COST	UNFUNDED	FUNDED	SCREEN
71	**MCGREGOR BLVD (CR 867)**	ONESIDE	615	MCGREGOR BLVD	PORT COMFORT RD	COUNTY	MULTI-USE PATH	11	$36,875	$36,875	$0	M
74	**GUNNERY RD N**	ONESIDE	9,090	BUCKINGHAM RD	LEE BLVD	COUNTY	BIKE LANE	11	$490,833	$490,833	$0	M
75	**NICHOLAS PKWY E**	BOTH	991	CULTURAL PARK BLVD	COUNTRY CLUB BLVD	CAPE CORAL	BIKE LANE	11	$53,496	$53,496	$0	M
82	**BELL BLVD S**	BOTH	25,496	JOEL BLVD	SR 82	COUNTY	BIKE LANE	10	$1,376,787	$1,376,787	$0	M
83	**CAPE CORAL PKWY W**	BOTH	8,162	SANDS BLVD	CHIQUITA BLVD	CAPE CORAL	BIKE LANE	10	$440,770	$440,770	$0	M
84	**NORTH RIVER RD**	BOTH	63,000	SR 31	COUNTY LINE	COUNTY	BIKE LANE	10	$3,402,000	$3,402,000	$0	M
85	**SAN CARLOS BLVD**	BOTH	5,824	S TAMIAMI TRL	LEE RD	COUNTY	BIKE LANE	10	$314,469	$314,469	$0	M
86	**CAPE CORAL BRIDGE RD**	BOTH	1,724	WAIKIKI AVE	BRIDGE	COUNTY	MULTI-USE PATH	10	$206,891	$206,891	$0	M
88	**TREELINE AVE**	ONESIDE	3,363	COLONIAL BLVD	PELICAN PRESERVE BLVD	COUNTY	MULTI-USE PATH	9	$201,776	$201,776	$0	Y
89	**BELL BLVD S**	BOTH	26,454	JOEL BLVD	SR 82	COUNTY	SIDEWALK	9	$2,116,290	$2,116,290	$0	M
92	**CAPE CORAL PKWY W**	BOTH	4,751	SAND BLVD	AGUALINDA BLVD	CAPE CORAL	SIDEWALK	9	$380,071	$380,071	$0	Y
93	**JOEL BLVD**	ONESIDE	30,293	PALM BEACH BLVD	E 6TH ST	COUNTY	SIDEWALK	9	$2,423,442	$2,423,442	$0	M
94	**JOEL BLVD**	BOTH	8,033	PALM BEACH BLVD	TUCKAHOE RD	COUNTY	BIKE LANE	9	$433,771	$433,771	$0	M
95	**JOEL BLVD**	BOTH	25,379	E 18TH ST	LEELAND HEIGHTS BLVD	COUNTY	BIKE LANE	9	$1,370,482	$1,370,482	$0	M
96	**CAPE CORAL PKWY E**	BOTH	546	SANTA BARBARA BLVD	SE 1ST PL	CAPE CORAL	BIKE LANE	9	$29,467	$29,467	$0	M
97	**BUCKINGHAM RD**	BOTH	28,899	PALM BEACH BLVD	GUNNERY RD	COUNTY	BIKE LANE	9	$1,560,534	$0	$1,560,534	Y
99	**ORANGE RIVER BLVD**	BOTH	10,645	PALM BEACH BLVD	ELLIS RD	COUNTY	BIKE LANE	9	$574,820	$574,820	$0	M
100	**E TERRY ST**	BOTH	4,722	SOUTHERN PINES DR	BONITA GRANDE DR	BONITA SPRINGS	MULTI-USE PATH	8	$566,621	$566,621	$0	Y
102	**BUCKINGHAM RD**	BOTH	9,138	DRAWDY CT	BINGHAMPTON DR	COUNTY	SIDEWALK	8	$731,034	$731,034	$0	Y
107	**DANIELS PKWY**	BOTH	29,075	SR 82	TREELINE AVE	COUNTY	MULTI-USE PATH	7	$3,489,047	$3,489,047	$0	Y
108	**SENTINELA BLVD**	BOTH	13,485	BELL BLVD S	NAPLES AVE S	COUNTY	SIDEWALK	7	$1,078,808	$1,078,808	$0	Y
109	**BUCKINGHAM RD**	BOTH	12,565	PEACE RD	GUNNERY RD	COUNTY	SIDEWALK	7	$1,005,225	$1,005,225	$0	M
111	**SENTINELA BLVD**	BOTH	13,485	BELL BLVD S	NAPLES AVE S	COUNTY	BIKE LANE	7	$728,196	$728,196	$0	M

Table No. B
Bicycle/Pedestrian Improvements
Tiered Analysis Results

OLD PROJECT NO.	ROADNAME	GAP TYPE	LENGTH (FT)	FROM	TO	JURISDICTION	IMPROVE. TYPE	TOTAL SCORE	TOTAL COST	UNFUNDED	FUNDED	SCREEN
	Move Forward:				ybe (M) Need to find out through process which ones to put on more information (?)			TOTAL C(	$58,886,671	$57,326,136	$1,560,534	

POTENTIAL FUNDING SOURCES KEY

1. NHS - National Highway System
2. STP - Surface Transportation Program
3. HSIP - Surface Transportation Program
4. SRTS - Safe Routes to School Program
5. TEA - Transportation Enhancment Activities
6. CMAQ - Congestion Mitigation/Air Quality Program
7. FLH - Federal Lands Highway Program
8. BYW - Scenic Byways

Table No. B
Bicycle/Pedestrian Improvements
Tiered Analysis Results

PROJECT NO.	ROADNAME	GAP TYPE	LENGTH (FT)	FROM	TO	JURISDICTION	IMPROVE. TYPE	TOTAL SCORE	TOTAL COST	UNFUNDED	FUNDED
2	**SW PINE ISLAND RD**	BOTH	22,634	VETERANS PKWY	SANTA BARBARA BLVD	STATE	MULTI-USE PATH	16	$2,716,117	$2,716,117	$0
3	**BAYSHORE RD**	ONESIDE	6,769	N TAMIAMI TRL	WHALEYS DR	STATE	MULTI-USE PATH	15	$406,164	$406,164	$0
5	**VERONICA S SHOEMAKER BLVD**	BOTH	8,290	MARION ST	MLK BLVD	FORT MYERS	MULTI-USE PATH	15	$994,747	$994,747	$0
8	**ESTERO BLVD**	BOTH	11,618	SAN CARLOS BLVD	VOORHIS ST	COUNTY	BIKE LANE	15	$627,346	$0	$627,346
9	**FOWLER ST**	BOTH	18,314	FIRST ST	COLONIAL BLVD	STATE	BIKE LANE	15	$988,957	$0	$988,957
12	**N TAMIAMI TRL**	BOTH	8,991	PINE ISLAND RD	BRIDGE	STATE	BIKE LANE	15	$485,521	$485,521	$0
13	**CYPRESS LAKE DR**	BOTH	5,011	SUMMERLIN RD	S CLEVELAND AVE	COUNTY	BIKE LANE	15	$270,600	$270,600	$0
15	**COLONIAL BLVD**	ONESIDE	10,679	METRO PKWY	ORTIZ AVE	STATE	MULTI-USE PATH	14	$640,754	$640,754	$0
16	**LEE BLVD (CR 884)**	ONESIDE	10,679	SR 82	SUNSHINE BLVD	STATE	MULTI-USE PATH	14	$640,754	$640,754	$0
17	**FOWLER ST**	BOTH	6,344	MLK BLVD	HANSON ST	STATE	SIDEWALK	14	$507,554	$0	$507,554
21	**SANIBEL CAUSEWAY**	BOTH	15,301	CAUSEWAY BLVD	MCGREGOR BLVD	COUNTY	MULTI-USE PATH	14	$1,836,120	$1,836,120	$0
23	**METRO PKWY**	BOTH	6,834	COLONIAL BLVD	DANIELS PKWY	STATE	BIKE LANE	14	$369,029	$0	$369,029
24	**COLLEGE PKWY**	BOTH	7,004	MCGREGOR BLVD	US 41	COUNTY	BIKE LANE	14	$378,224	$378,224	$0
25	**SAN CARLOS BLVD**	BOTH	13,070	SUMMERLIN RD	MAIN ST	STATE	BIKE LANE	14	$705,779	$705,779	$0
26	**BONITA BEACH RD**	BOTH	21,593	HICKORY BLVD	OLD 41 RD	COUNTY	BIKE LANE	14	$1,165,995	$0	$1,165,995

Table No. B
Bicycle/Pedestrian Improvements
Tiered Analysis Results

PROJECT NO.	ROADNAME	GAP TYPE	LENGTH (FT)	FROM	TO	JURISDICTION	IMPROVE. TYPE	TOTAL SCORE	TOTAL COST	UNFUNDED	FUNDED
28	**VERONICA S SHOEMAKER BLVD**	BOTH	5,023	PATRICK AVE	MLK BLVD	FORT MYERS	MULTI-USE PATH	14	$602,763	$602,763	$0
30	**ORTIZ AVE**	BOTH	13,653	PALM BEACH BLVD	MLK BLVD	COUNTY	MULTI-USE PATH	14	$1,638,381	$1,638,381	$0
31	**ORTIZ AVE**	BOTH	13,653	PALM BEACH BLVD	MLK BLVD	COUNTY	BIKE LANE	14	$737,271	$0	$737,271
33	**US 41**	ONESIDE	8,297	HICKORY	BROADWAY	STATE	MULTI-USE PATH	13	$497,820	$497,820	$0
35	**US 41**	ONESIDE	848	LYCHEE LN	CORKSCREW RD	STATE	SIDEWALK	13	$33,927	$0	$33,927
36	**METRO PKWY**	BOTH	2,279	LANDING VIEW RD	DANLEY DR	STATE	SIDEWALK	13	$182,354	$0	$182,354
37	**MAIN ST (SAN CARLOS ISLAND)**	BOTH	2,918	BOCA VISTA CT	STRINGFELLOW RD	COUNTY	MULTI-USE PATH	13	$350,218	$350,218	$0
39	**SR 31**	BOTH	7,887	BAYSHORE RD	PALM BEACH BLVD	STATE	MULTI-USE PATH	13	$946,382	$946,382	$0
42	**MCGREGOR BLVD (SR 867)**	BOTH	14,956	GLADIOLUS DR (CR 865)	CYPRESS LAKE DR	STATE	BIKE LANE	13	$807,624	$807,624	$0
43	**MAIN ST (PINE ISLAND)**	BOTH	2,918	BOCA VISTA CT	STRINGFELLOW RD	COUNTY	MULTI-USE PATH	13	$350,218	$350,218	$0
46	**HICKORY BLVD**	BOTH	11,329	ESTERO BLVD	BONITA BEACH RD	COUNTY	BIKE LANE	13	$611,784	$611,784	$0
47	**DANIELS PKWY**	ONESIDE	14,870	SIX MILE CYPRESS PKWY	JETPORT COMMERCE PKWY	COUNTY	MULTI-USE PATH	12	$892,192	$892,192	$0
48	**PALM TREE BLVD**	BOTH	846	SE 46TH TER	SE 47TH TER	CAPE CORAL	SIDEWALK	12	$67,657	$67,657	$0
51	**DANIELS PKWY**	ONESIDE	2,668	S TAMIAMI TRL	METRO PKWY	COUNTY	MULTI-USE PATH	12	$160,070	$160,070	$0
52	**METRO PKWY**	ONESIDE	484	WINKLER AVE	CENTER POINTE DR	STATE	SIDEWALK	12	$19,364	$0	$19,364

Table No. B
Bicycle/Pedestrian Improvements
Tiered Analysis Results

PROJECT NO.	ROADNAME	GAP TYPE	LENGTH (FT)	FROM	TO	JURISDICTION	IMPROVE. TYPE	TOTAL SCORE	TOTAL COST	UNFUNDED	FUNDED
53	**W TERRY ST**	BOTH	476	RAIL LINE	OLD 41 RD	BONITA SPRINGS	MULTI-USE PATH	12	$57,122	$57,122	$0
56	**DANLEY DR**	BOTH	570	TEN MILE CANAL	METRO PKWY	COUNTY	MULTI-USE PATH	12	$68,459	$68,459	$0
59	**OLEANDER ST**	BOTH	3,501	FIRST AVE	EIGHTH AVE	COUNTY	BIKE LANE	12	$189,044	$189,044	$0
60	**VETERANS PKWY**	BOTH	5,258	SANTA BARBARA BLVD	COUNTRY CLUB BLVD	COUNTY	MULTI-USE PATH	11	$630,940	$630,940	$0
62	**SIX MILE CYPRESS PKWY**	ONESIDE	307	CHALLENGER BLVD	CYPRESS GARDENS LOOP	COUNTY	MULTI-USE PATH	11	$18,439	$18,439	$0
63	**ESTERO PKWY**	BOTH	7,232	US 41	THREE OAKS PKWY	COUNTY	MULTI-USE PATH	11	$867,788	$867,788	$0
64	**HANSON ST**	BOTH	1,717	INDUSTRIAL AVE	METRO PKWY	FORT MYERS	SIDEWALK	11	$137,374	$137,374	$0
66	**METRO PKWY**	BOTH	18,682	COLONIAL BLVD	CYPRESS LAKES DR	STATE	SIDEWALK	11	$1,494,560	$1,494,560	$0
67	**METRO PKWY**	BOTH	3,716	HANSON ST	WAREHOUSE RD	STATE	SIDEWALK	11	$297,249	$297,249	$0
68	**PINE CHASE DR**	BOTH	5,970	THREE OAKS PKWY	THREE OAKS PKWY	COUNTY	MULTI-USE PATH	11	$716,432	$716,432	$0
69	**BAYSHORE RD**	ONESIDE	811	N TAMIAMI TRL	MAGNOLIA DR	STATE	MULTI-USE PATH	11	$48,677	$48,677	$0
70	**BAYSHORE RD**	BOTH	19,280	PARK 78 DR	SR 31	STATE	MULTI-USE PATH	11	$2,313,600	$2,313,600	$0
72	**COUNTRY CLUB BLVD**	BOTH	25,956	NICHOLAS PKWY	PALM TREE BLVD	CAPE CORAL	BIKE LANE	11	$1,401,648	$1,401,648	$0
73	**OLD 41 RD**	BOTH	9,472	S TAMIAMI TRL	COCKLESHELL CT	BONITA SPRINGS	BIKE LANE	11	$511,496	$511,496	$0
76	**OLD 41 RD**	ONESIDE	1,108	S TAMIAMI TRL	STRIKE LN	BONITA SPRINGS	SIDEWALK	10	$44,302	$44,302	$0

Table No. B
Bicycle/Pedestrian Improvements
Tiered Analysis Results

PROJECT NO.	ROADNAME	GAP TYPE	LENGTH (FT)	FROM	TO	JURISDICTION	IMPROVE. TYPE	TOTAL SCORE	TOTAL COST	UNFUNDED	FUNDED
77	**STRINGFELLOW RD**	BOTH	2,334	YORK RD	SANIBEL BLVD	COUNTY	SIDEWALK	10	$186,718	$186,718	$0
78	**OLD 41 RD**	BOTH	792	N TAMIAMI TRL	SAN SOUCI DR	STATE	MULTI-USE PATH	10	$95,046	$95,046	$0
79	**PALM BEACH BLVD**	ONESIDE	438	CARTAGENA AVE	LORING WAY	STATE	MULTI-USE PATH	10	$26,260	$26,260	$0
80	**PALM BEACH BLVD**	BOTH	1,974	MORSE PLAZA	I-75	STATE	MULTI-USE PATH	10	$236,926	$236,926	$0
81	**BURNT STORE RD**	BOTH	46,249	COUNTY LINE	CEITUS PKWY	COUNTY	MULTI-USE PATH	10	$5,549,877	$0	$5,549,877
87	**VETERANS PKWY**	ONESIDE	605	SW 11TH AVE	SKYLINE BLVD	COUNTY	MULTI-USE PATH	9	$36,309	$36,309	$0
90	**SANDS BLVD**	BOTH	3,831	BEACH PKWY W	CAPE CORAL PKWY	CAPE CORAL	SIDEWALK	9	$306,471	$306,471	$0
91	**SR 82**	BOTH	74,932	COLONIAL BLVD	COUNTY LINE	STATE	MULTI-USE PATH	9	$8,991,893	$0	$8,991,893
98	**ORANGE RIVER BLVD**	BOTH	10,645	PALM BEACH BLVD	ELLIS RD	COUNTY	MULTI-USE PATH	9	$1,277,379	$1,277,379	$0
101	**BURNT STORE RD**	BOTH	46,816	COUNTY LINE	CEITUS PKWY	COUNTY	MULTI-USE PATH	8	$5,617,962	$0	$5,617,962
103	**SR 82**	ONESIDE	3,144	SILVER BIRCH WAY	WALLACE AVE	STATE	MULTI-USE PATH	8	$188,647	$0	$188,647
104	**TREELINE AVE S**	ONESIDE	684	HEARTWOOD BLVD	DANIELS PKWY	COUNTY	BIKE LANE	8	$18,471	$18,471	$0
105	**SR 82**	BOTH	37,660	SUNSHINE BLVD S	COLUMBUS BLVD	STATE	MULTI-USE PATH	8	$4,519,186	$0	$4,519,186
106	**E TERRY ST**	BOTH	3,996	MORTON AVE	BONITA GRANDE DR	BONITA SPRINGS	MULTI-USE PATH	8	$479,533	$479,533	$0
110	**N TAMIAMI TRL**	BOTH	647	N TAMIAMI TRL	DEL PRADO BLVD	STATE	BIKE LANE	7	$34,939	$34,939	$0

Table No. B
Bicycle/Pedestrian Improvements
Tiered Analysis Results

PROJECT NO.	ROADNAME	GAP TYPE	LENGTH (FT)	FROM	TO	JURISDICTION	IMPROVE. TYPE	TOTAL SCORE	TOTAL COST	UNFUNDED	FUNDED
	Move Forward:			ɔ (N) and Need to find out through process which ones to put on more information (?)				TOTAL C(	$56,994,433		
										$27,495,071	
											$29,499,362

POTENTIAL FUNDING SOURCES KEY

1. NHS - National Highway System
2. STP - Surface Transportation Program
3. HSIP - Surface Transportation Program
4. SRTS - Safe Routes to School Program
5. TEA - Transportation Enhancment Activities
6. CMAQ - Congestion Mitigation/Air Quality Program
7. FLH - Federal Lands Highway Program
8. BYW - Scenic Byways

Agenda Item 8
TAC 10/06/15

REVIEW AND PROVIDE INPUT ON DRAFT CONGESTION MANAGEMENT COST FEASIBLE PROJECT LIST

RECOMMENDED ACTION: This is not an action item. The committee will review the 10 year cost feasible congestion mitigation project list (**Attachment A**) for the 2021 through 2030 time frame and provide input. Committee may also suggest additional projects.

The ongoing 2040 Long Range Transportation Plan (LRTP) update includes a congestion management component. One of the products of this Report is a 10 year cost feasible list of congestion management projects in the 2021 – 2030 time frame (**Attachment A**). The funds available for project implementation in the cost feasible list is $10 million ($1 million per year for 10 years).

Congestion management projects are usually short term, low cost projects in congested corridors and are implemented in the interim before planned major highway capacity improvements are undertaken. Or, they may be the only projects that can be implemented to relieve congestion in what could be constrained corridors. The cost feasible list in **Attachment A** includes all the unfunded projects/phases that did not make it into FDOT's Draft Tentative Work Program for FY 2017 through 2021, and those projects that were recently submitted for SIS operational funds. Committee input will be taken at the October 6th meeting where members may suggest additional projects. The committee may also like to suggest projects that address severely congested corridors from the map in **Attachment B**, which is based on a model run of 2021 through 2030 cost feasible highway projects.

CMP TEN YEAR COST FEASIBLE PROJECTS

Item #	Roadway/Project	Project Limits	Improvements	Cost	FY 2021 - FY 2030 Revenues (PDC)
	Projected 10 Year MPO Allocated Funds @ $1 Million/Year				**$ 10,000,000**
1	Colonial @ Six Mile Pkwy/Ortiz Ave Intersection Improvements	South of Rolfe's Rd to 0.06 miles west of Six Mile Cypress Pkwy/Ortiz Ave	Rebuilt median and reduce the westbound through lanes to accommodate a third westbound left turn lane on Colonial Blvd to southbound Six Mile Cypress Pkwy; Also, rebuild eastbound left turn lane on Colonial to provide an offset to maintain intersection clearance.	$ 607,950	$ 9,392,050
2	Transit Preferential Treatments on US 41 Corridor	Daniels Pkwy to Colonial Blvd	Implement a southbound bus queue jump lane and a northbound bus bypass lane on US 41 at College Pkwy; Add a second left turn bus phase at US 41/Big Pine Way; Implement TSP at 12 intersections	$ 397,000	$ 8,995,050
3	I 75 Exit Ramp Improvements	@ Alico Road	Add a second NB right turn lane at the exit ramp to address traffic back ups to near the mainline I 75 during peak hours and during high shopping activity. A second right turn lane will also eliminate the safety hazard of motorists using the adjacent left turn lane to make the right on Alico.	$ 1,200,000	$ 7,795,050
4	MLK Blvd Intersection Phasing Improvements	@ Cranford Avenue	Add protected/permissive left turn phase on SR 82	$ 40,000	$ 7,755,050
			New mast arms only if structural analyis shows signal heads cannot be supported by existing ones	$ 400,000	$ 7,355,050
		'@ Palm Ave	Add protected/permissive left turn phase	$ 40,000	$ 7,315,050
			New mast arms only if structural analyis shows signal heads cannot be supported by existing ones	$ 400,000	$ 6,915,050
5	Daniels Parkway	@ Fiddlesticks	Extend the WB left turn lane on Daniels to SB Fiddlesticks, and the EB left turn lanes on Daniels to NB Palomino Lane by 300' each	$ 500,000	$ 6,415,050
6	Winkler Ave	@ Colonial Blvd	Add a second NWbound left turn lane on Winkler Avenue to SWbound Colonial Blvd. Add also an exclusive right turn lane on Winkler Ave to NEbound Colonial Blvd. Proposed improvements will address traffic backups at this intersection approach	$ 500,000	$ 5,915,050
7	Pine Island Rd (SR 78)	Entrance to Home Depot/Low to Pondella Rd	Extend the WB right turn lane all the way to Pondella, and add a third WB through lane from Pondella to the Lowes/Home Deport Entrance. Also, modify the entrance to Lowes/Home Depot by removing the continuous right turn lane from the entrance to WB Pine Island Rd.	$ 650,000	$ 5,265,050
8	Metro Pkwy	@ Idlewild St	Conduct a study to move the existing traffic signal from Landing View Rd to Idlewild St, install new signal at Idlewild and remove existing signal at Landing	$ 750,000	$ 4,515,050
9	Alico Road Directional Signage	I 75 Ramp / Ben Hill Griffin Pkwy	Install overhead directional signage to help with wayfinding	$ 200,000	$ 4,315,050
10	Signal Timing & Coordination	Not Applicable	Signal retiming of traffic signal systems on state highways as needed @ $150,000/year for 10 years	$ 1,500,000	$ 2,815,050
11	Trafic Operation Center Operations		$300,000/year for 10 years for operation of LC Traffic Operations Center	$ 3,000,000	$ (184,950)

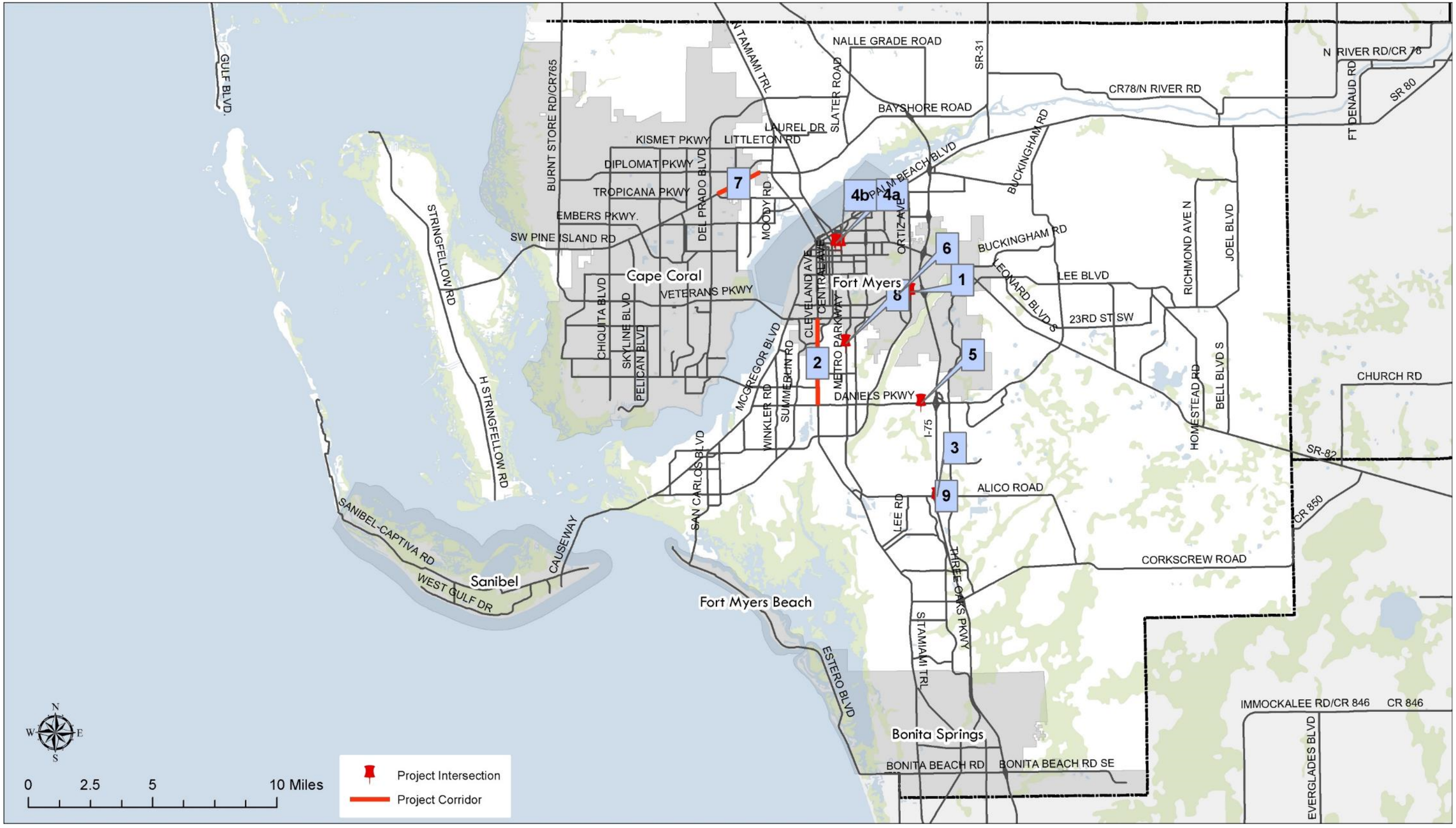


Figure 33: Preliminary Cost Feasible CMP Projects

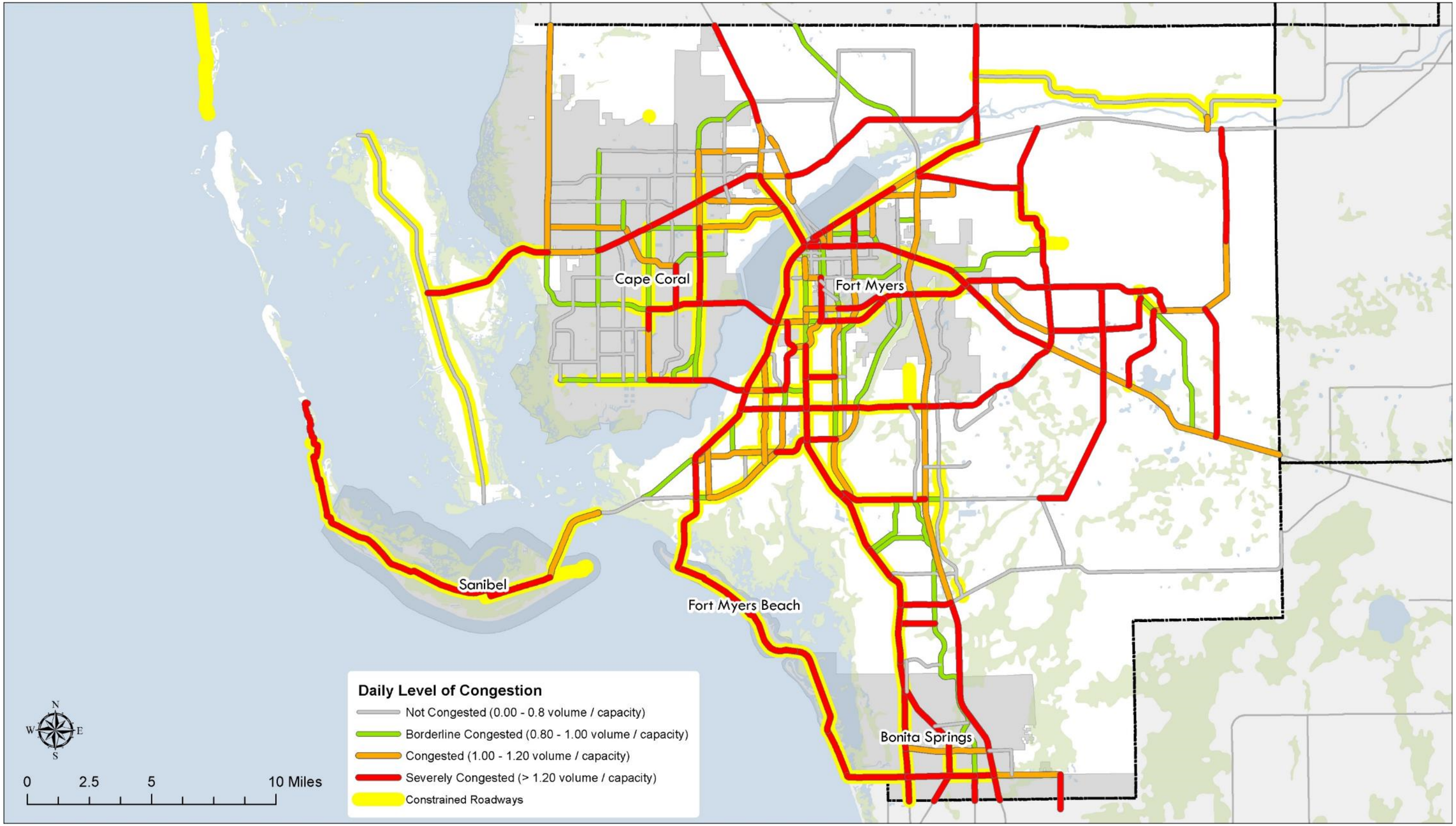


Figure 34: 2030 Volume to Capacity Ratio

Agenda Item 9
TAC/CAC 10/6/15

REVIEW AND COMMENT ON THE FDOT DRAFT TENTATIVE WORK PROGRAM

RECOMMENDED ACTIONS: Review and comment on the FDOT draft tentative work program (**attached**).

This year the draft tentative work program for FY 17 through FY 21 is being presented earlier due to the Legislative Session occurring earlier. FDOT has sent out notifications of an ePublic Hearing for the presentation of the work program starting on October 12th at 9:00am and ending at midnight on October 16th. Listed below are the four ways to participate in the hearing:

1. Go to www.swflroads.com and click on Future Projects during the times listed to watch a video about the Fiscal Year 2017-2021 Draft Tentative Work Programs, review the programs and maps, submit comments, and find information about how to contact a representative of the department with questions. The ePublic Hearing will be open and available continuously during the listed times.
2. If you do not have access to a computer or the internet, you can use a computer at a local public library in each of the 12 counties within District One during the libraries' regular operating hours.
3. FDOT representatives are available at the following locations to meet with you in person, answer any questions, and assist with website access:

- South Regional Library, 8065 Lely Cultural Parkway, Naples-Wednesday, October 14, 1 p.m. to 3 p.m.
- Port Charlotte Public Library, 2280 Aaron Street, Port Charlotte-Thursday, October 15, 10:30 a.m. to 12:30 p.m.
- Lakes Regional Library, 15290 Bass Road, Fort Myers-Thursday, October 15, 1 p.m. to 3 p.m.

4. FDOT representatives will also be available with materials for review during the hearing week at the Florida Department of Transportation District One offices located at 801 North Broadway Avenue in Bartow and 10041 Daniels Parkway in Fort Myers. You can schedule a meeting at the offices by calling 863-519-2392 (Bartow) or 239-225-1975 (Fort Myers).

The FDOT will accept comments from all interested parties if received by Friday, October 30, 2015. Mail comments to Billy L. Hattaway, P.E., District Secretary, Florida Department of Transportation, P.O. Box 1249, Bartow, FL 33831, attention Laura Lockwood, Community Liaison Administrator. You can also email comments to Ms. Lockwood at laura.lockwood@dot.state.fl.us

Attached is a draft of the tentative work program for the Committees review and input and the MPO staff provide comments at the meeting after we have had a chance to review it.

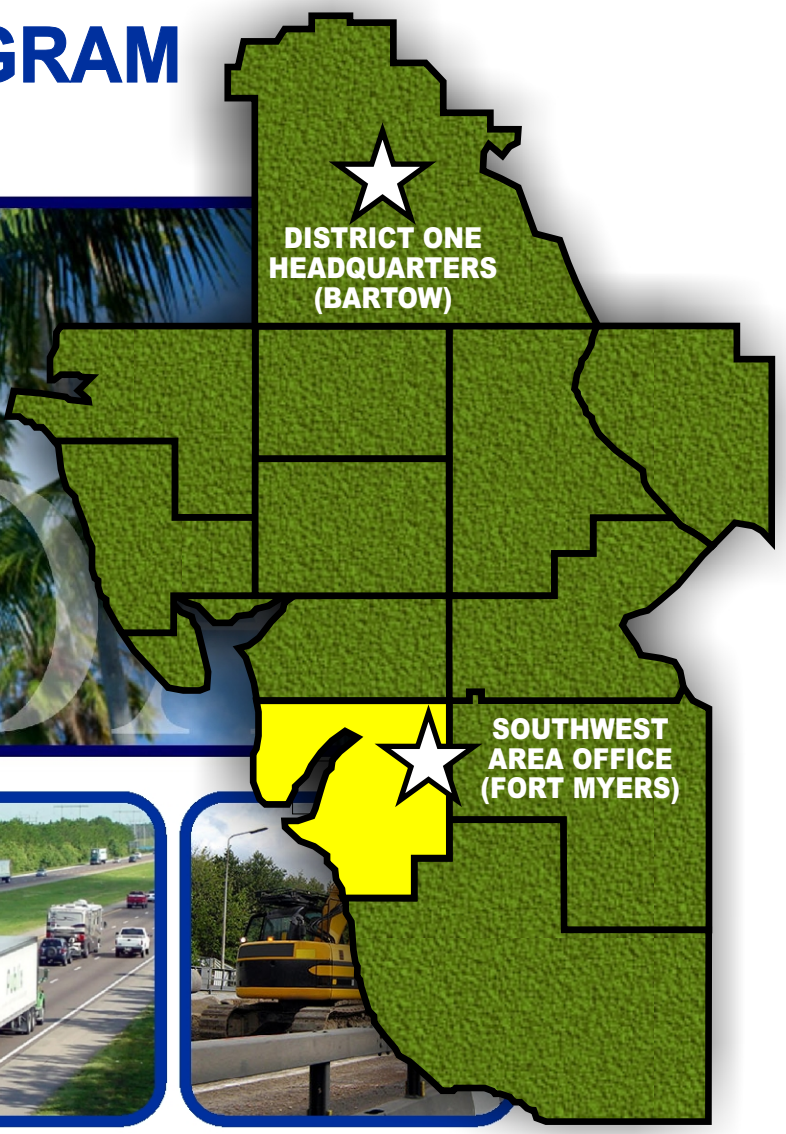
Centennial FDOT 1915 ★ 2015

Florida Department of
TRANSPORTATION - DISTRICT ONE

DRAFT

LEE COUNTY

TENTATIVE FIVE YEAR WORK PROGRAM
FISCAL YEARS 2017-2021



MISSION STATEMENT

The Department will provide a safe, interconnected statewide transportation system for Florida's citizens and visitors that ensures the mobility of people and goods, while enhancing economic prosperity and sustaining the quality of our environment.

Robin Stublen
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CURRENTLY REPORTED ACTIVE FUND CODES

ACSA	Advance Construction (SA)
ACSU	Advance Construction (SU)
DDR	District Dedicated Revenue
DI	State-Statewide Inter/Intrastate Highway
DIH	State In-house Product Support
DPTO	State PTO
DS	State Primary Highways and PTO
DU	State Primary/Federal Reimbursement
FAA	Federal Aviation Administration
FTA	Federal Transit Administration
FTAT	FHWA Transfer to FTA (non-bud)
GMR	General Revenue for SIS
HSP	Highway Safety Program
LF	Local Funds
LFP	Local Fund for Participating
PL	Metro Plan (85% FA; 15% other)
SA	STP, Any Area
SU	STP, Urban Areas > 200k
ACTU	Advance Construction TALU
NHRE	NAT HWY Perform Resurfacing
TALT	Transportation ALTS Any Area
TALU	Transportation ALTS> 200K
TRWR	Trans Regional Incentive Prog

HIGHWAYS

FPN: 4350071 **Project/Location:** ALLEN PARK ELEMENTAR Y SIDEWALK AT VARIOUS LOCATIONS

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	LFP	$17,500				
CST	TALU		$231,082			
Project Total:		$17,500	$231,082			

FPN: 4381021 **Project/Location:** ANDALUSIA BOULEVARD FROM SR 78 TO DIPLOMAT PARKWAY

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU					$126,000
Project Total:						$126,000

FPN: 4351141 **Project/Location:** BONITA ELEMENTARY VARIOUS LOCATIONS

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU		$195,000			
CST	TALU				$575,710	
Project Total:			$195,000		$575,710	

FPN: 4137141 **Project/Location:** BONITA SPRINGS TRAFFIC SIGNAL REIMBURSEMENT

Desc: TRAFFIC SIGNALS

Project Length: 3.296 **Begin Mile Post:** 1.124 **End Mile Post:** 4.420

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR	$32,538	$34,500	$35,535	$36,601	$37,699
Project Total:		$32,538	$34,500	$35,535	$36,601	$37,699

FPN: 4369281 **Project/Location:** BURNT STORE RD FROM VAN BUREN PARKWAY TO CHARLOTTE CO/LINE

Desc: PD&E/EMO STUDY

Project Length: 5.533 **Begin Mile Post:** 3.615 **End Mile Post:** 9.148

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PDE	SU				$2,475,000	
Project Total:					$2,475,000	

FPN: 4313301 **Project/Location:** CAPE CORAL SIDEWALKS

Desc: SIDEWALK

Project Length: 0.617 **Begin Mile Post:** 5.191 **End Mile Post:** 5.808

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALT		$66,000			
CST	LFP				$81,077	
CST	TALT				$152,941	
CST	TALU				$77,484	
Project Total:			$66,000		$311,502	

FPN: 4136361 **Project/Location:** CAPE CORAL TRAFFIC SIGNALS REIMBURSEMENT

Desc: TRAFFIC SIGNALS

Project Length: 2.243 **Begin Mile Post:** 7.514 **End Mile Post:** 9.757

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR	$27,960	$28,029	$28,870	$34,653	$35,693
Project Total:		$27,960	$28,029	$28,870	$34,653	$35,693

FPN: 4308921 **Project/Location:** CHIQUITA BLVD FROM SR 78 (PINE ISLAND) NW 4TH ST

Desc: SIDEWALK

Project Length: 1.403 **Begin Mile Post:** 6.252 **End Mile Post:** 7.655

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	LFP	$9,889				
CST	TALT	$266,650				
Project Total:		$276,539				

FPN: 4349951 **Project/Location:** CHIQUTA BLVD FROM GLEASON PKWY TO 12TH TERRACE

Desc: SIDEWALK

Project Length: 2.587 **Begin Mile Post:** 3.065 **End Mile Post:** 5.652

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU	$251,000				
CST	SA			$124,423		
CST	SU			$894,411		
CST	TALT			$125,953		
Project Total:		$251,000		$1,144,787		

FPN: 4383751 **Project/Location:** COLLEGE PARKWAY AT WHISKEY CREEK DRIVE - OFF SYSTEM

Desc: INTERSECTION IMPROVEMENT

Project Length: 0.100 **Begin Mile Post:** 1.000 **End Mile Post:** 1.100

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	HSP		$576,044			
CST	SA		$20,000			
Project Total:			$596,044			

FPN: 4353581 **Project/Location:** CONNECTICUT STREET FROM ESTERO BLVD TO ESTERO BAY

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALT		$85,000			
PE	TALU		$39,472			
CST	TALT				$330,160	
Project Total:			$124,472		$330,160	

FPN: 4380971 **Project/Location:** CORONADO ROAD FROM CORTEZ BLVD TO US 41

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU					$81,000
Project Total:						$81,000

FPN: 4354221 **Project/Location:** CR 765/BURNT STORE RD FROM TROPICANA PKWY TO DIPLOMAT PARKWAY

Desc: ADD LANES & RECONSTRUCT

Project Length: 0.744 **Begin Mile Post:** 2.030 **End Mile Post:** 2.774

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	LFP	$1,764,753	$735,247			
CST	TRWR	$1,764,753	$735,247			
Project Total:		$3,529,506	$1,470,494			

FPN: 4353471 **Project/Location:** CR 887 (OLD US 41) FROM COLLIER COUNTY LINE TO BONITA BEACH RD

Desc: PD&E/EMO STUDY

Project Length: 1.180 **Begin Mile Post:** 0.000 **End Mile Post:** 1.180

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PDE	SU			$2,010,000		
Project Total:				$2,010,000		

FPN: 4308891 **Project/Location:** DIPLOMAT PKWY FROM DEL PRADO BLVD TO NE 24TH AVE

Desc: SIDEWALK

Project Length: 1.036 **Begin Mile Post:** 6.146 **End Mile Post:** 7.182

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	LFP				$29,363	
CST	TALT				$350,140	
Project Total:					$379,503	

FPN: 4369551 **Project/Location:** FOWLER ST AT SR 884 (COLONIAL BLVD)

Desc: INTERSECTION IMPROVEMENT

Project Length: 0.208 **Begin Mile Post:** 0.566 **End Mile Post:** 0.700

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SA				$205,000	
Project Total:					$205,000	

FPN: 4136381 **Project/Location:** FT MYERS BEACH TRAFFIC SIGNALS REIMBURSEMENT

Desc: TRAFFIC SIGNALS

Project Length: 0.050 **Begin Mile Post:** 0.000 **End Mile Post:** 0.050

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR	$3,296	$3,494	$3,599	$3,707	$3,818
Project Total:		$3,296	$3,494	$3,599	$3,707	$3,818

FPN: 4136371 **Project/Location:** FT MYERS TRAFFIC SIGNALS REIMBURSEMENT

Desc: TRAFFIC SIGNALS

Project Length: 3.617 **Begin Mile Post:** 19.694 **End Mile Post:** 23.311

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR	$264,689	$274,396	$287,402	$296,024	$304,905
Project Total:		$264,689	$274,396	$287,402	$296,024	$304,905

FPN: 4383731 **Project/Location:** GUNNERY ROAD AT 8TH STREET SOUTHWEST

Desc: INTERSECTION IMPROVEMENT

Project Length: 0.008 **Begin Mile Post:** 1.642 **End Mile Post:** 1.650

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	HSP		$1,224,819			
CST	SA		$20,000			
Project Total:			$1,244,819			

FPN: 4367981 **Project/Location:** HANSON ST FROM US 41 TO MONTCLAIRE AVE

Desc: SIDEWALK

Project Length: 0.317 **Begin Mile Post:** 0.520 **End Mile Post:** 0.837

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	LFP			$10,000		
CST	SU				$315,572	
Project Total:				$10,000	$315,572	

FPN: 4130651 **Project/Location:** I-75 AT SR 884 (COLONIAL BLVD) INTERCHANGE

Desc: INTERCHANGE IMPROVEMENT

Project Length: 0.500 **Begin Mile Post:** 20.800 **End Mile Post:** 21.300

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ROW	DI				$2,943,961	
ROW	DIH				$43,347	
Project Total:					$2,987,308	

FPN: 4313241 **Project/Location:** JEFFCOTT STREET FROM US 41 (SR 45) TO FOWLER STREET

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU	$145,000				
CST	TALT			$424,917		
Project Total:		$145,000		$424,917		

FPN: 4313211 **Project/Location:** JOHN YARBOROUGH LINEAR PARK PHASE IV FEASIBILITY STUDY

Desc: PEDESTRIAN SAFETY IMPROVEMENT

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PLN	ACTU	$170,000				
PLN	LF	$80,000				
Project Total:		$250,000				

FPN: 4126364 **Project/Location:** LEE COUNTY COMPUTER SIGNAL SYSTEM UPDATE PHASE II

Desc: ATMS - ARTERIAL TRAFFIC MGMT

Project Length: 0.002 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU	$200,000				
DSB	ACSU	$3,651,858				
DSB	DDR	$5,513,490				
DSB	DIH	$102,500				
DSB	SU	$2,130,043				
Project Total:		$11,597,891				

FPN: 4126366 **Project/Location:** LEE COUNTY COMPUTER SIGNAL SYSTEM UPDATE PHASE III

Desc: ATMS - ARTERIAL TRAFFIC MGMT

Project Length: 0.100 **Begin Mile Post:** 0.000 **End Mile Post:** 0.100

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	DIH			$50,000		
PE	SA			$400,000		
Project Total:				$450,000		

FPN: 4126721 **Project/Location:** LEE COUNTY TRAFFIC SIGNALS REIMBURSEMENT

Desc: TRAFFIC SIGNALS

Project Length: 9.184 **Begin Mile Post:** 0.900 **End Mile Post:** 10.084

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR	$510,169	$519,310	$534,889	$560,771	$577,594
Project Total:		$510,169	$519,310	$534,889	$560,771	$577,594

FPN: 1957641 **Project/Location:** LEE MPO IDENTIFIED OPERATIONAL IMPROVMENTS FUNDING

Desc: TRAFFIC OPS IMPROVEMENT

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	SU				$224,606	$199,977
Project Total:					$224,606	$199,977

FPN: 4354321 **Project/Location:** LEE TRAN BUS PULLOUTS ON REGIONAL ROADWAYS

Desc: TRANSIT IMPROVEMENT

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	LFP		$1,000,000			
CST	TRWR		$1,000,000			
Project Total:			$2,000,000			

FPN: 4351121 **Project/Location:** OLD BURNT STORE RD FROM EMBERS PARKWAY TO TROPICANA PARKWAY

Desc: BIKE PATH/TRAIL

Project Length: 1.100 **Begin Mile Post:** 0.000 **End Mile Post:** 1.100

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU			$204,683		
Project Total:				$204,683		

FPN: 4349941 **Project/Location:** PELICAN ELEMENTARY SIDEWALKS VARIOUS LOCATIONS

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	LFP	$37,982				
CST	TALT		$6,279			
CST	TALU		$204,798			
Project Total:		$37,982	$211,077			

FPN: 4369261 **Project/Location:** PINE ISLAND RD FROM STRINGFELLOW RD TO VETERANS PKWY

Desc: PD&E/EMO STUDY

Project Length: 5.466 **Begin Mile Post:** 0.001 **End Mile Post:** 5.467

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PDE	SU					$1,100,000
Project Total:						$1,100,000

FPN: 4328981 **Project/Location:** QUEENS DRIVE AND RICHMOND AVENUE SAFE ROUTES TO SCHOOL

Desc: SIDEWALK

Project Length: 0.100 **Begin Mile Post:** 0.000 **End Mile Post:** 0.100

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	TALU	$20,000				
CST	TALU	$363,445				
Project Total:		$383,445				

PHASE CODES ADM – Administration ● CAP – Capitol Improvement ● CS – Construction ● DSB – Design Build ● ENV – Environmental ● INC – Contract Incentives ● LAR – Local Government Reimbursement ● MNT – Bridge/Rdway/Contract Maint ● MSC – Miscellaneous ● OPS – Operations ● PE – Prelim Engineering ● PDE – Project Dev and Enviro ● PLN – Planning ● RES – Research ● ROW – Right of Way ● RRU – Railroad Utilities

FPN: 4349891 **Project/Location:** RAY POTTEROFF ELEMENTARY AT VARIOUS LOCATIONS

Desc: SIDEWALK

Project Length: 0.436 **Begin Mile Post:** 3.369 **End Mile Post:** 3.804

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	TALT	$210,406				
Project Total:		$210,406				

FPN: 4313291 **Project/Location:** SE 8TH STREET FROM CULTURAL PARK BLVD TO SANTA BARBARA BLVD

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	LF		$20,000			
CST	TALT		$246,568			
Project Total:			$266,568			

FPN: 4350221 **Project/Location:** SIXMILE CYPRESS PKWY FROM WINKLER AVE EXT TO CHALLENGER BLVD

Desc: BIKE PATH/TRAIL

Project Length: 0.837 **Begin Mile Post:** 5.421 **End Mile Post:** 6.258

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	SU		$371,261			
Project Total:			$371,261			

FPN: 4332321 **Project/Location:** SKYLINE BLVD FROM GLEASON PKWY TO SW 26TH STREET

Desc: SIDEWALK

Project Length: 0.795 **Begin Mile Post:** 2.045 **End Mile Post:** 2.840

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	ACTU	$179,619				
CST	TALU	$36,924				
Project Total:		$216,543				

FPN: 4332341 **Project/Location:** SKYLINE BLVD FROM VETERANS MEMORIAL PKWY TO TRAFALGAR PKWY

Desc: SIDEWALK

Project Length: 1.101 **Begin Mile Post:** 3.048 **End Mile Post:** 4.149

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	TALT	$257,518				
Project Total:		$257,518				

FPN: 4381011 **Project/Location:** SOUTH ST SIDEWALK FROM US 41/CLEVELAND AVE TO SR 739/FOWLER ST

Desc: SIDEWALK

Project Length: 0.060 **Begin Mile Post:** 22.730 **End Mile Post:** 22.790

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU					$81,000
Project Total:						$81,000

FPN: 4366381 **Project/Location:** SR 31 FROM OLD RODEO ROAD TO CHARLOTTLE C/L

Desc: RESURFACING

Project Length: 3.044 **Begin Mile Post:** 1.640 **End Mile Post:** 4.684

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DIH	$276,142				
CST	SA	$2,675,793				
Project Total:		$2,951,935				

FPN: 4349391 **Project/Location:** SR 45 (US 41) FROM ALICO RD TO DANIELS PKWY

Desc: RESURFACING

Project Length: 4.015 **Begin Mile Post:** 13.025 **End Mile Post:** 17.040

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	DDR	$100,000				
CST	DDR	$7,254,604				
CST	DIH	$112,574				
CST	DS	$3,008,195				
Project Total:		$10,475,373				

FPN: 4369312 **Project/Location:** SR 45 (US 41) FROM LITTLETON RD TO FORK RD

Desc: SIDEWALK

Project Length: 1.101 **Begin Mile Post:** 27.940 **End Mile Post:** 29.041

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU		$205,000			
CST	DDR				$72,068	
CST	SU				$649,709	
Project Total:			$205,000		$721,777	

FPN: 4350201 **Project/Location:** SR 45 (US 41) FROM N OF DELPRADO TO FOUNTAINVIEW BLVD

Desc: SIDEWALK

Project Length: 1.130 **Begin Mile Post:** 29.966 **End Mile Post:** 31.096

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DS	$14,350				
CST	SU	$314,279				
Project Total:		$328,629				

FPN: 4350251 **Project/Location:** SR 45 (US 41) FROM N OF DEL PRADO BLVD TO TARA BLVD

Desc: SIDEWALK

Project Length: 1.575 **Begin Mile Post:** 29.966 **End Mile Post:** 31.541

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DS	$25,625				
CST	SU	$572,895				
Project Total:		$598,520				

FPN: 4350241 **Project/Location:** SR 45 (US 41) FROM SR 739 (US 41 BUS) TO S OF DEL PRADO BLVD

Desc: SIDEWALK

Project Length: 0.805 **Begin Mile Post:** 29.041 **End Mile Post:** 29.846

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DS	$19,475				
CST	SU	$539,286				
Project Total:		$558,761				

FPN: 4369311 **Project/Location:** SR 45 (US 41) FROM SR 78 TO LITTLETON RD

Desc: SIDEWALK

Project Length: 1.017 **Begin Mile Post:** 26.923 **End Mile Post:** 27.940

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU		$205,000			
CST	DDR				$34,222	
CST	SU				$1,263,718	
Project Total:			$205,000		$1,297,940	

FPN: 4313341 **Project/Location:** SR 739 (METRO PKWY) FROM DANIELS PARKWAY TO WINKLER AVENUE

Desc: ADD LANES & RECONSTRUCT

Project Length: 4.053 **Begin Mile Post:** 4.257 **End Mile Post:** 8.310

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	DDR		$130,000			$100,000
ROW	DDR			$2,896,092	$9,502,817	$9,590,998
ROW	DIH			$200,000	$500,000	$542,560
ROW	DS				$4,622,645	$5,396,016
Project Total:			$130,000	$3,096,092	$14,625,462	$15,629,574

FPN: 4349641 **Project/Location:** SR 739 (METRO PKWY) FROM WAREHOUSE ROAD TO HANSON STREET

Desc: RESURFACING

Project Length: 0.736 **Begin Mile Post:** 8.838 **End Mile Post:** 9.574

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DDR	$692,504				
Project Total:		$692,504				

FPN: 4353481 **Project/Location:** SR 78 (BAYSHORE RD) FROM PARK 78 DRIVE TO SR 31

Desc: BIKE PATH/TRAIL

Project Length: 3.572 **Begin Mile Post:** 20.832 **End Mile Post:** 24.404

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PDE	DDR	$1,000,000				
PDE	DIH	$30,000				
Project Total:		$1,030,000				

FPN: 4347071 **Project/Location:** SR 78 (PINE ISLAND RD) SIDEWALK AT VARIOUS LOCATIONS

Desc: BIKE PATH/TRAIL

Project Length: 5.580 **Begin Mile Post:** 5.400 **End Mile Post:** 10.980

Comments: 32ND PL TO BURNT STORE & CULTURAL PARK BLVD TO ANDALUSIA BLV

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DDR		$10,775			
CST	SA		$444,548			
Project Total:			$455,323			

FPN: 4136951 **Project/Location:** SR 78 (PINE ISLAND) FROM BURNT STORE ROAD TO W OF CHIQUITA BLVD

Desc: ADD LANES & RECONSTRUCT

Project Length: 1.940 **Begin Mile Post:** 5.467 **End Mile Post:** 7.407

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
RPY	ACSA	$3,806,887				
Project Total:		$3,806,887				

FPN: 4350231 **Project/Location:** SR 78/PINE ISLAND RD FROM CHIQUITA BLVD TO SANTA BARBARA BLVD

Desc: BIKE LANE/SIDEWALK

Project Length: 2.243 **Begin Mile Post:** 7.514 **End Mile Post:** 9.757

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DS	$28,700				
CST	SU	$570,625				
Project Total:		$599,325				

FPN: 4298231 **Project/Location: SR 80 FROM SHORELAND DRIVE TO CR 80 (BUCKINGHAM RD)**

Desc: BIKE PATH/TRAIL
Project Length: 4.493 **Begin Mile Post:** 6.080 **End Mile Post:** 10.573
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	SU	$70,000				
CST	SA		$437,874			
CST	SU		$3,250,713			
Project Total:		$70,000	$3,688,587			

FPN: 4353411 **Project/Location: SR 80 SHARED USE PATH VARIOUS LOCATIONS**

Desc: BIKE PATH/TRAIL
Project Length: 4.396 **Begin Mile Post:** 6.245 **End Mile Post:** 10.641
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	SU					$2,049,630
Project Total:						$2,049,630

FPN: 4258413 **Project/Location: SR 82 FROM ALABAMA ROAD S TO HOMESTEAD ROAD S**

Desc: ADD LANES & RECONSTRUCT
Project Length: 3.466 **Begin Mile Post:** 14.961 **End Mile Post:** 18.427
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	DDR				$50,000	$100,000
ROW	DDR	$385,061				
Project Total:		$385,061			$50,000	$100,000

FPN: 4258411 **Project/Location: SR 82 FROM CR 884 (LEE BLVD) TO SHAWNEE ROAD**

Desc: ADD LANES & RECONSTRUCT
Project Length: 4.462 **Begin Mile Post:** 7.082 **End Mile Post:** 11.544
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	SU	$30,000	$100,000			
RRU	DDR		$500,000			
RRU	LF		$2,373,985			
CST	DDR		$50,051,394			
CST	DI		$15,387,534			
CST	DIH		$722,214			
INC	DI					$2,500,000
Project Total:		$30,000	$69,135,127			$2,500,000

FPN: 4380081 **Project/Location: SR 82 FROM ROCKFILL RD TO ORTIZ AVE**

Desc: RESURFACING
Project Length: 1.175 **Begin Mile Post:** 2.651 **End Mile Post:** 3.826
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	DIH	$100,000				
ENV	DS	$10,000		$15,000		
CST	DIH			$250,644		
CST	SA			$4,525,614		
Project Total:		$110,000		$4,791,258		

FPN: 4337261 **Project/Location:** SR 865 (SAN CARLOS) FROM ESTERO BLVD TO CR 869 (SUMMERLIN RD)

Desc: PD&E/EMO STUDY

Project Length: 3.122 **Begin Mile Post:** 0.000 **End Mile Post:** 3.122

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU			$3,524,972		
Project Total:				$3,524,972		

FPN: 4308861 **Project/Location:** SR 865 (SIX MILE CYPRESS PKWY) AT US 41 (SR 45)

Desc: INTERSECTION IMPROVEMENT

Project Length: 0.314 **Begin Mile Post:** 9.457 **End Mile Post:** 9.771

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU	$75,000				
ENV	SU	$100,000				
CST	DS		$25,272			
CST	SU		$1,220,950			
Project Total:		$175,000	$1,246,222			

FPN: 4308871 **Project/Location:** SR 867 (MCGREGOR BLVD) FROM ROYAL PALM SQ TO CR 884 (COLONIAL)

Desc: SIDEWALK

Project Length: 0.192 **Begin Mile Post:** 6.293 **End Mile Post:** 6.485

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DS		$11,583			
CST	SU		$505,638			
Project Total:			$517,221			

FPN: 4332211 **Project/Location:** SR 867 (MCGREGOR BLVD) FROM TANGLEWOOD PARKWAY TO BRENTWOOD PARKWAY

Desc: SIDEWALK

Project Length: 0.272 **Begin Mile Post:** 5.449 **End Mile Post:** 5.721

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DS		$6,381			
CST	SU		$155,908			
Project Total:			$162,289			

FPN: 4380071 **Project/Location:** SR 876 FROM WEST OF I-75 TO REST AREA

Desc: RESURFACING

Project Length: 0.513 **Begin Mile Post:** 7.247 **End Mile Post:** 7.760

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	DIH	$100,000				
ENV	DS		$15,000	$25,000		
CST	DDR			$397,607		
CST	DIH			$200,048		
CST	NHRE			$507,606		
CST	SA			$1,591,504		
Project Total:		$100,000	$15,000	$2,721,765		

FPN: 4381511 **Project/Location:** SUMMERLIN RD SHARED USE PATH FROM LAKEWOOD BLVD TO CYPRESS LAKE BLVD

Desc: SIDEWALK

Project Length: 1.070 **Begin Mile Post:** 6.750 **End Mile Post:** 7.820

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU					$202,000
Project Total:						$202,000

FPN: 4313311 **Project/Location:** SW 20TH AVE FROM VETERAN PKWY TO 30TH TERRACE

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	TALT		$123,712			
Project Total:			$123,712			

FPN: 4381001 **Project/Location:** SW 20TH AVE FROM VETERANS PKWY TO 1900' SOUTH OF TRAFALGAR PKWY

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	SU					$319,734
Project Total:						$319,734

FPN: 4381561 **Project/Location:** SW 29TH AVE SIDEWALKS FROM CEITUS PARKWAY TO SW 3RD LANE

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU					$61,000
Project Total:						$61,000

FPN: 4381451 **Project/Location:** TICE ELEMENTARY SIDEWALKS AT VARIOUS LOCATIONS

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU					$125,000
Project Total:						$125,000

FPN: 4349931 **Project/Location:** TROPICANA PKWY FROM W BURNT STORE RD TO W OF CHIQUITA BLVD

Desc: SIDEWALK

Project Length: 2.012 **Begin Mile Post:** 0.000 **End Mile Post:** 2.012

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	LFP		$90,720			
CST	TALT			$13,503		
CST	TALU			$465,578		
Project Total:			$90,720	$479,081		

FPN: 4350211 **Project/Location: TROPICANA PKWY FROM CHIQUITA BLVD TO SANTA BARBARA BLVD**

Desc: SIDEWALK
Project Length: 1.921 **Begin Mile Post:** 2.100 **End Mile Post:** 4.021
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU	$77,559				
CST	LFP		$54,500			
CST	SU		$415,825			
Project Total:		$77,559	$470,325			

FPN: 4308881 **Project/Location: US 41 (SR 45) FROM SAN CARLOS BLVD TO SR 739**

Desc: BIKE LANE/SIDEWALK
Project Length: 2.610 **Begin Mile Post:** 10.390 **End Mile Post:** 13.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU					$350,000
Project Total:						$350,000

FPN: 4313131 **Project/Location: US 41 (SR 45) FROM WINKLER AVENUE TO SR 82**

Desc: RESURFACING
Project Length: 2.388 **Begin Mile Post:** 21.033 **End Mile Post:** 23.421
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	DS	$115,000				
CST	DIH		$210,600			
CST	DS		$6,724,163			
CST	HSP		$6,406,825			
CST	SA		$1,479,723			
Project Total:		$115,000	$14,821,311			

FPN: 4365471 **Project/Location: US 41 AT COLLEGE PKWY/WOODLAND BLVD**

Desc: INTERSECTION IMPROVEMENT
Project Length: 0.188 **Begin Mile Post:** 17.652 **End Mile Post:** 17.840
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	DIH	$10,000				
PE	HSP	$141,015				
CST	DIH			$10,820		
CST	DS			$8,846		
CST	HSP			$176,939		
Project Total:		$151,015		$196,605		

HIGHWAYS TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
$40,267,551	$98,902,383	$19,944,455	$25,431,296	$23,884,624

MISCELLANEOUS

FPN: 4369721 **Project/Location:** BLUETOAD TRAFFIC MONITORS AT VARIOUS LOCATIONS

Desc: ATMS - ARTERIAL TRAFFIC MGMT

Project Length: 0.001 **Begin Mile Post:** 0.001 **End Mile Post:** 0.002

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SA				$40,000	
CST	SU					$45,000
Project Total:					$40,000	$45,000

FPN: 4299601 **Project/Location:** LEE COUNTY TRAFFIC MANAGEMENT CENTER OPERATIONS

Desc: TRAFFIC MANAGEMENT CENTERS

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	SU	$300,000	$300,000	$300,000	$300,000	$300,000
Project Total:		$300,000	$300,000	$300,000	$300,000	$300,000

FPN: 4380981 **Project/Location:** SIGNAL TIMING & COORDINATION W/ LEE COUNTY AT VARIOUS LOCATIONS

Desc: TRAFFIC SIGNAL UPDATE

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU					$151,000
Project Total:						$151,000

FPN: 4381521 **Project/Location:** TRANSIT BUS QUEUE JUMPS US 41/COLLEGE PKWY TSP DANIELS TO COLONIAL

Desc: TRAFFIC SIGNAL UPDATE

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU					$398,000
Project Total:						$398,000

MISCELLANEOUS TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
$300,000	$300,000	$300,000	$340,000	$894,000

TRANSPORTATION PLANNING

FPN: **4383601** **Project/Location:** **LEE COUNTY MPO 2020/2021**

Desc: TRANSPORTATION PLANNING

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PLN	PL					$689,626
Project Total:						$689,626

FPN: **4318081** **Project/Location:** **LEE COUNTY MPO FY 2017/2018 UPWP**

Desc: TRANSPORTATION PLANNING

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PLN	PL	$689,626	$689,626			
Project Total:		$689,626	$689,626			

FPN: **4348561** **Project/Location:** **LEE COUNTY MPO FY 2018/2019 UPWP**

Desc: TRANSPORTATION PLANNING

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PLN	PL			$689,626	$689,626	
Project Total:				$689,626	$689,626	

TRANSPORTATION PLANNING TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
$689,626	$689,626	$689,626	$689,626	$689,626

FLP: AVIATION

FPN: 4300001 **Project/Location:** LEE CNTY PORT AUTHORITY SW FL INT'L APT N PROPERTY UTILITIES AND ROADS

Desc: AVIATION SAFETY PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DPTO		$2,582,253	$1,817,747		
CAP	LF		$2,582,253	$1,817,747		
Project Total:			$5,164,506	$3,635,494		

FPN: 4313681 **Project/Location:** PAGE FIELD APT REHAB RW 5/23 AND 13/31 ASSOCIATED TW SYS AND APRONS

Desc: AVIATION PRESERVATION PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments: CONTRACT NUMBER AR357

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DDR	$91,395		$3,000,000	$3,500,000	
CAP	DPTO	$272,000				
CAP	FAA	$4,000,800				
CAP	LF	$159,395		$750,000	$3,500,000	
Project Total:		$4,523,590		$3,750,000	$7,000,000	

FPN: 4309791 **Project/Location:** SW FL INT'L AIRPORT PAVEMENT REHAB OF ROADS

Desc: AVIATION PRESERVATION PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DDR	$1,000,000	$3,675,000			
CAP	LF	$1,000,000	$3,675,000			
Project Total:		$2,000,000	$7,350,000			

FPN: 4313671 **Project/Location:** SW FL INT'L APT AIRSIDE PAVEMENT REHAB

Desc: AVIATION PRESERVATION PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DDR	$505,862				
CAP	DPTO	$2,569,138				
CAP	LF	$3,075,000				
Project Total:		$6,150,000				

FPN: 4295111 **Project/Location:** SW FL INT'L APT ARFF CRASH VEHICLE

Desc: AVIATION SAFETY PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DPTO					$772,368
CAP	LF					$772,368
Project Total:						$1,544,736

FLP: AVIATION TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
$12,673,590	$12,514,506	$7,385,494	$7,000,000	$1,544,736

FLP: INTERMODAL

FPN: 4387511 **Project/Location:** LEETRAN

Desc: SOUTH AREA TRANSFER CENTER W/PARK AND RIDE LOTS
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DDR		$627,245	$580,957		
CAP	DPTO		$1,200,000			
CAP	LF		$1,827,245	$580,957		
Project Total:			$3,654,490	$1,161,914		

FPN: 4184251 **Project/Location:** SOUTHWEST FLORIDA INTERNATIONAL AIRPORT MIDFIELD ENTRANCE ROAD

Desc: AVIATION CAPACITY PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments: EXPAND MIDFIELD ENTRANCE ROAD...(SIS PROJECT)

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DDR		$1,000,000			
CAP	DPTO	$1,505,653				
CAP	LF	$1,505,653	$1,000,000			
Project Total:		$3,011,306	$2,000,000			

FLP: INTERMODAL TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
$3,011,306	$5,654,490	$1,161,914		

FLP: MULTIMODAL FACILITY

FPN: **4314141** **Project/Location:** **ROSA PARKS DOWNTOWN INTERMODAL CAPACITY IMPROVEMENTS**

Desc: INTERMODAL HUB CAPACITY

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	GMR		$6,000,000			
Project Total:			$6,000,000			

FLP: MULTIMODAL FACILITY TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
	$6,000,000			

FLP: TRANSIT

FPN: 4073291 **Project/Location: LEE COUNTY - TRANSIT SYSTEM - OPERATING ASSISTANCE - CORRIDOR**

Desc: URBAN CORRIDOR IMPROVEMENTS

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments: CORRIDOR DEVELOPMENT

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR			$1,385,854		
OPS	DPTO	$1,615,085	$1,668,463	$323,400	$1,760,542	
OPS	LF	$1,615,085	$1,668,463	$1,709,254	$1,760,542	
Project Total:		$3,230,170	$3,336,926	$3,418,508	$3,521,084	

FPN: 4101251 **Project/Location: LEE COUNTY FTA SECTION 5311 OPERATING ASSISTANCE**

Desc: OPERATING/ADMIN. ASSISTANCE

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments: SECTION 5311 RURAL AND SMALL AREAS PARATRANSIT OPERATING

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DU	$200,584	$200,584	$200,584	$200,584	$184,582
OPS	LF	$200,584	$200,584	$200,584	$200,584	$184,582
Project Total:		$401,168	$401,168	$401,168	$401,168	$369,164

FPN: 4101471 **Project/Location: LEE COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE**

Desc: CAPITAL FOR FIXED ROUTE

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments: SECTION 5307 URBANIZED AREAS

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	FTA	$6,137,832	$6,137,832	$6,137,832	$5,833,046	$5,787,589
CAP	LF	$1,534,458	$1,534,458	$1,534,458	$1,458,262	$1,446,897
Project Total:		$7,672,290	$7,672,290	$7,672,290	$7,291,308	$7,234,486

FPN: 4101151 **Project/Location: LEE COUNTY MPO TRANSIT PLANNING FTA 5305 (D)**

Desc: MODAL SYSTEMS PLANNING

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments: SECTION 5305(D) METROPOLITAN PLANNING

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PLN	DPTO	$18,355	$18,906	$18,906	$19,700	$19,090
PLN	DU	$146,839	$151,244	$151,244	$157,598	$152,720
PLN	LF	$18,355	$18,906	$18,906	$19,700	$19,090
Project Total:		$183,549	$189,056	$189,056	$196,998	$190,900

FPN: 4101401 **Project/Location: LEE COUNTY TRANSIT SYSTEM - (LCTS) OPERATING ASSISTANCE BLOCK GRANT**

Desc: OPERATING FOR FIXED ROUTE

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR	$251,674				
OPS	DPTO	$1,638,639	$1,939,181	$2,003,200	$2,103,360	$2,208,528
OPS	LF	$1,890,313	$1,939,181	$2,003,200	$2,103,360	$2,208,528
Project Total:		$3,780,626	$3,878,362	$4,006,400	$4,206,720	$4,417,056

FPN: 4345161 **Project/Location: LEE COUNTY/CAPE CORAL UZA FTA SECTION 5339 CAPITAL ASSISTANCE**

Desc: CAPITAL FOR FIXED ROUTE

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments: NO DIRECT RECIPIENT

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	FTA	$678,443	$678,443	$678,443	$564,014	$572,337
CAP	LF	$169,611	$169,611	$169,611	$141,004	$143,084
Project Total:		$848,054	$848,054	$848,054	$705,018	$715,421

FPN: 4226214 **Project/Location: LEE TRAN BUS PURCHASE**

Desc: PURCHASE VEHICLES/EQUIPMENT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments: PURCHASE FULL SIZE HEAVY DUTY BUSES FOR FIXED ROUTE

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	FTAT	$1,500,000				
CAP	SU	$1,500,000				
Project Total:		$3,000,000				

FPN: 4365031 **Project/Location: LEE TRAN BUS PURCHASE**

Desc: PURCHASE VEHICLES/EQUIPMENT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	FTAT				$1,500,000	
CAP	SU				$1,500,000	
Project Total:					$3,000,000	

FPN: 4381531 **Project/Location: LEE TRAN BUS PURCHASE**

Desc: PURCHASE VEHICLES/EQUIPMENT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	FTAT					$1,500,000
CAP	SU					$1,500,000
Project Total:						$3,000,000

FLP: TRANSIT TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
$19,115,857	$16,325,856	$16,535,476	$19,322,296	$15,927,027

LEE COUNTY TOTALS

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21	Total
COUNTY Total:		$76,057,930	$140,386,861	$46,016,965	$52,783,218	$42,940,013	$358,184,987