



2040 TRANSPORTATION PLAN

Public Involvement Plan | March 2015

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1.0 Introduction

1.1 Importance of Public Involvement

Public involvement is crucial to building a credible and trusting relationship between transportation agencies and the community. This relationship is developed through partnerships, outreach, active listening, and open two-way communication.

Groups directly affected by transportation decisions are often the most difficult segments of the population to reach. Many citizens, such as minority, low income, and transit-dependent individuals, are unaware, unable, or for other reasons do not take advantage of opportunities to participate in the planning process on a regular basis. The Lee County Metropolitan Planning Organization (MPO) is committed to reaching such citizens and stimulating participatory interest at the grassroots level. To accomplish this, the MPO provides adequate public notice and sufficient time for public comment at key decision points. This includes outreach efforts for obtaining active public involvement early in the planning and document preparation process.

It can be difficult to engage the public about long term transportation needs and funding shortfalls. Many people in the community are not familiar with technical terms and concepts, and measures of success may mean different things to different people.

Transportation affects everyday lives and the choices people make, the options they have, and their livability and quality of life. This is reflected in priorities such as reliability, safety, trip quality, travel time, and trip cost; all things the public experiences and considers important yet can be challenging for them to define quantitatively. Discussing tradeoffs (livability, commute times, transportation costs) is a useful way to engage people in thinking about transportation issues and how they can impact individuals and their community.

In addition, the public is generally not familiar with how transportation projects are funded. Public engagement is an opportunity to educate citizens about the processes that lead to transportation projects being funded. For example, publicly discussing potential solutions to increase funding or other strategies to address falling revenues and increasing costs can give citizens an understanding of the challenges transportation planners, agency staff, and elected officials are faced with.

The MPO brings clarity and transparency to the long range transportation planning process by proactively and continuously communicating the long range planning development process, schedule, key milestones, and opportunities for public involvement.

1.2 Metropolitan Planning Organization Mission and Vision

The MPO is responsible for comprehensive transportation planning in Bonita Springs, Cape Coral, Fort Myers, Fort Myers Beach, Sanibel, and Unincorporated Lee County. The MPO's mission is "to provide leadership in planning and promote a comprehensive intermodal surface transportation system that will provide for regional mobility, encourage a positive investment climate, and foster sustainable development sensitive to community and natural resources." The MPO's vision is "to have a multi-jurisdictional, integrated multi-modal transportation system that safely and efficiently moves people and goods to, through, and within the Lee County area, and which enables Lee County and the surrounding areas to flourish in the global marketplace."

To accomplish its mission and vision, the MPO develops plans for the movement of both people and goods within the county by all travel modes, including driving, biking, walking, public transportation, and freight movement. This includes developing and updating the Long Range Transportation Plan (LRTP), a 25-year vision document of how to meet Lee County's transportation needs and expectations through 2040. For all communication with the public and stakeholders, the 2040 LRTP will be referred to as the 2040 Transportation Plan.

The MPO consists of 16 voting members and one non-voting member. The voting members include all five Lee County Commissioners; two elected officials from the City of Bonita Springs; four elected officials from the City of Cape Coral; three elected officials from the City of Fort Myers; one elected official from the Town of Fort Myers Beach; and one elected official from the City of Sanibel. The non-voting member includes the District Secretary (or designee) of the Florida Department of Transportation, District One.

1.3 Federal and State Requirements

On July 6, 2012, the federal surface transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21), replaced the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 emphasizes increased safety, infrastructure, system reliability, movement of people and freight, economic vitality, environment, and reduced project delivery delays for the metropolitan planning process. The planning strategies provided in the law include:

- **Support economic vitality** of the metropolitan area to enable global competitiveness, productivity, and efficiency;
- **Increase safety** of the transportation system for motorized and non-motorized users;
- **Increase security** of the transportation system for motorized and non-motorized users;
- **Increase accessibility and mobility** of people and freight;
- **Protect and enhance the environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements, and State and local planned growth and economic development patterns;
- **Enhance integration and connectivity** of the transportation system, across and between modes, for people and freight;
- **Promote efficient** system management and operation, and
- **Emphasize preservation** of the existing transportation system.

MAP-21 requires that public outreach include all interested parties with reasonable opportunity to comment, including citizens, affected agencies, representatives of public transit employees, freight shippers, providers of freight transit, private transportation providers, representatives of public transportation users, and representatives of pedestrian, bicycle, and disabled facility users.

Methods of participation may include public meetings and workshops, written and digital communication, surveys, visualization techniques, and web resources. The public involvement process of the 2040 Transportation Plan (i.e., Plan) will help ensure that federal requirements for public participation are met during the development of the Plan, consistent with the MPO's adopted Public Participation Plan (PPP).

Federal law requires that the public involvement process is proactive and provides complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. The MPO will follow the principles defined in 23 CFR 450.316 for public involvement in the Plan development process, including:

- Provide at least a 30-day public comment period, and advertise at least once in a local newspaper detailing public hearings, Meetings, or public participation opportunities including opportunities to comment and express opinions on the Plan. The MPO's website will also post all opportunities for public comment to meet these guidelines.
- For Plan amendments, the MPO will strive to meet the 30-day public comment period. However, the MPO can envision exceptions to this comment period for these amendments as meeting schedules, funding timetables, agency guidance, and contractor scheduling may be such that project delays could result in meeting notice guidelines.
- Hold public hearings on proposed adoption of the Plan.
- Conduct a roll call vote of the MPO Board on the proposed adoption of the Plan, including any amendments to the Plan.
- Provide timely notice and reasonable access to information pertaining to development of the Plan.
- To the extent possible, employ visualization techniques to describe the Plan.
- Make public participation, related technical information, and meeting notices available through electronically accessible means and formats. These include the World Wide Web and electronic mail.
- Hold public meetings at convenient and accessible locations and times.
- Seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low income and minority households.
- Include public participation activities that ensure equality among all citizens. The MPO is committed to this concept of Environmental Justice (EJ) and will ensure that the full and fair participation by all potentially affected communities in the transportation decision-making process. This includes public participation consistent with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990.
- Demonstrate explicit consideration and response to public input received during the development of the Plan.
- Include a summary of significant comments received on the draft Plan as part of the final document.
- Coordinate with the local and statewide transportation planning public participation and consultation process.

1.4 The MPO's Role in Public Involvement

The MPO's role in public involvement is to encourage a proactive and inclusive public involvement process with the added goal of supporting their early and continued involvement in the MPO's planning efforts. The MPO strives to provide all interested parties reasonable opportunity to comment on all aspects of the planning process.

The MPO strives to include and promote public participation in every aspect of its planning processes. To ensure the public has full access to its transportation planning process, a Public Participation Plan (PPP) was adopted by the MPO on April 18, 1997 and has been amended

annually ever since. It identifies a public involvement process for the development of long range transportation planning efforts, as well as other planning activities of the MPO. This process provides for complete information, timely public notice, full access to key decisions, and early and continuing involvement of the public.

1.5 Purpose and Goals of the Public Involvement Plan

The 2040 Transportation Plan Public Involvement Plan (PIP) outlines the opportunities and techniques to be considered for all planned public outreach activities throughout its development. It also identifies strategies to reach the underrepresented communities/citizens (Environmental Justice) as well as those most affected by transportation decisions.

This PIP is consistent with the Lee County MPO PPP, amended in August 2014, as well as the PIP utilized for the most-recent efforts during the update to the LeeTran Transit Development Plan (TDP). The PPP is highlighted below in Section 1.6. For more information related to the public outreach activities and outcomes of the TDP, please refer to Section 5 (Public Involvement) of the Fiscal Year 2012-2021 TDP.

The 2040 Transportation Plan PIP provides information to the public to encourage early and continuous public participation, including background information about the Plan update, timely public notice procedures, and full disclosure of key decisions during the Plan development process. The MPO must consult with a wide variety of state and local agencies and give the general public, private groups, businesses, and organizations, opportunities to comment on the Plan. Agencies included are those responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

Groups involved in the 2040 Transportation Plan update include citizens, affected public agencies, representatives of public transportation employees, private freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, representatives of users of pedestrian walkways and bicycle facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the 2040 Transportation Plan.

The PIP provides a road map of important steps and sequences, schedule, and public involvement tools and resources. The PIP also frames the outreach and media plan, the number and type of meetings, the purposes of the meetings, the types of engagement strategies being used, and the anticipated outcomes. Two key goals of these strategies are communicating and gathering information from the public and stakeholders.

Gathering information and gauging attitudes on the most appropriate measures of performance, along with understanding how the public would make tradeoffs in relation to system performance outcomes, is essential to the public understanding their transportation system and its performance. Collecting this type of information is critical to assist decision-making by providing insight into issues in which the public and other interested parties have a stake. One way to help support making tradeoffs and prioritizing investments is to ask the public to rank different goals or outcomes in order to get a sense of their priorities.

1.6 Effectiveness of the Public Involvement Process

The effectiveness and implementation of any program and policy plan depends upon its success in meeting the expectations of the public. Further, plans and programs should be reassessed periodically to determine if the plan adequately provides for the public's evolving needs and expectations.

Key questions and answers for public involvement when developing a long range transportation plan may include:

- **Where do we want to go?** Strategic direction; defining a vision, goals, objectives, and performance measures that reflect key goals and objectives
- **How are we going to get there?** Analysis; identifying trends and targets, preferred strategies and analyze alternatives, and developing investment priorities
- **What will it take?** Programming/Cost Feasible Plan; making trade-offs to develop investment priorities
- **How did we do?** Implementation and evaluation; monitoring and reporting outcomes

The MPO shall, at a minimum, include the following in its public involvement process of the 2040 Transportation Plan, as stated in the PPP, last adopted August 2014:

- Provide reasonable public access to technical and policy information used in the development of the Plan;
- Provide adequate public notice of public involvement activities and time for public review and comment at key decisions, such as but not limited to the approval of the Plan;
- Demonstrate explicit consideration and response to public input received during the Plan development process;
- Employ visualization techniques to describe the Plan (maps, charts of changes, and infographics);
- Make the Plan and any associated information available in electronic format such as the MPO's website;
- Hold public meetings at convenient times and accessible locations;
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households;
- When significant written and oral comments are received on the draft Plan (including the financial plan, also referred to as the Cost Feasible Plan) as a result of public involvement, a summary, analysis, and report on the disposition of comments shall be made as part of the final Plan; and
- If the final Plan differs significantly from the one made available for public comment or raises new material issues, an additional opportunity for public comment must be made available.

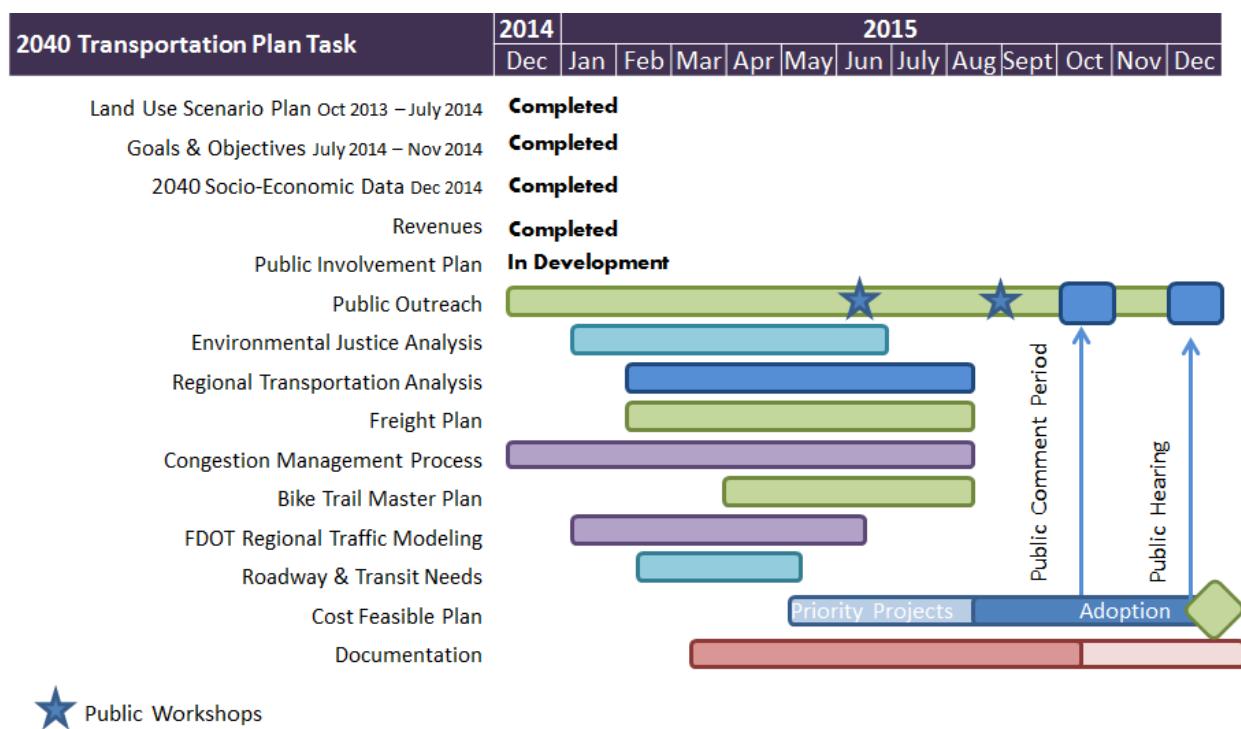
For more information related to the major update process and adoption of a Plan, please refer to Section 3 (Long Range Transportation Plan) of the PPP.

1.7 Public Involvement during the 2040 Transportation Plan Development Process

The overall development process of the 2040 Transportation Plan can be seen in Figure 1.1. Large efforts that involved the public and the MPO Board and Committees have already been completed, including a Land Use Scenario Plan and Goals and Objectives for the Plan. Public outreach is an on-going process with the MPO, but key milestones for the Plan are expected to take place in early summer with a discussion on transportation needs, and early fall when the conversation will focus on cost feasible projects. An interactive survey is also anticipated to go live in the fall. More information on the interactive survey can be found in Section 3.2.4.

Figure 1.1 2040 Transportation Plan Schedule

<to be updated with final/approved 2040 Transportation Plan schedule graphic>



The following sections of the PIP introduce who will be involved during the update of the Plan, outline the public involvement strategies that will occur, and explain what public involvement opportunities exist.

2.0 Stakeholders

To engender public trust and understanding, those developing the 2040 Transportation Plan will communicate with a wide variety of stakeholders and citizens. Stakeholders identified include representatives from federal, state, and local government agencies with jurisdictional interests, elected and appointed officials, and citizen and business groups representing a variety of public interests. Stakeholders and other interested citizens will be encouraged to seek information about the Plan and to participate in the transportation planning process.

Involving people with an interest in the Plan and enlisting their participation will produce a Plan that meets community needs. It is important to involve citizens and groups that accurately represent the full range of issues and opinions, including those of the traditionally underrepresented.

Stakeholders are categorized into two groups: agency partners and community partners. Agency partners include Lee County agencies, local jurisdictions and agencies, LeeTran, and others.

Community partners may include:

- Neighborhood Associations
- Service and Community Organizations
- Disadvantaged Organizations (Elderly/Disabled/Minority/Disenfranchised)
- Non-Profit Organizations
- Property Owners
- Chambers of Commerce
- Small and Large Business Owners
- Professional Associations
- Transportation Disadvantaged Community
- Daily and Community Newspapers and Media Organizations
- Local Municipalities

This list may be modified and/or amended to allow for flexibility in the PIP in order to respond to new audiences and issues as they emerge.

2.1 MPO Board and Committees

Prior to making decisions, the MPO receives recommendations from their committees, which includes the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC), the Transportation Disadvantaged Local Coordinating Board (LCB), the Bicycle Pedestrian Coordinating Committee (BPCC), and the Traffic Management and Operations Committee (TMOC). The CAC consists of 24 appointed citizens; the TAC consists of local and state agency planners, engineers, and transit operators; the Transportation Disadvantaged LCB consist of government, social service agency, citizen, and consumer representatives; the BPCC consists of the local and state agency personnel and citizens who are responsible for bicycle and pedestrian planning for their agencies; and the TMOC consist of the local and state agency personnel who are responsible for public works/traffic engineering, public safety/emergency management, multimodal, and other traffic management and operations related activities for their agencies.

The CAC and TAC will be briefed at regular meetings to provide opportunities to review and comment throughout development of the 2040 Transportation Plan. Committee members will be asked to help with survey distribution and collecting constituent needs and opinions on Plan goals, and to attend scheduled public participation events when possible. A meeting schedule will be created and updated as needed for easy identification of major milestones and coordination with the Plan schedule. Presentations will be made to the MPO Committees and Board during major milestones of the 2040 Transportation Plan.

2.2 Neighborhood/Civic Organizations, Groups, and Local Municipalities

Traditional public outreach often only connects with those that either have a special interest or professional relationship with a project, and not the general public. As a result, most outreach activities are "preaching to the choir" and not engaging the larger community.

Those with busy daily schedules, long work days, and family responsibilities often fall into the "silent majority" and cannot be reached by a single workshop advertisement in the local paper. To reach the silent majority, instead of asking them to come to us; we must go to them. To reach out to members of the public that may not otherwise be involved, the MPO will be available to give presentations to local neighborhood and civic associations regarding development of the 2040 Transportation Plan. In addition, MPO Staff will attend community-wide fairs, festivals, or events when appropriate. Materials will be prepared for meetings and presentations with local groups, and public comments received at the meetings will be captured and summarized.

In addition to neighborhood associations, civic organizations, and local groups, the MPO will engage all of the local municipalities, including the Cities of Bonita Springs, Cape Coral, Fort Myers, Fort Myers Beach, and Sanibel, as well as Unincorporated Lee County. The MPO recognizes the importance of their involvement in the Plan development process along with utilizing their outreach networks and communication resources.

2.3 Media Outreach

Community-based, local, and regional media are key participants in the public engagement process. Media outlets may include paid advertisements, press releases, and media alerts that are also distributed via internet sites, government access channels, workshop flyers, and in some cases through utility bill inserts or similar services mailings.

The media-related strategies and tools to be implemented during the development of the 2040 Transportation Plan include forming a media outreach strategy that corresponds with major Plan development milestones, developing a contact list of local media, refining the existing master list of community and business stakeholders, developing materials for press releases, public service announcements, meeting notifications, and advertisements (i.e., a "press kit"), and scheduling and conducting interviews of stakeholders, transportation users, and providers.

Establishing a professional, one-on-one relationship with key reporters and media contacts that cover the transportation or government sectors is one of the best ways to enhance the chances of getting accurate, balanced, and fair media coverage. In addition to building relationships, media events or debriefings may be arranged to help educate the press on the Plan's development and key messages.

Another key to accurate and balanced coverage is the content of the message. Media professionals are more likely to pick up a story if it is simple to report, easy to understand, contains personal experiences, and is linked to a current or enduring theme, such as creating jobs, preserving the environment, or quality of life issues. Crafting a simple, easy-to-understand message, and using personal experiences from members of the public or local government officials, will be effective in highlighting the benefits of the Plan, it may bring to the community or in explaining the general need for the Plan.

3.0 Public Involvement Strategies

3.1 Document Design/Look and Feel

Consultant staff will create coherent document templates for all 2040 Transportation Plan materials including informational handouts, email blasts, presentations, surveys, and online communication to provide consistency to all products and materials pertaining to the Plan.

3.2 Communication Tools and Distributions

Using a combination of traditional and non-traditional ideas in public involvement increases the chances of engaging those with busy schedules, long work days, and other responsibilities that would otherwise keep them from participating. Innovative outreach includes a wide spectrum of formats ranging from new technologies, online outreach, and small group presentations to local clubs. These ideas are discussed below and are used to reach a broader audience as well as the already informed audience, allowing multiple opportunities for education and comment for many.

3.2.1 Informational Handouts

A fact sheet will be developed to provide project information and a summary of the planning process as related to the 2040 Transportation Plan. Up to two additional fact sheets or newsletters will be developed to focus on specific areas of the Plan, such as development of the needs assessment and identification of the Cost Feasible Plan. These informational materials will be distributed and used at community events and meetings as well as made available online. The informational handouts can be made available in both English and Spanish.

3.2.2 Mailing List

The MPO master contact list is a key component to the MPO's public involvement process and will be maintained and updated. Interested participants will be able to add themselves to the mailing list via the MPO website or at a presentation or engagement event. Interested attendees at all MPO-sponsored meetings will also be added to the mailing list to help identify various interest groups and individuals.

Fact sheets, newsletters, surveys, and other information about the project will be distributed electronically to the mailing list. The mailing list may include:

- Interagency professionals
- Elected and appointed officials
- MPO Board and Committee members
- Civic organizations, homeowners associations, and business groups
- Groups representing underserved populations
- Transportation and/or other relevant agencies
- Members of the community who want to receive project updates

3.2.3 Email Blasts

Email blasts are often used to provide updates and special announcements to the mailing list.

Up to five email blasts, using an email design based on the Plan's "look and feel," will be sent to stakeholders, their constituents, and others on the mailing list to ask for opinions and ideas as well as provide information on the Plan's development. Email blasts may be sent during specific times and milestones of the Plan, such as early outreach and overview of the 2040 Transportation Plan, development of the needs assessment, discussion of investment priorities, and development of the Cost Feasible Plan. Email blasts may also include information and announcements regarding public workshop and other public participation events, as well as opportunities and reminders to complete surveys and questionnaires integral to the Plan.

3.2.4 Interactive and Hard-copy Surveys

Conducting periodic surveys and polls throughout the development of the Plan can help keep the public engaged and establish a baseline of the public's perception of a particular project or funding strategy. Surveys involve collecting both qualitative and quantitative information about public opinion concerning the project, and can be conducted at meetings, online, or with smartphone applications (apps).

Easy and public-friendly online surveys can be created with tools such as SurveyMonkey® or MetroQuest® and are customized to fit the goals and objectives of the Plan. Incentives or giveaways, such as transit passes, event tickets, or the chance to win a prize, can also encourage participation and completion of surveys and questionnaires.

Surveys can be made available online on the MPO website, announced through the mailing list, or they can be handed out in-person and collected for analysis. They can be developed and utilized to obtain the public's opinion about current and future transportation needs and the best way to prioritize public funds for future transportation improvements. Surveys may also capture demographic information about respondents, and they can be made available in both English and Spanish.

The interactive survey, created on the MetroQuest platform, can be distributed through email and social media for users to participate on their home computers. It can also be displayed on tablets at public meetings and presentations as well as at standalone kiosks to gather ideas and suggestions at remote locations where there is a captive audience and/or receive a high-level of foot traffic, such as the LeeTran transfer station/Rosa Parks Intermodal Center, hospitals, the DMV, high schools, or Florida Gulf Coast University.

The interactive survey can demonstrate up to five transportation system scenarios and illustrate different financial options that could be used to pay for transportation investments. The survey can both display and collect information while making it fun for users with a variety of online activities.

3.2.5 2040 Transportation Plan Website

A website specific to the 2040 Transportation Plan is an effective method of communication that provides a central, consistent source of updates. Web surveys can be conducted through the MPO website at critical milestones to efficiently gauge public opinion of the decision-making process.

A website can perform a number of functions, such as provide updates, allow users to submit comments, offer contact information, web links to other partners and social media accounts, as

well as press and media related information. Websites can also be a repository for project related maps, plans, and information.

In addition, utilizing existing websites of partner agencies or area municipalities to post information about the 2040 Transportation Plan can be an effective means of notification and awareness.

Project deliverables will be posted on the MPO website to ensure all public materials are available to the public. This will include public workshop event materials and summaries, surveys or questionnaires, and draft sections of the 2040 Transportation Plan. Visitors to the MPO website will have an opportunity to comment and provide ideas and suggestions throughout the development of the 2040 Transportation Plan.

3.2.6 Real-time Polling

An additional tool to gauge attitudes and opinions that is being utilized more and more throughout long range planning projects is real-time polling. Real-time polling is an audience response system that allows a meeting facilitator to ask a series of questions and provide real-time results of the responses on presentation slides that everyone can see. At the beginning of the meeting, each participant is provided a handheld remote control or "clicker" that enables them to select their preferred response to the question posed. Once all participants have responded, the facilitator displays a chart or graph that shows the results in real-time.

In addition to handheld remotes, there are also online audience response interfaces, such as Poll Everywhere®, allowing participants to use their own smartphones, tablets, or laptops via text messages, Twitter, or a unique website/URL.

Simple yes or no questions work best with this approach, but the use of multiple choice or more complex questions may lead to fuller discussion of the Plan or a transportation improvement's issues or potential benefits. As is the case with any public involvement activity or event, results can be made available online for those unable to participate or just want more information.

3.2.7 Visualizations

Using visualizations, such as on websites and through the interactive survey, help translate data into more easily understood graphics and images to more effectively communicate information. Visualizations are highly useful to help communicate performance information, particularly for complex, spatially relevant transportation data. The intent is to help the public understand the context, to add insight to problem solving, and to communicate with the public.

Visualizations can be used to communicate performance measures, trends and impacts of strategies to the transportation system as well as the complex nature of trade-offs between investing in various types of transportation projects and programs. By presenting information graphically, participants may interpret information more effectively which allows for more informed comments and ideas on Plan development, priorities, and funding measures.

3.2.8 Press Kits/Press Releases and Advertisements

Press releases will be sent to all media outlets in the county with meeting and workshop announcements. All MPO-generated meeting notices and announcements related to development of the 2040 Transportation Plan will describe the meeting purpose and answer the

questions of "who, what, when, where, and how." Notices will be displayed in public places, such as the Lee County Government Center, all County Public Libraries, and the Lee County Alliance for the Arts. The MPO website will also be used to promote meeting notices and announcements.

Flyers and press releases will be prepared to announce public workshops and other engagement events. It is envisioned that these flyers will be placed at community billboard sites, government offices, libraries, non-profit and citizen assistance establishments and other high foot traffic locations throughout the county. Press releases will be prepared and sent to *The News Press*, *Boca Beacon*, *Bonita Daily News/The Banner*, *Cape Coral Breeze*, and *Florida Weekly* announcing public events and opportunities for the media to report on 2040 Transportation Plan progress, events, and goals.

Press Kit components could include background information on the MPO, Fact Sheet(s), countywide transportation statistics, previous press coverage, photos or other (high quality) images of key projects, logos, staff and Board members, press contact information, and collateral promotional materials such as informational handouts or newspaper ads. Press Kits may be prepared in hard-copy format, as a CD or DVD, or compiled online.

3.3 Public Meetings

The MPO will conduct various outreach events, including public workshops during the development of the Cost Feasible Plan, a formal public hearing, and presentations to community and business groups, to inform and gather ideas and suggestions from the public. A comment database will be used to track events, participation, and comments.

Comments at public meetings can be collected in several formats, including comment forms for written comments and verbal comments into a recorder which allows participants to make a one-on-one "testimony" if they prefer.

3.3.1 Public Workshops and Displays

Public workshops can use a variety of formats and are designed to be structured and interactive. The workshops will be an informal gathering, held at a designated location, where participants can review Plan-related materials, talk with other members of the public, discuss specific concerns and issues with staff, ask questions to better understand the process, and provide comments. Workshops may include a formal presentation, scheduled and announced at a specific time, typically towards the beginning of the workshop. The workshops will be open to the public as well as all stakeholders identified or involved in the development of the Plan.

The MPO and Consultant will make an effort to engage the traditionally underserved and underrepresented residents in the county to ensure the Plan reflects the needs and desires of all citizens. Agendas, surveys, and exercise(s) for these workshops will be developed and distributed at the meetings and made available on the MPO website for those wishing to review the materials online. In addition, a summary of the public workshops will be prepared and made available online, and will be included in documenting the 2040 Transportation Plan.

The Consultant will help manage workshop logistics, including scheduling, reserving workshop locations, preparing invitation list, and producing advertisements. In addition, the Consultant will prepare meeting materials, including display boards, printed handouts, and presentation, help

staff and conduct the workshops, and provide meeting summaries along with questions to be added to the Frequently Asked Questions, or FAQs, that are available on the MPO website.

Displays at community events can include a booth or table set up at an event where team members can speak with interested citizens. Informational handouts can be distributed, including fact sheets and meeting flyers.

3.3.2 Public Hearing

A public hearing will be held at a regularly scheduled MPO Board meeting, and the comment period will be open for at least 30 days to allow ample time for the public to provide comments on the draft 2040 Transportation Plan. The public hearing will be notified and advertised using a variety of the tools mentioned above.

4.0 Public Engagement Tracking and Effectiveness

4.1 Purpose

Federal legislation requires that MPOs periodically review the effectiveness of their public involvement process. The MPO is aware of the importance of assessing and evaluating public outreach efforts not only to meet federal and state requirements, but to also ensure that outreach efforts are successful. This allows for improvement of existing efforts, continuation and enhancement of successful activities, addition of new public involvement activities, and opportunity to discontinue activities that are ineffective. If improvement strategies are identified, available resources include the Lee County MPO PPP as well as Chapter 5 (Public Involvement Tools and Techniques) of the *2014 FDOT Public Involvement Handbook*.

4.2 Public Engagement Database

A public comment collection tool will be developed by the Consultant and will allow for tracking of public outreach activities, participation levels, comments received on the 2040 Transportation Plan, and any official staff responses to comments received. All comments received will be entered into the tracking tool by the Consultant or MPO Staff.

4.2.1 Evaluation and Monitoring of Outreach Activities

Statistics can be used to determine effectiveness when implementing all or a portion of the PIP, either a specific activity or the entire program. For example, the number of persons attending a public meeting can be compared to the number of persons that were notified of the meeting. This type of evaluation can be an indicator of whether or not the tools used for public involvement are actually reaching the intended audience, or which tools had a greater response rate. Statistical analysis is used to evaluate survey responses, and the results of the analysis are compared to evaluation measures to determine the rate of success of the public involvement tools.

The following measures of effectiveness may be used to determine the overall effectiveness of the 2040 Transportation Plan's development:

- Number/frequency of **opportunities** for public participation throughout the Plan
- Number of **attendees** at various functions/activities vs. number invited
- Number of **participating agencies/organizations**
- Number of **persons on the e-mail list** vs. **number of returns via e-mail**
- Number/location of **newsletter distribution sites**
- Number of **interactive survey and/or website hits**
- Number of **requests for presentations**/meetings and locations
- Number of **comment forms/cards distributed** vs. **comments received**
- Number of **comments addressed**
- Number of **issues identified**
- Number of **requests for materials in alternative formats**
- Number of **new contacts** placed on the contact list
- Number of **planned community events** and type attended by staff

In addition, event participation will be based on past event attendee totals, type of event, opportunity at event for meaningful interaction between staff and attendees, and staff availability.

A staff debriefing after the public workshop or outreach event is equally important as the briefing prior to the meeting. All project team members will be encouraged to participate because each individual will bring a different perspective and provide valuable insights on how to improve future public outreach efforts.

The debriefing is also an opportunity to review evaluation and comment forms and discuss comments heard by the project team. This discussion provides additional insight into community values and concerns, and a written summary of the debriefing could be beneficial.

4.2.2 Effectiveness of Public Involvement Process

The MPO continually strives for improved public involvement. Changes should be made to increase public awareness and improve the quantity and quality of information provided to the public. This will be done in two ways: analysis and evaluation.

Analysis (creation of comment categories, organization of comments into common themes, and identification of key ideas, trends, and sentiments) will include summarizing and displaying public comments in such a way that maximum information is available to decision makers and the public about what was said throughout the development of the 2040 Transportation Plan.

Public comments will be reviewed and evaluated. The MPO is committed to increasing the understanding citizens have on the transportation planning process and to encourage the public in the decision making process. To this effect, evaluation criteria, performance goals, and methods to meet the goals were created and can be found in Section 15 (*Public Participation Goals and Public Involvement Tools Evaluation*) of the Lee County PPP.

4.3 Plan Development to Implementation

The process of developing the 2040 Transportation Plan should consider:

- What needs to be done to **track progress** over the next five to ten years or longer?
- How will the **public have access** to performance information?
- How will the Plan set the stage for **continued engagement** that links planning with project development?
- What **on-going communication** with decision-makers and the public will occur?

Engaging the public and stakeholders in a cooperative manner should be a continuous process both throughout the development of the Plan as well as between Plan cycles. Performance reporting efforts, for example, can help to convey information about progress and keep stakeholders involved with the latest developments in transportation. This allows participants in outreach activities to draw explicit connections between the comments and suggestions they provided and changes that have been implemented.

Land Use Scenarios

for Lee County, Florida

Final Report
January 2015

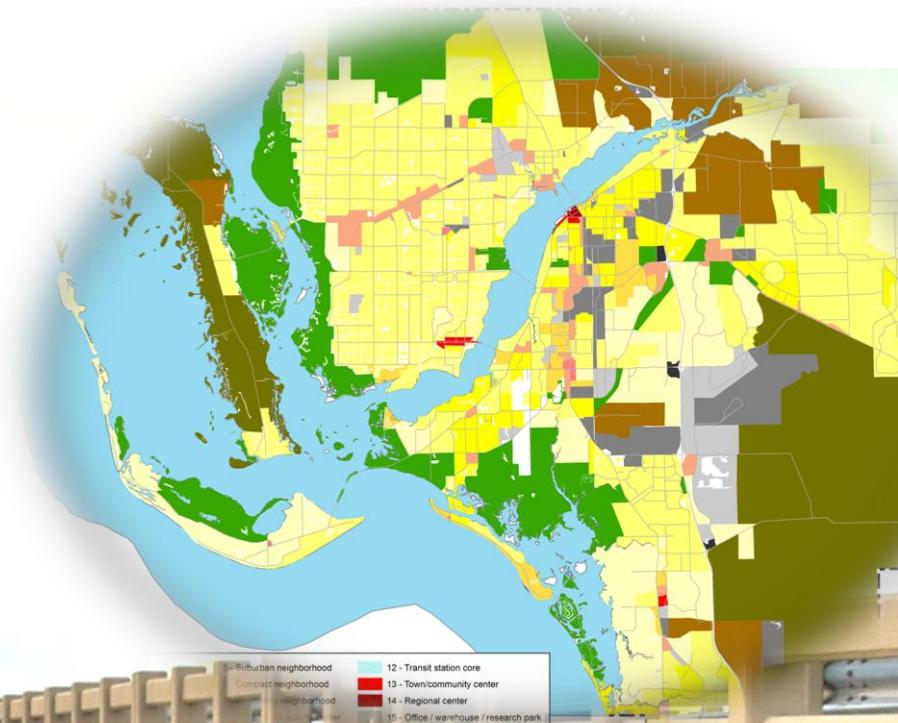


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1. Introduction

The Lee County Metropolitan Planning Organization (MPO) is the county's transportation planning partnership between the cities of Bonita Springs, Cape Coral, Fort Myers, Fort Myers Beach, Sanibel, unincorporated Lee County, and the Florida Department of Transportation (FDOT). The MPO is responsible for planning a multi-modal transportation system to serve the entire county.

This document describes the planning and evaluation of alternative land use scenarios for Lee County, which followed these general phases:

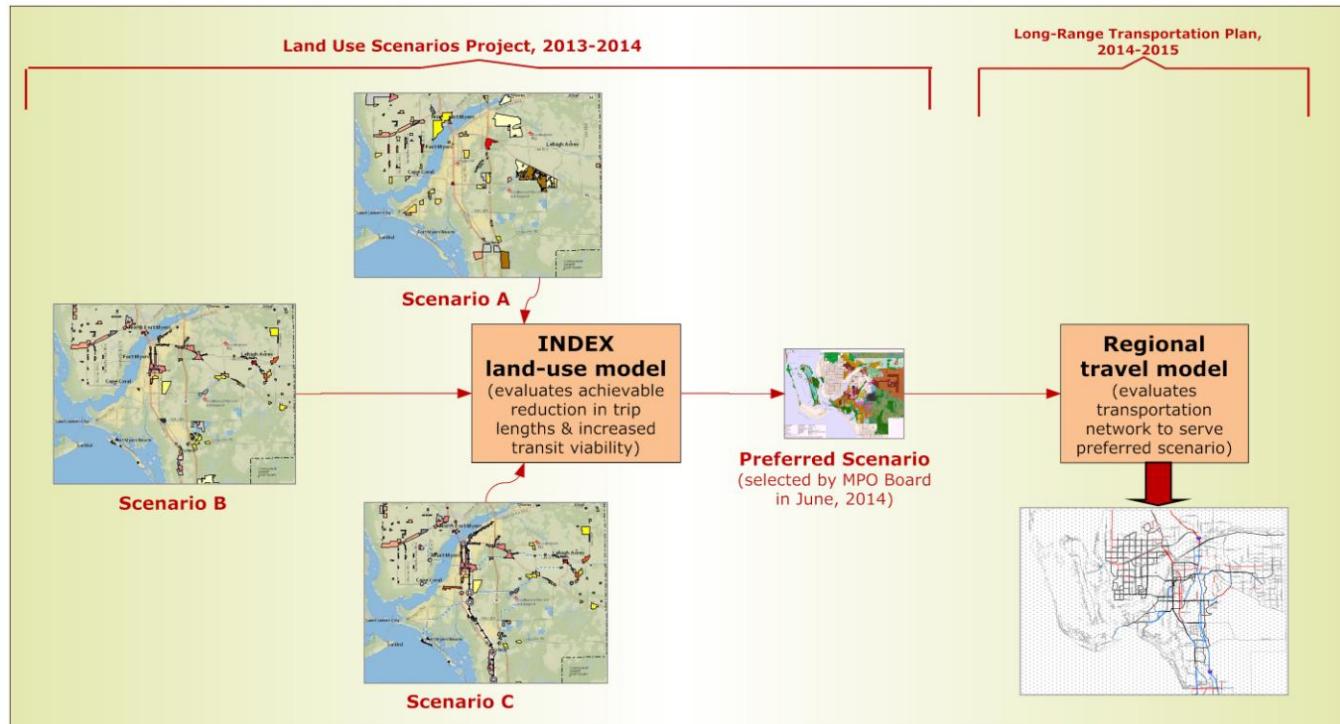
- Identify a community vision and establish specific goals and objectives
- Develop alternative scenarios for future growth in Lee County
- Evaluate the scenarios using technical criteria.
- Gauge public responses to the scenarios
- Select a preferred alternative for use in creating the MPOs 2040 long-range transportation plan

Scenario planning was used by the MPO because quality transportation planning requires specific assumptions on the intensity and location of future development. Instead of relying on assumptions created entirely by transportation experts, the MPO wanted broader input and a firm community consensus on anticipated growth patterns before creating a transportation plan for the year 2040.

Future land use patterns are a key variable that affects transportation networks and the public investments required to build and maintain them. Other important variables include demographic and economic trends, the future cost of fuel, and social factors such as the willingness to commute by private vehicle or public transit.

The MPO hopes to reduce or shorten vehicle trips and increase travel options in future years.

Scenario planning is a widely used analytical process that assesses alternative futures. The Federal Highway Administration (FHWA) strongly endorses scenario planning at the MPO level. This scenario planning process was organized and developed by the MPO and its consultants in close cooperation with local and state government staffs and in accordance with FHWA guidance.



2. Community Vision, Goals, and Objectives

An early step in planning is defining the desired outcome in broad terms, followed by setting specific goals and objectives that are most likely to produce that outcome. For this project, a vision statement plus goals and objectives were written to guide the creation of land use scenarios.

The vision statement and the goals and objectives were based on two distinct efforts. The first was the “New Horizon” evaluation and appraisal report carried out by the Lee County Planning Division and approved by the Board of County Commissioners in March 2011. During that process, dozens of meetings were held throughout Lee County to receive input on future directions for the county.

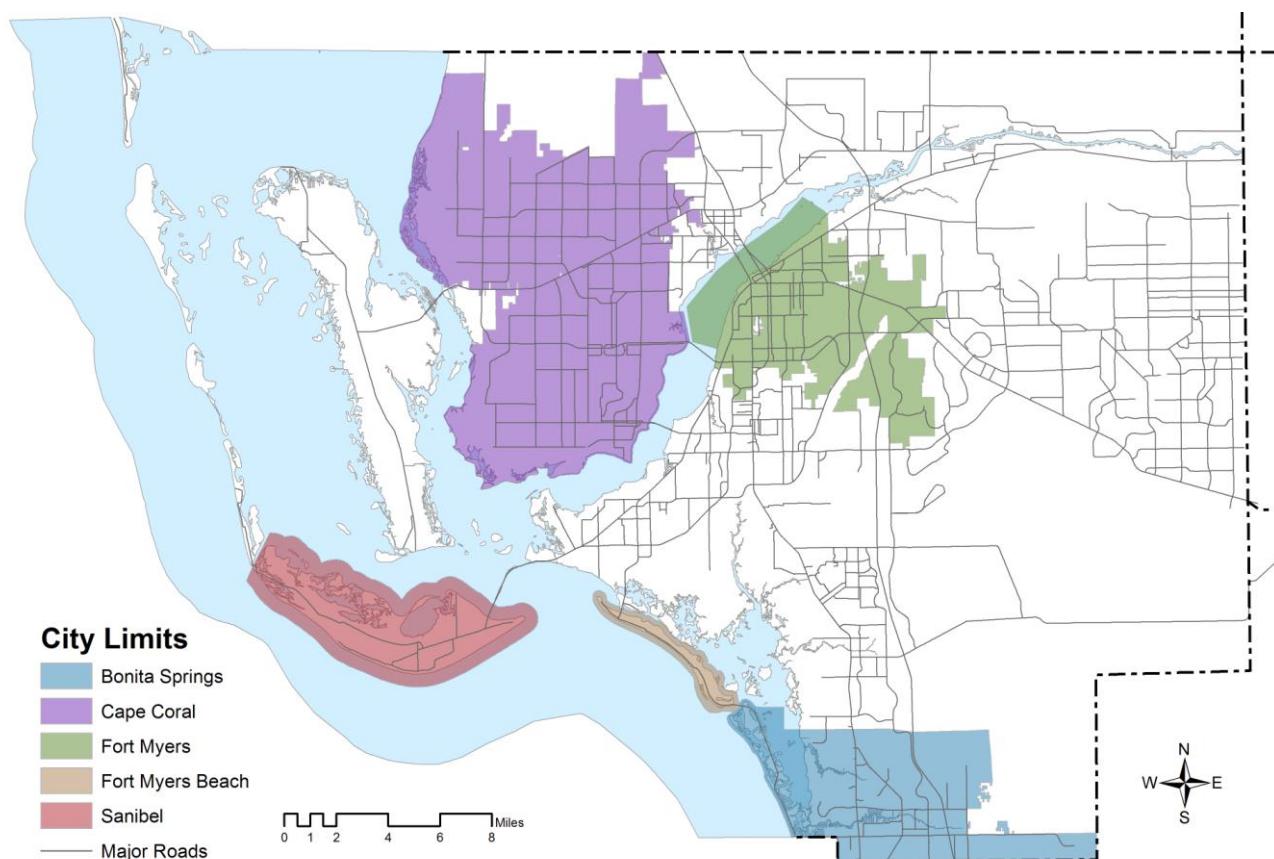
Staff and Stakeholder Input

The second effort was a series of meetings with government and agency staff and key stakeholders selected by MPO staff in the fall of 2013.

Eight meetings were held with staff members of agencies and local governments. The participants included the lead contacts from each entity who would later participate in an interactive workshop to formulate the scenarios. The meetings introduced staff members to the project and allowed them to comment on the emerging vision, goals, and objectives. The discussion included potential “place types” that would be used to build the scenarios and indicators that could measure effectiveness.

Seven meetings were held with stakeholders active in land use and transportation issues in Lee County. Some were small group discussions and a few were presentations to larger groups. All began with an overview of the project. Each group had ample time to ask questions and share their opinions. A detailed questionnaire was provided prior to each meeting to generate discussion.

Short summaries of the discussions that occurred during these meetings are presented in Appendix A, organized by agency and by topic.



Vision Statement, Goals, and Objectives

A vision statement was prepared to guide the creation and analysis of the scenarios. Five specific goals and related objectives elaborated on the vision statement. This work was based in large part on the 2010 "New Horizon" evaluation and appraisal report for the Lee County Comprehensive Plan, expanded to incorporate input from the stakeholder and staff interviews. In November 2013, the MPO committees and board formally approved the following vision statement and goals and objectives:

VISION STATEMENT: Lee County will be a highly desirable place to live, work, and visit—recognized for its commitment to a sustainable future characterized by a healthy economy, environment, and community. Lee County will be a community of choice—valued for its quality of life; varied natural environment; unique sense of history and place; distinct urban, suburban, and rural communities; diverse economy and workforce; and varied travel options.

1. SCENARIOS GOAL FOR COUNTY-WIDE ISSUES:

- To improve the quality of Lee County's unique mix of diverse vibrant communities, affordable pre-platted subdivisions, coastal waterways, and interior wetlands.
- Increase employment and shopping opportunities in areas such as Cape Coral, Lehigh Acres, and North Fort Myers to minimize the need for residents to drive long distances for daily needs.
 - Provide convenient public transportation between Cape Coral and Lehigh Acres and the regional jobs centers between them.
 - Minimize haphazard building on remote pre-platted lots by focusing infrastructure improvements in clearly designated growth areas.
 - Recognize the differences and similarities between urban and suburban neighborhoods.
 - Discourage further development in vulnerable low-lying areas that are threatened by intense tropical storms and rising sea levels.
 - Limit new development in rural areas.
 - Link conservation areas together to restore natural water flows, allow wildlife movement, and improve the ability to manage and restore natural patterns.

2. SCENARIOS GOAL FOR NEW MIXED-USE PLACES:

To introduce mixed-use activity centers to serve existing and planned residential neighborhoods.

- Provide a wider range of options for housing types, shopping and dining, employment, transportation alternatives, and recreation/social venues to attract residents and jobs and create unique lively destinations throughout the county.
- Focus on livability priorities such as walkable blocks, public transit, civic spaces, public services, and multiple street connections to surrounding neighborhoods.
- Promote mixed-use activity centers at five different scales: regional, community, neighborhood, rural, and infill/redevelopment corridors.
 - Regional mixed-use centers serve county residents, visitors, businesses, institutions, and the surrounding region. These centers are larger and more intense than the others and often serve as transit hubs.

- Community mixed-use centers serve nearby neighborhoods or an entire community. They may include a grocery store and a compact mix of housing, offices, and services and are typically served by public transit.
- Neighborhood mixed-use centers serve one or more neighborhoods and provide small-scale services and housing. They are compact and pedestrian-friendly and may be at the edge of a neighborhood or within it.
- Rural mixed-use centers provide services and some housing in rural or natural areas to reduce the need for rural residents or visitors to travel longer distances to meet their daily needs.
- Mixed-use infill/redevelopment corridors can revitalize existing commercial strips over time. Enhanced pedestrian, bicycle, and transit connections are supplemented with on-street parking.

3. SCENARIOS GOAL FOR NEIGHBORHOODS AND STREETS:

To maintain Lee County's healthy neighborhoods and revitalize or build others to higher standards of connectivity and convenience.

- Promote a more compact pattern of development in new and revitalized neighborhoods, with a greater variety of housing types for all income levels, ages, and preferences.
- Provide additional services, jobs, transit, and other amenities in or near these neighborhoods.
- Provide interconnected "Complete Street" networks in new neighborhoods that accommodate all users, including bicyclists and pedestrians.

4. SCENARIOS GOAL FOR THE REGIONAL TRANSPORTATION NETWORK:

To optimize the existing regional transportation network to improve existing shortcomings and respond to evolving preferences in living and travel patterns.

- Vary the physical characteristics of arterial and collector roads to match the surrounding context, which often includes urban, suburban, and/or rural areas along a single road.
- Today's arterial and collector network is too sparse to provide optimal regional connectivity. There is little opportunity to further widen roadways to provide additional capacity on this network. New road links in urban areas could improve connectivity, provide redundancy in potential travel routes, and shorten travel distances to many destinations.
- Consider costs of maintaining existing roads and bridges when evaluating potential growth patterns and when considering new or wider roads.
- Reduce the number and length of automobile trips and vehicle-miles traveled and avoid planning new roads that draw development away from existing urban areas.

5. SCENARIOS GOAL FOR PUBLIC TRANSIT AND OTHER TRAVEL MODES:

To provide a wider variety of transportation choices for Lee County's diverse population.

- Create "Complete Streets" to accommodate all travel modes, including walking, bicycling, and transit use, along all roadway types (except for Interstate 75).
- Improve public transportation in response to rising fuel prices, which are making longer trips less practical even for those owning cars.

3. Scenario Development

Three conceptual growth scenarios were created. Each scenario represented a pattern for the distribution of future residential and job growth throughout Lee County.

A day-long planners' workshop brought together key planning and transportation staff members from each jurisdiction to develop the scenarios. The consulting team then cleaned up data inconsistencies and finalized three scenarios.

A summary of the scenario development process is provided below.

Place Types

Lee County and all of its cities have their own comprehensive plans, each with a Future Land Use Map. These maps do not follow a common format; each has its own system of land use designations. These designations frequently allow residential densities far higher than existing conditions or the current development trends; and few of them identify how much non-residential development each designation might include.

These maps show the presumed character of land when neighborhoods are completely developed, without projecting when that build-out state might occur. Especially in Cape Coral and Lehigh Acres, build-out will occur many decades after the year 2040, whereas Sanibel and Fort Myers Beach are essentially built-out today.

In order to evaluate each land use scenario fairly, these inconsistencies had to be resolved. The method selected was to identify a series of "place types" that would describe potential conditions in Lee County when neighborhoods were fully developed.

For instance, neighborhoods that are developed with $\frac{1}{4}$ -acre lots, such as most of Cape Coral and much of Lehigh Acres, will have a predictable residential density regardless of their differing designations. They will also include some offices and stores whose intensity can be estimated based on actual data from completed neighborhoods. All of these neighborhoods were assigned the "suburban neighborhood" place type.

Other recognizable development conditions also have predictable average densities that could be reflected in specific place types, such as multifamily neighborhoods like Pine Manor, rural/ residential communities like Buckingham, and office parks.

New place types were also created to match adopted or pending classifications in local comprehensive plans. For instance:

- Cape Coral: commercial activity centers
- Lee Plan Evaluation and Appraisal Report: regional, town/community, and neighborhood mixed-use centers, and redevelopment corridors
- Potential opportunities for transit-oriented development

Average densities, ratios, and standards for each place type were customized to existing and potential Lee County conditions. Seventeen place types are described on pages 5 and 6.

Combining Future Land Use Maps

Most of the land in Lee County has a clearly defined pattern, including fully-developed neighborhoods, areas that will remain rural, and protected areas such as wetlands. Most of this pattern will not change, and thus will be the same under all reasonable land use scenarios.

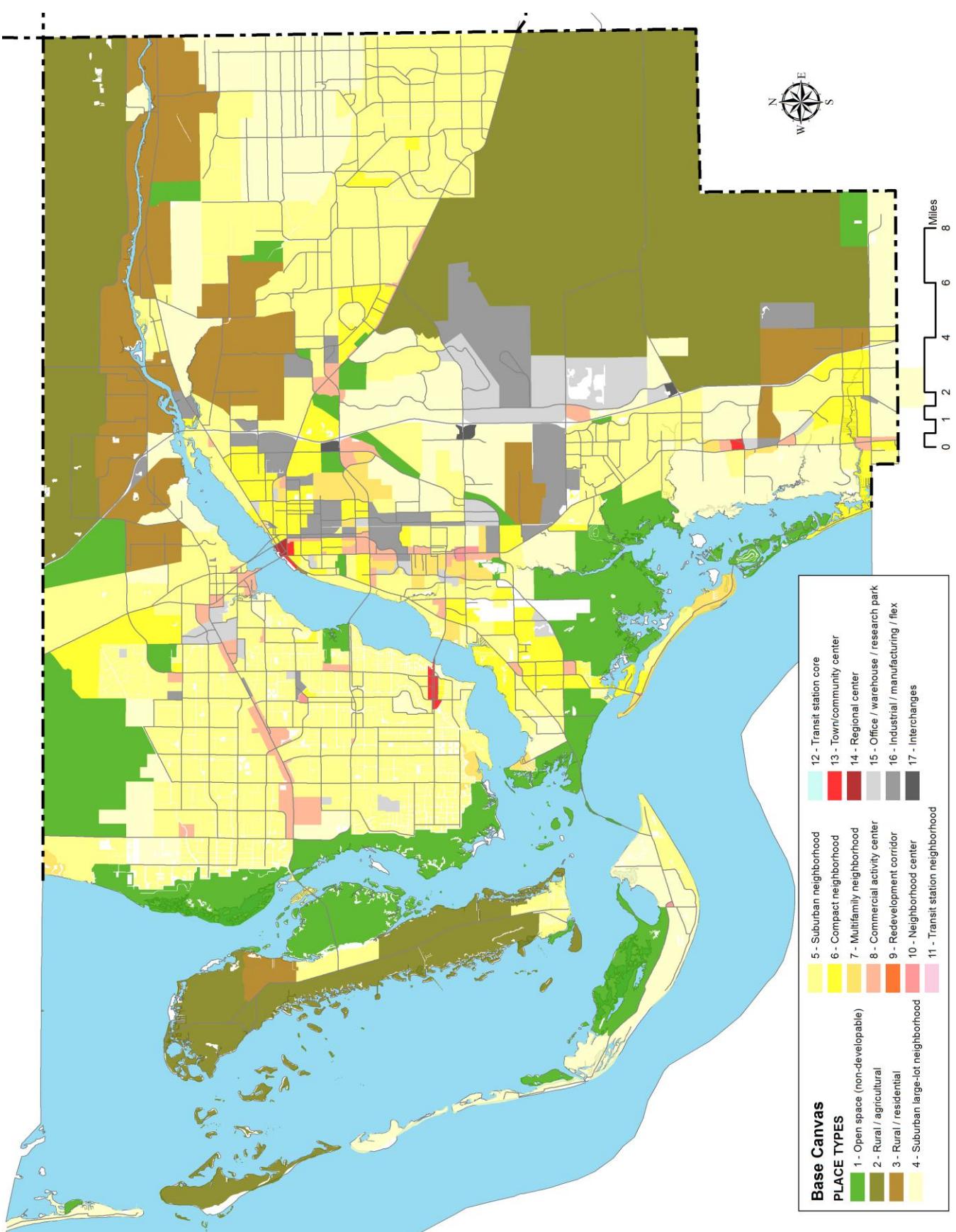
The first step in the scenario development process was to create a base map that identified the likely future character of land in the absence of any forces that would change that pattern. This base map is the common link between all scenarios, with each scenario identifying specific changes to that pattern.

In all, seventeen place types were needed to generalize the conditions shown on the future land use maps of Lee County and the five cities. The resulting map, referred to as the "base canvas" during the scenario development process, was broken down using the same traffic analysis zones that will be used to create the Long-Range Transportation Plan.

Each scenario was a variation on the base canvas. A map of the base canvas is shown on page 7.

Place Types For Scenarios, With Land Use and Transportation Assumptions								
Place Type	#	Land Uses			Transportation			Local Examples
		DU / net acre	Non-Res F.A.R.	Jobs/ Housing	Inter-sections / sq. mile	Bike route miles / sq. mile	Transit Stops / sq. mile	
Open space (non-developable)	1	0	0	0	0	0	0	Coastal & interior wetlands
								
Rural / agricultural	2	0.1	0	0.1	10	0	0	Wildcat Farms; Coastal rural (5–10 acre lots)
								
Rural / residential	3	0.5	0	0	20	0	0	Buckingham (1–2 acre lots)
								
Suburban large-lot neighborhood	4	2	0.05	0.2	35	0	0	Lehigh Acres (north and east) (1/2-acre lots)
								
Suburban neighborhood	5	4	0.10	0.2	90	5	0	Cape Coral; Lehigh Acres, San Carlos Park; Sanibel Estates (1/4-acre lots)
								
Compact neighborhood	6	6	0.20	0.2	130	15	10	Central and east Fort Myers; Fort Myers Beach (1/6-acre lots)
								
Multifamily neighborhood	7	12	0.30	0.2	140	25	20	Park Meadows Dr.; Pine Manor
								
Commercial activity center	8	4	0.25	4.0	75	20	20	Typical shopping centers; Redevelopment specified on Cape Coral FLUM along arterials (future)
								

Place Type	#	Land Uses			Transportation			Local Examples
		DU / net acre	Non-Res F.A.R.	Jobs/ Housing	Inter-sections / sq. mile	Bike route miles / sq. mile	Transit Stops / sq. mile	
Redevelopment corridor	9	4	1.0	4.0	125	20	40	Redevelopment of mixed-use overlay areas on Lee Plan FLUM (future)
								
Neighborhood center	10	15	0.80	0.4	250	20	25	US 41 at Daniels (if redeveloped) (25 acres typical)
								
Transit station neighborhood	11	15	0.80	0.5	250	25	30	Out to 1/2-mile radius from stations along rail corridor suitable for TOD (future) (375 acres typical)
								
Transit station core	12	20	1.25	0.6	300	30	40	First 1/4-mile radius from stations along rail corridor suitable for TOD (future) (125 acres typical)
								
Town/community center	13	25	1.25	0.8	300	30	45	Downtown Bonita Springs; Estero town center (potential); Downtown North Fort Myers (potential) (250 acres typical)
								
Regional center	14	30	1.75	1.0	325	30	40	Downtown Fort Myers; Downtown Cape Coral (future); Downtown Lehigh Acres (potential) (500 acres typical)
								
Office / warehouse / research park	15	0	0.20	0	35	10	20	Hancock Creek commerce park (now VA medical clinic); Gateway Park of Commerce
								
Industrial / manufacturing / flex	16	0	0.60	0	70	5	10	Mid-Cape commerce park; Hanson Street businesses; Lehigh Acres Westgate industrial park; Page Park;
								
Interchanges	17	0	0.40	0	35	10	10	Various, with mix of hotels, restaurants, fuel, offices
								



Areas with Limitations

Before beginning to create land use scenarios, the consulting team identified areas subject to potential limitations on future development, along with other areas where more intense development could further public policy. Both types of areas were mapped and continuously available for reference throughout the scenario creation process.

During the staff input meetings discussed earlier, each local government was asked to identify specific factors that might limit future development within their jurisdictions. These limitations might be:

- Legal, such as comprehensive plan prohibitions, or land purchased for conservation or park purposes
- Physical, such as jurisdictional wetlands
- Policy, such as comprehensive plan or community plan policies, or existing or potential limitations based on floodplain, evacuation, or sea-level rise factors

Wherever possible, the consulting team located spatial data sources for these areas and converted them to layers that could be viewed with geographic information systems (GIS) software or through a proprietary on-line map viewer available to staff participants.

The following areas with potential limitations were identified and mapped:

- Coastal high-hazard areas (previous and current)
- Conservation lands owned by public agencies and conservation non-profits
- Conservation easements held by public agencies and conservation non-profits
- Wetlands as identified by local governments
- Utility expansion plans in Cape Coral
- 'Reserve' and 'Lehigh Acres Tier 3' areas in Cape Coral and Lee County comprehensive plans
- Historic districts in Fort Myers
- Restrictive land use designations in comprehensive plans

Areas for Intensification

During the same staff meetings, each local government identified areas where more intense development could further public policy. These areas might be:

- Legal, such as vested rights for entitled development
- Policy, such as comprehensive plan designations encouraging more intense development
- Pending policy, based on ongoing studies by government agencies or recognized planning panels

The following areas for potential intensification were identified and mapped:

- Formal land use designations that strongly encourage more intense development, such as:
 - Five most intense land use designations in Cape Coral
 - Five most intense land use designations in Fort Myers
 - Town center, vested developments, and five most intense land use designations in Bonita Springs
 - Seven most intense land use designations in pending Lee Plan amendments
 - Lee County's mixed use overlays (adopted plus pending amendments)
 - Mixed use communities along perimeter of Lee County's DR/GR
 - Intensification nodes in Lehigh Acres
 - Civic core on Sanibel
 - Pedestrian commercial areas at Fort Myers Beach
- Three proposed 'town center' nodes in Estero
- Research Diamond surrounding Florida Gulf Coast University
- Potential transit stations along the rail corridor and in major connecting routes in Cape Coral and Lehigh Acres

Land Use Scenarios

Three land use scenarios were created and evaluated for the Lee County MPO. Each is a variation on a composite map (the ‘base canvas’) that generalized likely outcomes from the future land use maps of Lee County and its five cities, assuming a continuation of recent development practices.

Many factors could change how portions of Lee County will be developed or redeveloped. For instance, today’s comprehensive plans can be amended by local governments. Development often responds to infrastructure improvements such as future highway and transit investments. Changing social and economic trends can increase or decrease the flow of jobs into Lee County; they can also increase or decrease household formation and residents’ willingness to commute by private car or public transit.

The three scenarios modify certain areas of Lee County to visualize how various changes might affect the distribution of population and jobs. The three scenarios lie on a continuum from more geographically dispersed development (Scenario A) to more compact development (Scenario C).

Scenario A assumed a package of changes that would place a major concentration of jobs in far northwest Cape Coral, suburbanize some rural areas that are protected under today’s comprehensive plans, and redevelop some single-family neighborhoods into multifamily neighborhoods. This scenario is essentially the land use pattern on which the MPO’s existing long-range transportation plan for the year 2035 was based.

Scenario B assumed placing nearly all new development and redevelopment within the urban areas designated in today’s comprehensive plans.

Scenario C is similar to Scenario B except that it assumed some additional intensification along major transportation corridors and it eliminated new development outside designated urban areas.

Each scenario is described in further detail below. Maps of each scenario are provided on pages 11, 12, and 13. A chart highlighting the changes within each local government’s jurisdiction is provided on page 14.

Scenario A

In Scenario A, development would be spread more evenly across the county and would extend further out than the other scenarios.

Some areas that are currently planned to remain rural-residential would become suburban in character, including Buckingham, portions of Bayshore near I-75, and east of the regional airport. Lee County’s comprehensive plan would have to be amended for these changes to take place.

Intensification would take place in specific areas:

- In Cape Coral, a major concentration of about 13,000 jobs would be placed in the far northwest near Burnt Store Marina.
- In Estero, rural/residential would be added at Edison Farms and new retail would be placed west of US 41 south of Williams Road.
- In North Fort Myers, intensification would take place near the river from Cape Coral to N. Tamiami Trail.
- Some areas that are already or were planned to become single-family residential would be changed to multifamily neighborhoods in southwest Cape Coral and the Iona/McGregor area.
- Mixed-use neighborhoods that include homes, jobs, schools, and shops would emerge along Pine Island Road and other locations in Cape Coral and in “The Forum” in Fort Myers, but otherwise would be fairly rare, similar to current conditions in Lee County.

Home construction in Lehigh Acres would be slow, with few new jobs or shopping opportunities.

Fort Myers Beach would not intensify in this scenario. Sanibel Island would not intensify in any of the three scenarios.

Scenario A would be served with a transportation network that remains car-oriented.

Scenario A is shown on a map on page 11. Areas where Scenario A differs from the base canvas are highlighted and cross hatched on that map.

Scenario B

In Scenario B, pockets of more intense development would be added at key locations across the county, primarily along transportation corridors. Nearly all new development and redevelopment would take place within potential urban areas already designated in today's comprehensive plans.

Intensification would take place in specific areas:

- In Cape Coral, intensification would take place downtown, along Pine Island Road, and in crossroads locations as depicted in the Cape Coral comprehensive plan.
- In Fort Myers, intensification would take place near downtown and along major corridors in accordance with the Fort Myers comprehensive plan.
- In Bonita Springs, the area east of I-75 now designated as Density Reduction / Groundwater Resource would become suburban in character.
- In Fort Myers Beach, some intensification would take place in redevelopment areas along Estero Boulevard near Times Square.
- In Lehigh Acres, intensification would take place in numerous areas that have been identified in recent planning efforts.
- South of the airport, intensification for the proposed Research Diamond would take place as envisioned in the ULI report.
- Mixed use corridors and centers would emerge in North Fort Myers and Estero along US 41, in Bonita Springs along Old 41, and at several other locations.

Higher intensities would include more mixed-use neighborhoods that include homes, jobs, schools, and shops in closer proximity.

Scenario B would be served with a transportation network that remains primarily car-oriented, but the intensification areas would allow vehicular trips to be shorter and more effectively served by walking, bicycling, and transit.

Scenario B is shown on a map on page 12.

Scenario C

Scenario C is similar to Scenario B. However, no development would take place outside the areas already designated for urban or suburban development in today's comprehensive plans.

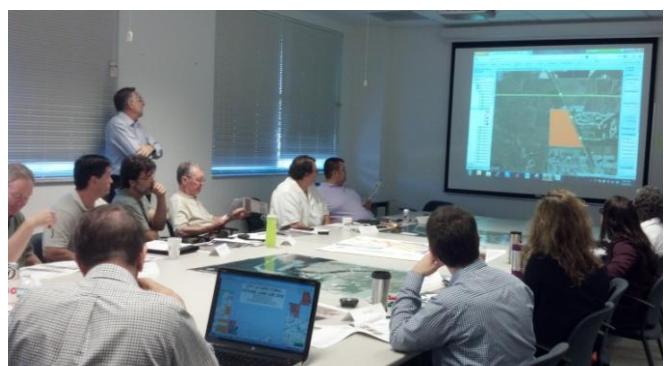
Additional intensification would take place along major transportation corridors, including College Parkway and around potential transit stations along the CSX/Seminole Gulf rail corridor or U.S. 41. Transit station areas were identified that could take advantage of the potential for enhanced transit services along this corridor, which could be rail or 'bus rapid transit' service. Three transit stations would be located in Cape Coral at likely connection points to the future north-south service.

Intensification for the Research Diamond would take place as envisioned in the American Institute of Architects report.

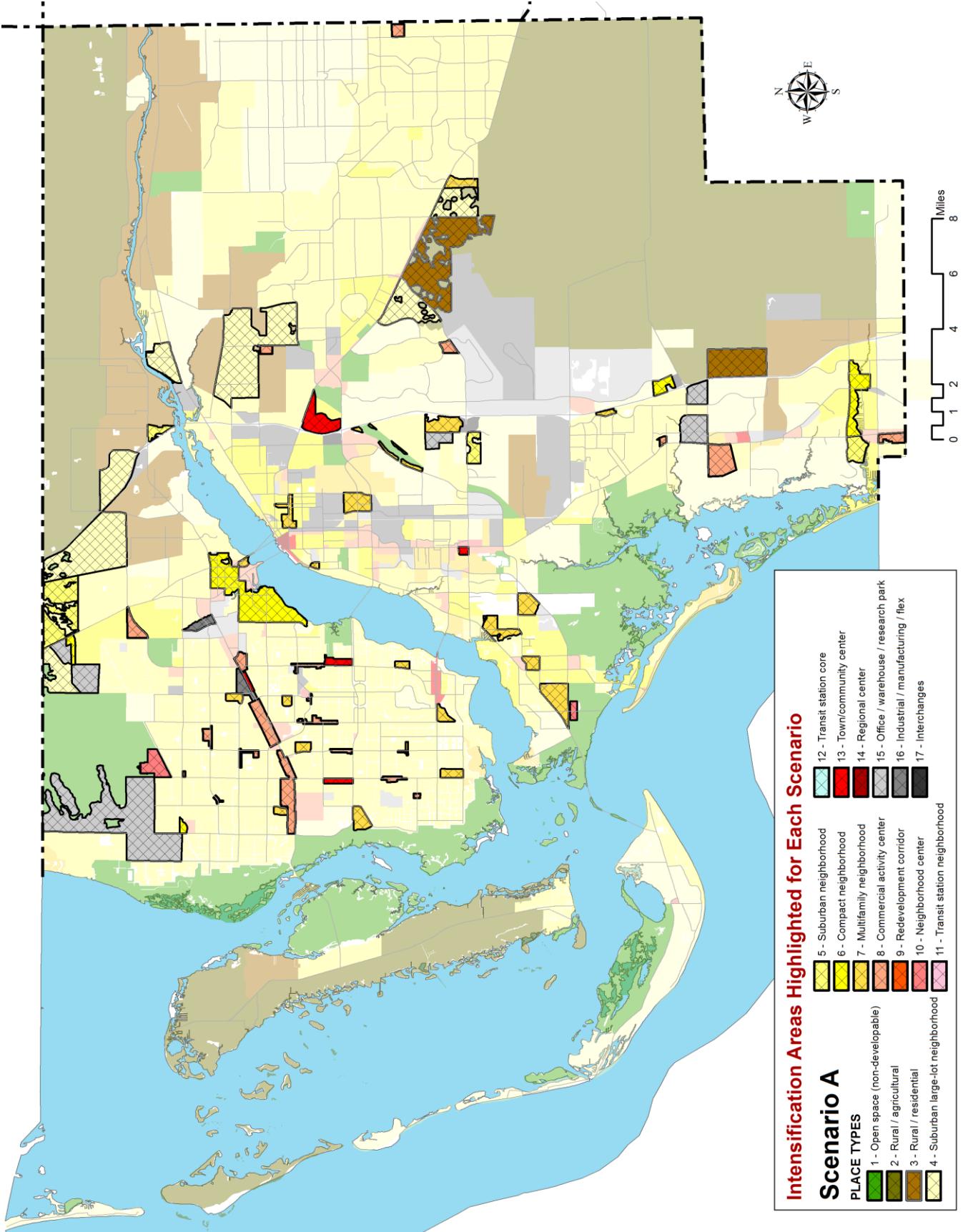
In Bonita Springs, the area east of I-75 now designated as Density Reduction / Groundwater Resource would remain rural/residential in character.

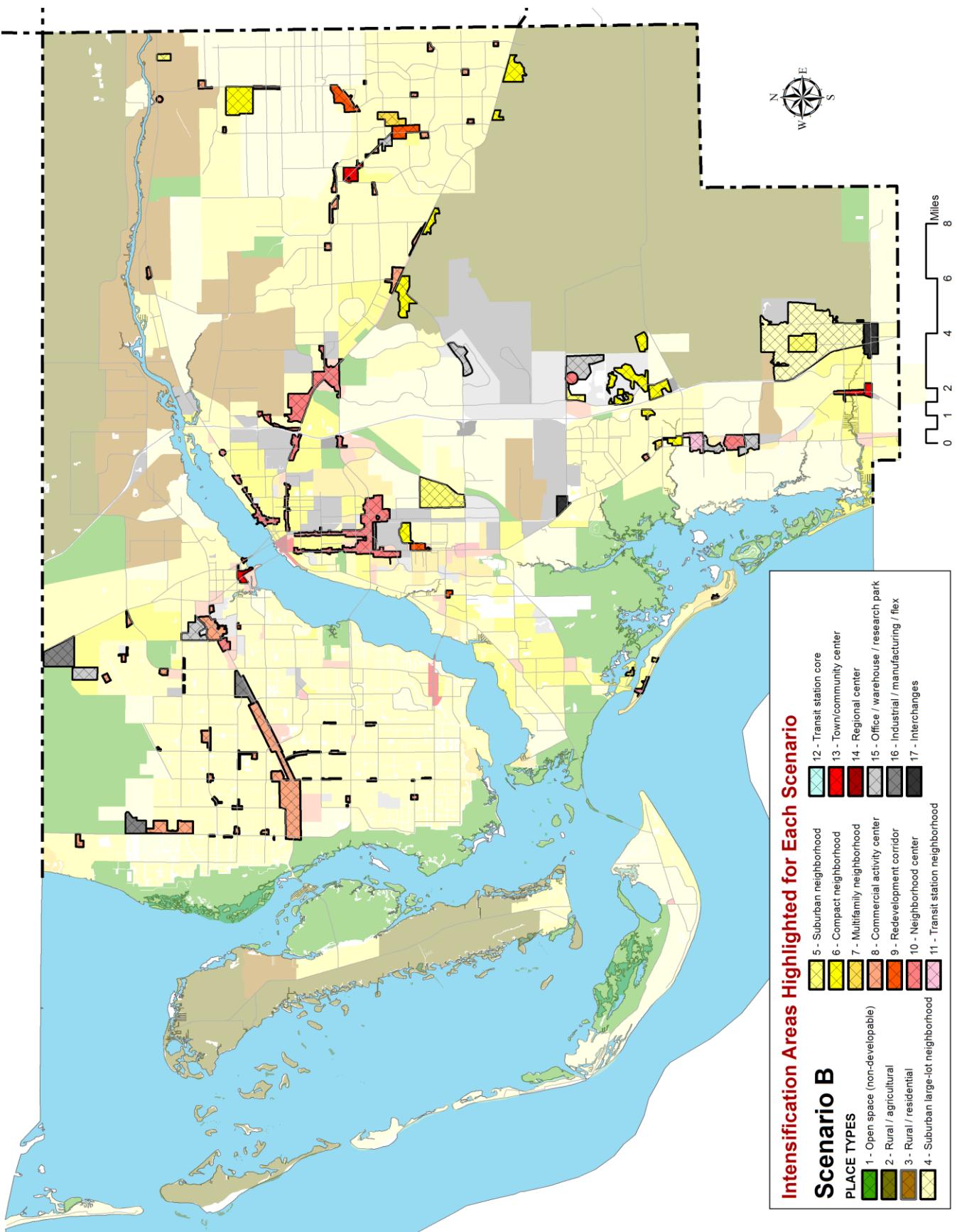
Like Scenario B, Scenario C would be served with a transportation network that remains primarily car-oriented, but the expanded intensification areas would be transit-oriented, focused along potential transit corridors to allow more trips to be made with transit.

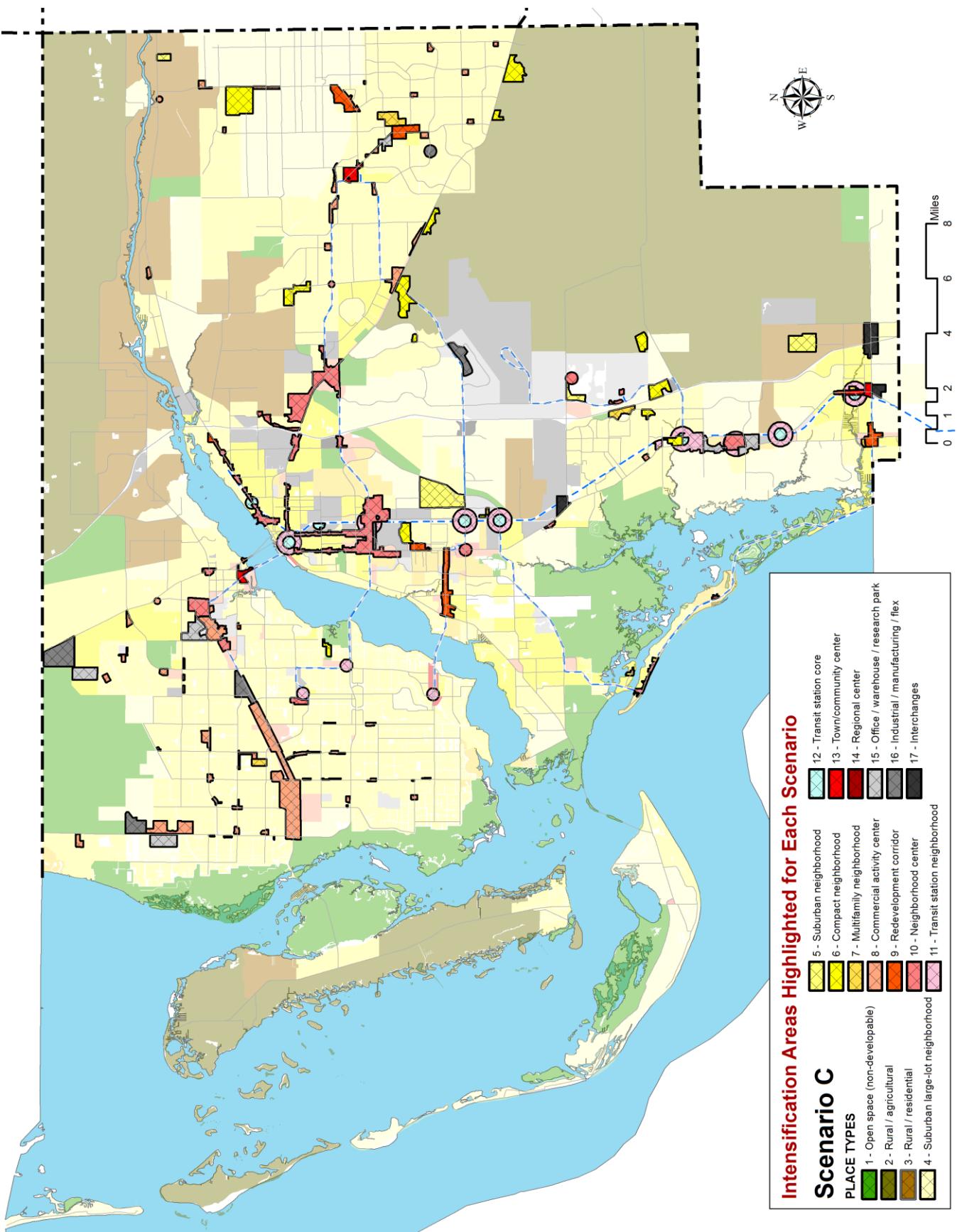
Scenario C is shown on a map on page 13.



Planners' Workshop in December 2013







Variations by Jurisdiction & Subject

TOPIC	Scenario A	Scenario B	Scenario C
Outward expansion	As permitted by current comprehensive plans, plus expansion into Buckingham, Prairie Pines, Yucca Pens, Edison Farms, and south of Lehigh Acres	As permitted by current comprehensive plans, plus Bonita Springs DRGR	As permitted by current comprehensive plans only
Cape Coral Retrofit	Significant growth of employment and shopping at multiple locations; major new employment centers (13,000 jobs) in far northwest along Burnt Store; redevelopment of some residential areas in southwest Cape Coral; new town center at Coralwood	Significant growth of employment and shopping at multiple locations, including Pine Island Road and near VA clinic; smaller new employment centers at northerly city limits along Burnt Store; transit-oriented development at three locations (downtown, Coralwood, city hall)	Significant growth of employment and shopping at multiple locations, including Pine Island Road and near VA clinic; smaller new employment centers at northerly city limits along Burnt Store; transit-oriented development at three locations (downtown, Coralwood, city hall)
Lehigh Acres Retrofit	None	Significant growth of employment and shopping at multiple locations throughout Lehigh Acres	Significant growth of employment and shopping at multiple locations throughout Lehigh Acres
Fort Myers Infill / Intensification	New town center at The Forum; residential redevelopment in Metro Park area; little other growth in Fort Myers	Intensification per city's comprehensive plan	Intensification per city's comprehensive plan; transit-oriented development at four transit stations (downtown, Colonial, Hanson, Veronica Shoemaker)
Bonita Springs Infill / Intensification	Residential development of Edison Farms; redevelopment of residential areas south of Terry and north of Imperial River	Residential development of DRGR; downtown redevelopment along Old 41; intensification of I-75 interchange area	Downtown redevelopment along Old 41; intensification of I-75 interchange area; transit-oriented development at two transit stations (downtown, Strike Ln)
Sanibel Infill / Intensification	None	None	None
Fort Myers Beach Infill / Intensification	None	As permitted by current comprehensive plan only	As permitted by current comprehensive plan, plus a small extension further southeast on Estero Blvd
Estero Infill / Intensification	New commercial centers between Corkscrew and Williams from US 41 to I-75, and west of US 41 south of Williams	New mixed-use development between US 41 and railroad from Broadway to Bonita Springs city limits	Redevelopment between US 41 and railroad south of Broadway; transit-oriented development at two potential stations (Coconut Point, Corkscrew)
South Fort Myers Infill / Intensification	Significant redevelopment of residential areas in Iona/McGregor	None	Redevelopment along College Parkway; transit-oriented development at two transit stations (Daniels, Gladiolus)
North Fort Myers Infill / Intensification	Significant redevelopment of residential areas near Caloosahatchee east of Orange Grove and south of Bayshore Rd	New town center along US 41 south of Pondella	New town center along US 41 south of Pondella
FGCU Area	As permitted by current comprehensive plan only	As permitted by current comprehensive plan, plus major intensification between s. of Alco (per ULI)	As permitted by current comprehensive plan, plus minor intensification at FGCU entrance (per AIA)
Residential Intensification	North Fort Myers along river; South Cape Coral; Iona/McGregor; Metro Park; Imperial river	Six Mile Parkway; FGCU	Six Mile Parkway
Mixed-Use Centers/Corridors	Coralwood; The Forum	NFM along US 41; central Fort Myers; SR 82 between FM and Lehigh Acres; many in Lehigh Acres; Estero along 41; downtown Bonita Springs; College Parkway	Around thirteen potential transit stations (three in Cape Coral)
Transit-Oriented Development	Not relevant to Scenario A	Not relevant to Scenario B	Not relevant to Scenario C

4. Scenario Evaluation

Each scenario was formally evaluated using quantitative and subjective professional techniques. These evaluations were essential because the conventional four-step travel demand model used by MPOs has known shortcomings:

- Four-step models are not very sensitive to certain variables that affect travel patterns. These variables are often referred to as the “5 Ds” (density, diversity, design, destinations, and distance to transit).
- Four-step models are so complex and highly technical, essentially ‘black boxes,’ that public officials and the general public cannot understand or be involved in decisions that must be made during the modeling process.
- Today’s four-step models assume the future will be fairly similar to the past as to demographic characteristics and travel preferences, even though this is a time of extreme variations in fuel costs, increasing acceptance of public transit, changes in basic climatic conditions, delayed household formation, and changing family characteristics.

The evaluation process began before any scenarios were created. Potential indicators, also known as ‘measures of effectiveness,’ were identified at that stage.

After the scenarios were prepared, each was evaluated by INDEX land use modeling software and independent GIS analysis to assess the likely performance of each scenario when considering the 5 Ds and similar relevant factors.

A sophisticated online survey was used in February and March 2014 to solicit public input on planning priorities and to show respondents how each land use scenario would perform relative to their own priorities.

The MPO’s technical and citizen advisory committees made formal recommendations on a preferred scenario in June 2014 after reviewing the analyses of all scenarios and the public responses.

Each step in the evaluation process is described below.

Potential Indicators

Potential indicators, also known as “measures of effectiveness,” were identified early in this process to assess whether reliable data would be available to meaningfully evaluate those indicators and whether other indicators outside the INDEX model might also be valuable.

Potential indicators included:

- Number of jobs relative to population
- Mix of housing types
- Development intensity
- Location of new development relative to jobs and shopping
- Vehicle-miles of travel required
- Interconnectivity of new development
- Access to transit
- More intense use of previously developed land

One potential indicator, the number of jobs relative to population, was eliminated because this ratio will ultimately be determined by economic and demographic factors beyond the control of local governments. Variations in this ratio among the scenarios would not change the eventual outcome.

Some other potential indicators were eliminated because the size of the area being analyzed (all of Lee County) was too large to allow meaningful analysis. For instance, INDEX software can be set to assume certain characteristics for typical employment centers such as high levels of transit and bicycle access, but the location of the employment center can have significant effects on whether such access can ever be achieved.

The relative weight that should be given to any particular indicator is a matter of judgment. Potential weighting scales were discussed by participants while indicators were being considered.

The final indicators and the consensus weighting scale are described on the following pages.

Technical Evaluation

Each scenario was analyzed through a rigorous technical process using tools designed for comparing the likely costs and benefits of alternate land use patterns.

The three scenarios fall along a continuum of “compactness,” with Scenario A being the most dispersed and Scenario C being the most compact.

The term “compact development does not imply high-rise or even uniformly high density, but rather higher average “blended” densities. Compact development also features a mix of land uses, development of strong population and employment centers, interconnection of streets, and the design of structures and spaces at a human scale.

--- *Urban Land Institute*

The core tool used in the technical evaluation was the latest version of INDEX, an integrated suite of planning support tools for neighborhoods, communities, and regions. INDEX has been used extensively in Florida and across the country since its introduction in 1994 by Criterion Planners.

Primary users of INDEX have been land use, transportation, and environmental professionals who are engaged in:

- Designing future scenarios and measuring them with performance indicators,
- Ranking scenarios by goal achievement, or
- Monitoring adopted plans.

Scenario applications of INDEX typically compare alternate land use patterns for a future date with the pattern likely to occur under existing development trends and/or local plans.

INDEX was created as a GIS application but now is used in conjunction with an on-line service created by the same team, the SPARC data transformation service. These tools together provide full access to the data underlying various scenarios to all participants, even those with little or no GIS expertise.

Final Indicators

In addition to the potential indicators that could be generated by INDEX, other indicators were evaluated that were appropriate to the county-wide scale of the land use scenarios and could be generated through GIS analysis of each scenario.

The chart below shows the final selection of indicators and how each is to be measured.

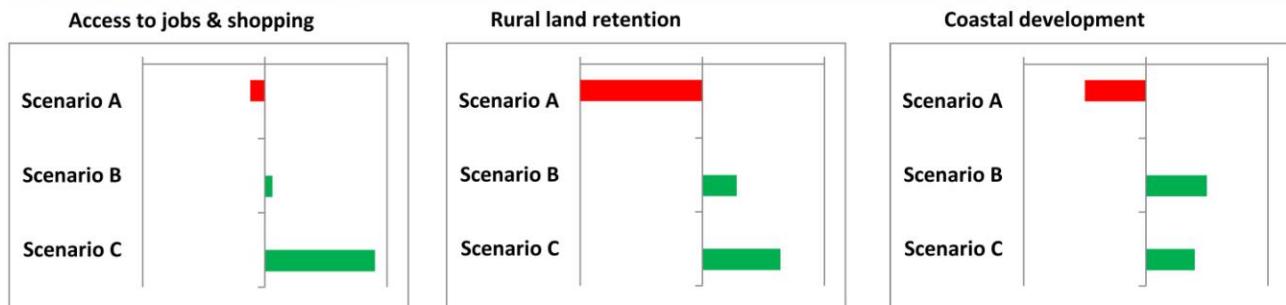
Indicators (Measures of Effectiveness)		
Indicator	Unit of measurement	Data Source
Development Patterns		
Access to jobs & shopping	Miles to closest center, weighted by total persons	Computed by INDEX as centeredness: centers are downtowns, regional shopping centers & major employment concentrations
Rural land retention	Amount of designated rural areas that would remain rural	Computed by GIS: percentage of rural land shown on base canvas that remains rural
Coastal development	New homes in designated coastal high hazard areas	Estimated by amount of new development in state-designated coastal high hazard areas
Housing		
Diverse housing options	Mulifamily as % of total dwelling units	Computed by INDEX
Homes on large lots	Amount of rural & suburban areas that would have homes on large lots	Computed by GIS: percentage of rural and single-family land that would have homes on large lots
Transportation		
Amount of driving	Home-based vehicle-miles traveled (VMT)/capita/day	Computed by INDEX: 2007 and 2035 dataset from Lee MPO; every 1% increase in density and mix, VMT decreases by 4% and 9%, respectively, from Table 1, Improved Data & Tools for Integrated Land-Use/ Transportation Planning, Caltrans, September 2012
Access to transit	Development focused along major corridors & commercial nodes	Estimated by consulting team
Walking & bicycling	Intersections/square mile	Computed by INDEX
Energy, Water, Greenhouse Gases		
Energy use	Million BTUs /DU/year	Computed by INDEX: SF DU = 46 MMBtu/yr and MF = 42 MMBtu/yr, from Table 2, Lee County GHG Emissions Inventory, 2007
Water use	Gallons /DU/day	Computed by INDEX: SF water use includes 60 gallons/capita/day indoor and 40 gallons/capita/day outdoor; MF includes 60 indoor and 4 outdoor; adapted from Tampa data, Figure 3-2, Handbook of Water Use & Conservation, A. Vickers, 2001
Greenhouse gas emissions	Equivalent carbon dioxide /DU/year	Computed by INDEX: 388.11 lbs CO2e/MMBtu, from Table 7, Lee County GHG Emissions Inventory, 2007

Indicator Ratings for Each Scenario

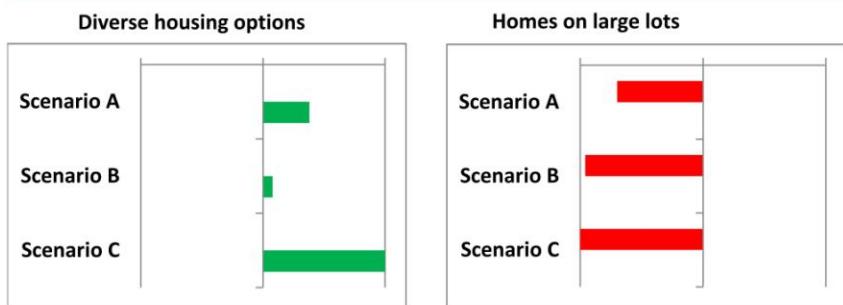
The indicator ratings for each scenario are illustrated below. The rating for the existing comprehensive plans is set at the midpoint (the vertical bar in the center of each rating box). A red bar means this scenario scored poorly on that indicator, relative to the existing plans. A green bar means this scenario scored well.

Indicator Ratings For Each Scenario

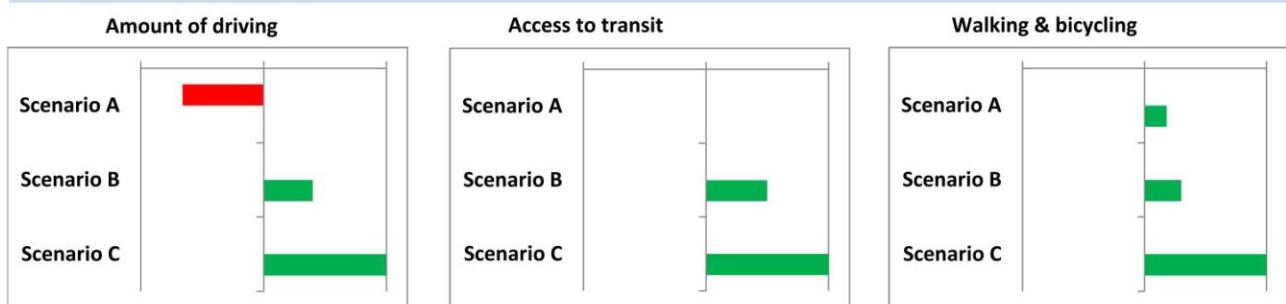
DEVELOPMENT PATTERNS



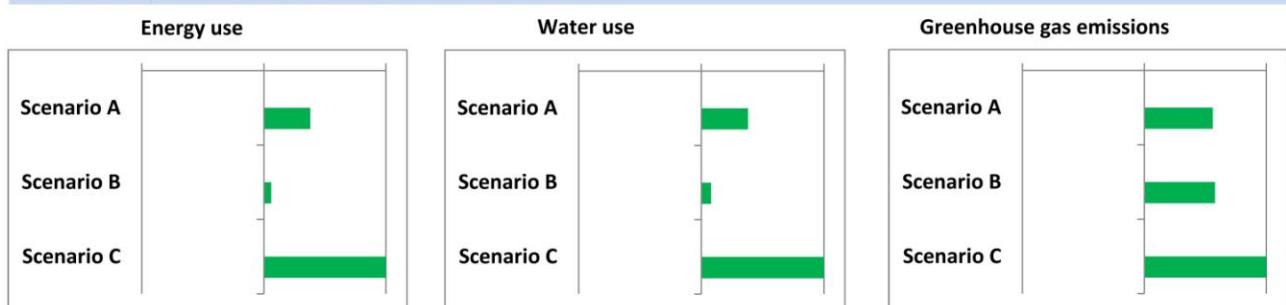
HOUSING



TRANSPORTATION



ENERGY, WATER, GREENHOUSE GASES



Weighting of Indicators

Not all indicators are of equal importance for evaluating land use scenarios. However, the relative weighting that should be assigned to each indicator is a matter of judgment upon which reasonable people may disagree.

Various weighting scales were considered during this planning effort. The weighting scale below reconciles various views as to the importance of the indicator ratings shown on the previous page.

The heaviest weight is given here to the amount of driving that will be required for each scenario, a primary objective of this planning effort. Less driving is mainly a result of locating more homes closer to jobs and shopping; driving is also reduced when some trips can be accomplished by bicycle, walking, or on transit.

Heavier weight is also given to the number of households who would have greater access to transit, another primary objective; and to “access to jobs and shopping,” a critical issue throughout the county but especially in Cape Coral and Lehigh Acres due to the shortage of land for jobs and shopping in those communities.

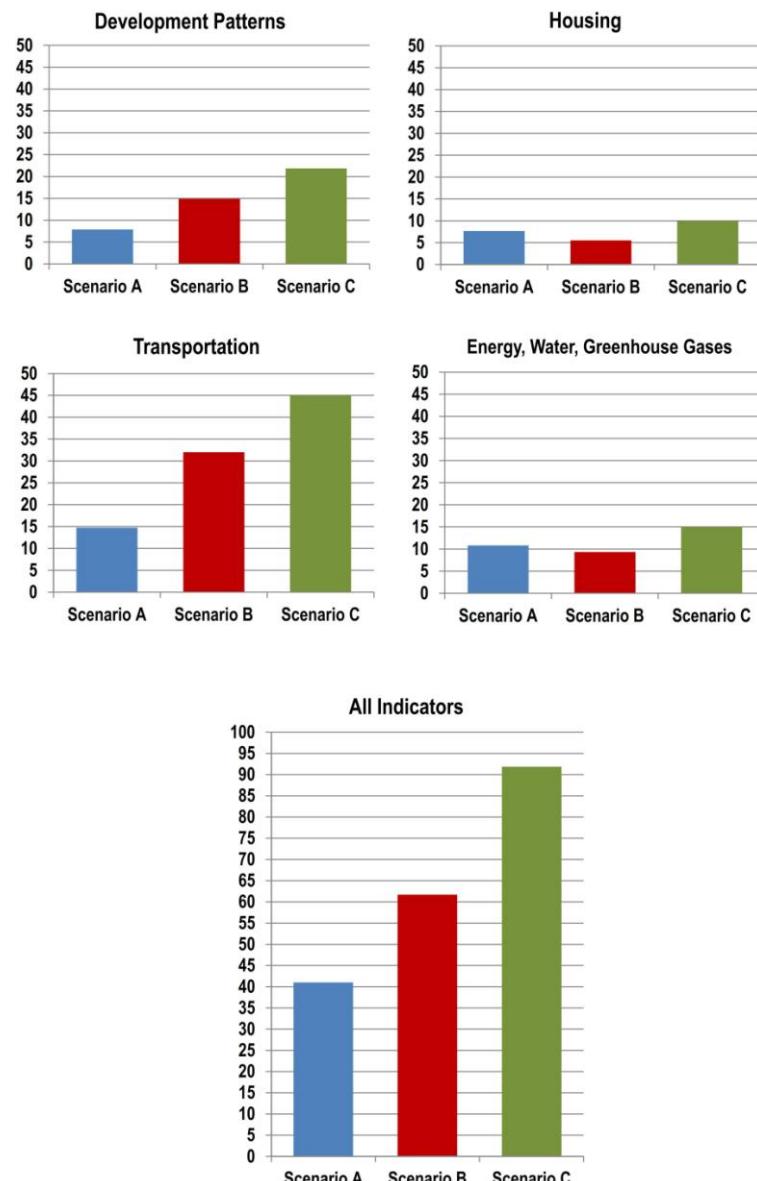
Additional weight is also given to “diverse housing options” because of changing household characteristics such as a larger percentage of single-occupant households.

Weighting of Indicators	
Indicator	Percent of Total Rating
Development Patterns	
Access to jobs & shopping	15%
Rural land retention	5%
Coastal development	5%
Housing	
Diverse housing options	10%
Homes on large lots	5%
Transportation	
Amount of driving	25%
Access to transit	15%
Walking & bicycling	5%
Energy, Water, Greenhouse Gases	
Energy use	5%
Water use	5%
Greenhouse gas emissions	5%
TOTAL:	100%

Composite Technical Scores

Based on this indicator weighting, composite technical scores were calculated for each scenario — first for each of the four groups of indicators, then for all indicators together.

A higher score means that the scenario would perform better for that group of indicators.



Vehicle-Miles Traveled

The primary means of meeting increasing travel demand in southwest Florida has been the expansion of roads and highways. An underutilized means of responding to this demand is to configure new development in ways that require less travel, for instance by placing homes, shopping, and jobs in closer proximity. Potential travel reductions were modeled using INDEX software by calculating “vehicle-miles traveled” (VMT) for each scenario.

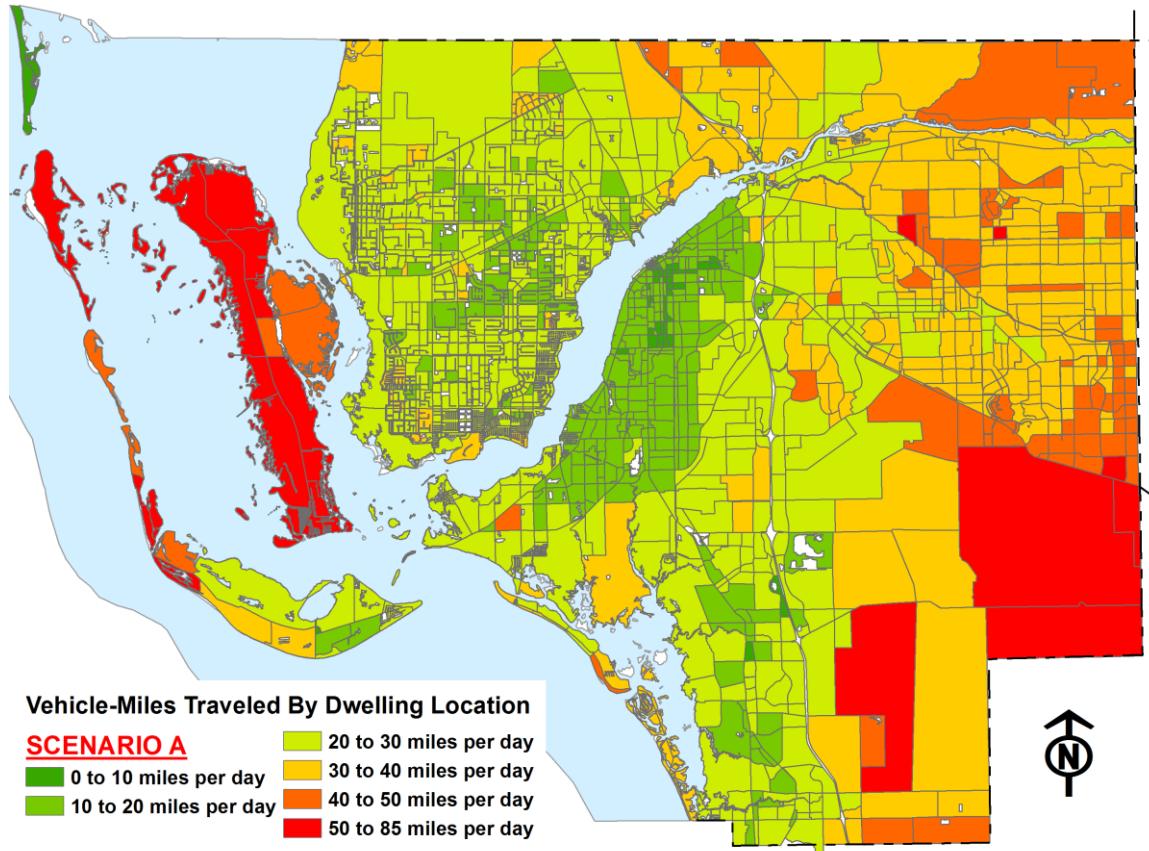
Base data for VMT was obtained from the travel model used by the Lee County MPO to create the current long-range transportation plan (LRTP) for the year 2035. The 2035 LRTP was based on the land use pattern in Scenario A; per-capita VMT results are shown below for that pattern.

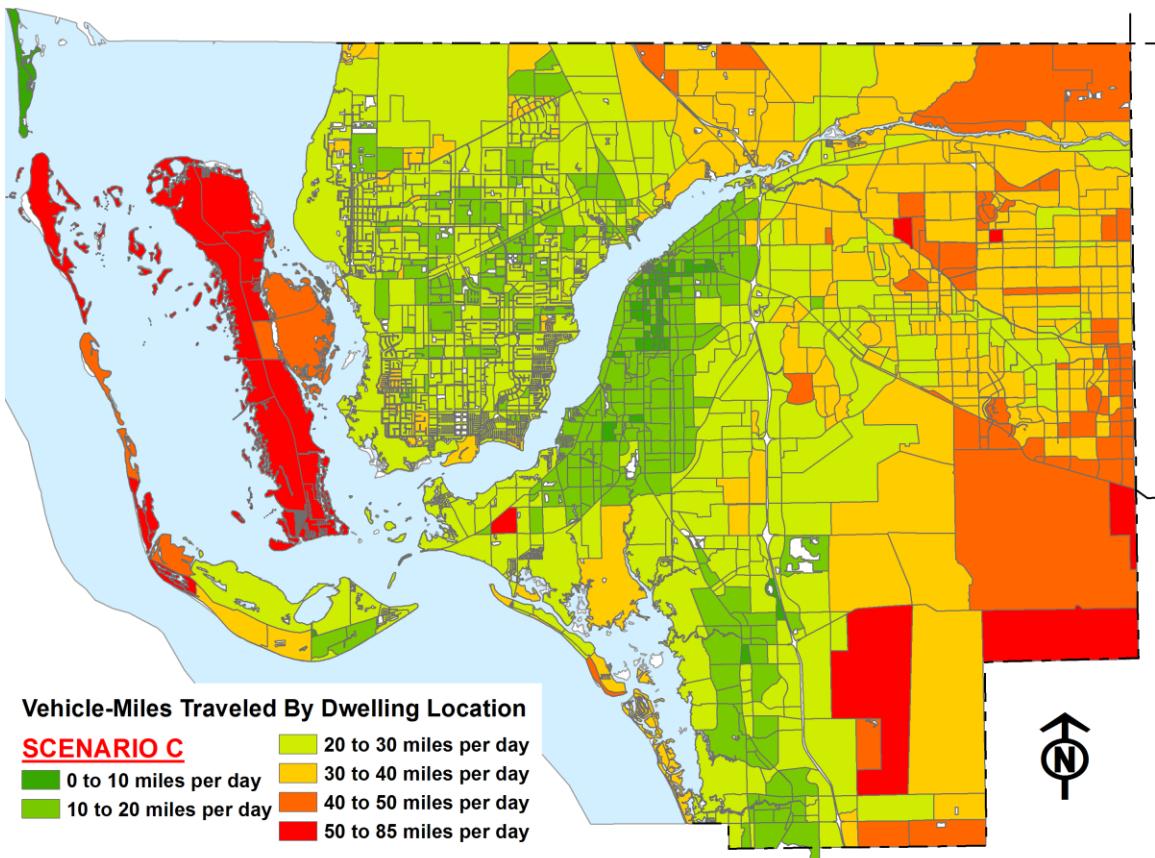
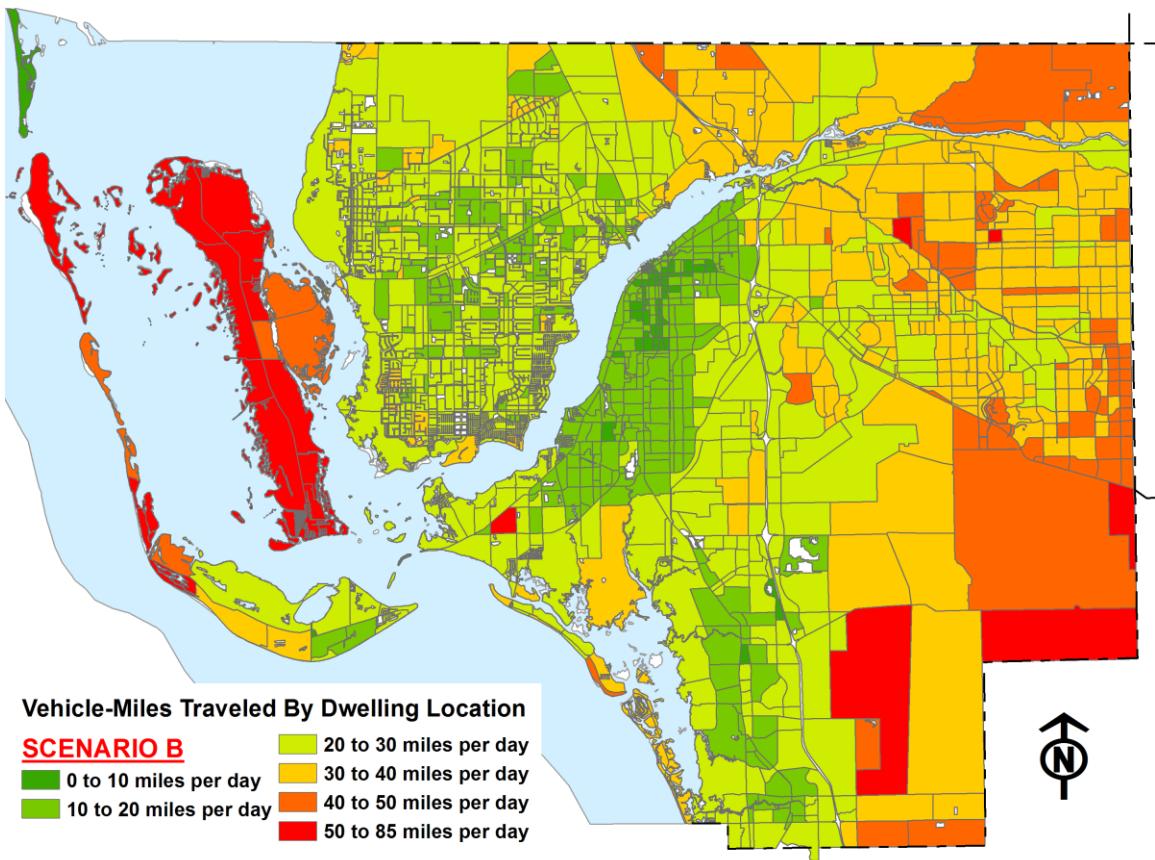
Another VMT data source, based on U.S. Census data and compiled by the Center for Neighborhood Technology, was also evaluated but it did not provide the same level of detail. The LRTP data appears to underestimate VMT levels in north Cape Coral due to exceptional employment that had been projected near Burnt Store Marina, but overall it provides the base available source of VMT data.

INDEX software adjusted the 2035 VMT values for Scenarios B and C to reflect increasing or decreasing density and land-use mix, based on research compiled by the California Department of Transportation.

Spatial implications of VMT changes can be observed on the Scenario B and C maps on page 20:

- Difference are fairly minor for Cape Coral because all three scenarios reflect Cape Coral's sustained efforts to add jobs and shopping throughout the city.
- Major improvements are observed for Lehigh Acres because Scenarios B and C reflect success from Lee County's efforts to add jobs and shopping there.
- Scenarios B and C show significant improvement in Estero as jobs and other destinations are anticipated to offset the current imbalance of residential uses.
- Scenarios B and C show increasing improvements in Bonita Springs that reflect success from city efforts to add jobs and shopping there.





Public Review through MetroQuest

After completion of the technical evaluation of all three scenarios using INDEX, public input was solicited from residents and landowners through an online survey. Participants were asked to choose and rank their highest priorities and to rate each scenario. The survey is summarized here; further details are in Appendix A.

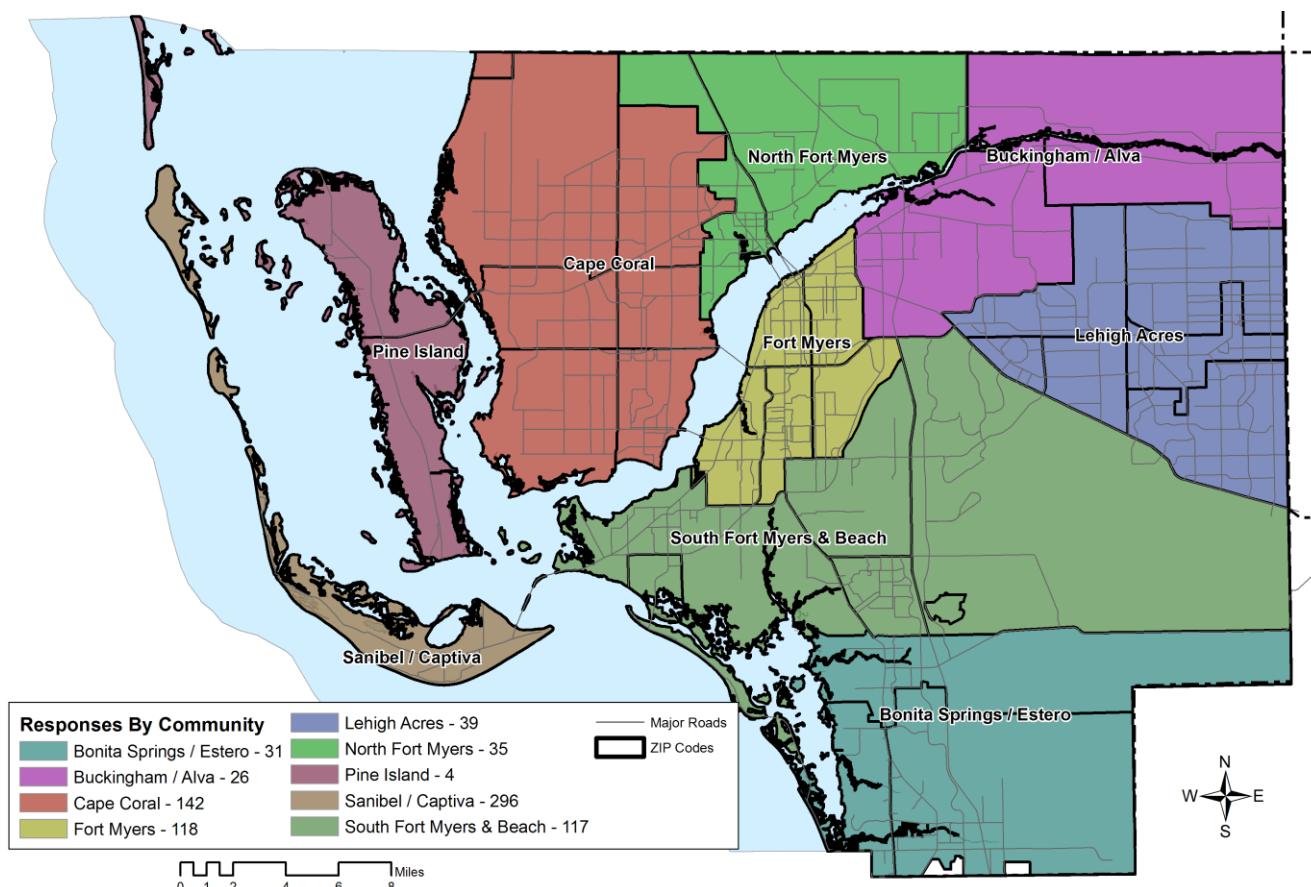
The survey was created using MetroQuest, a well-established tool for evaluating complex scenarios. MetroQuest is highly visual, with interactive displays that let participants learn about potential priorities and review the technical evaluation of the scenarios before being asked to rank each scenario.

Participation in the Survey – The survey was available for six weeks in early 2014. Participants were actively solicited via web links and e-mail distribution lists from Lee County government, its five cities, all chambers of commerce, schools, hospitals, and the MPO's own distribution list. Flyers were posted in libraries and on local buses. Social media links were also used to solicit input.

The survey was completed by 1,227 individuals. Each was asked to provide their home zip code; 808 did so, which allowed their results to be compiled by geographic area (see map below).

Participants could also volunteer information about their age and occupation, allowing some tabulations using that information. A significant majority were over 55. Those under 24 years of age participated the least, despite considerable effort to reach this group. Of the 66 percent who listed an occupational status, just over half worked outside their home, a third were retired, and 12 percent worked from home. Less than five percent were students, unemployed, or visitors.

The survey elicited a strong response compared to standard public input methods for transportation planning. The survey generated over 18,500 data points and over 900 written comments, many of them quite detailed. However, the survey did not attempt to poll a statistically valid subset of the population. Participation was voluntary and thus caution is advised regarding how well this survey represents the overall perspectives of all Lee County residents.



Priorities – Survey participants began by viewing a list of eleven priorities they might see as important for the future. Each priority represented a numerical measure from the INDEX model or from GIS analysis. A description of each priority was provided, along with the data that was being measured (as shown in the chart below). Each participant was asked to select their personal top five priorities and rank each from #1 to #5.

The chart at the bottom of this page summarizes the priority rankings from each community, with the number of participants shown for each. The top five priorities overall are highlighted in yellow:

1. Walking and Bicycling
2. Water Conservation
3. Less Driving
4. Preserve Rural Land
5. Access to Transit

Diverse Housing Options (ratio of total number of multi-family homes to total number of homes)	Homes come in many shapes and sizes; price and location also vary. With a wider selection of housing types, residents can choose that which suits them the best during different periods of their lives.
Walking and Bicycling (intersections per square mile)	Neighborhoods with small block sizes create an environment that is safer and easier for walking and bicycling. Being able to walk and bike more places increases travel options and reduces miles traveled in cars.
Less Driving (home-based vehicle miles travelled per person, per day)	Compact neighborhoods with a blend of jobs, schools and shops can reduce the miles a person must drive. This can affect time spent in traffic, air quality, and energy consumption.
Water Conservation (water use in gallons per home, per day)	A growing population will require more water. Multi-family homes use less water than single-family homes due to lawn size. Outdoor irrigation is a major factor in water use.
Reduce Greenhouse Gas (tons of CO ₂ emissions per home, per year)	Car exhaust contributes a large proportion of greenhouse gas emissions which have significant impacts that could impact the climate, sea level rise, and public health.
Access to Jobs & Shopping (number of residents near major employment and shopping centers)	Jobs and shopping being close to home is convenient. This can reduce transportation costs, and offer more opportunities to find rewarding work.

Homes on Large Lots (amount of rural and suburban areas that would have homes on large lots)	Extra living and yard space found in more rural or suburban areas is appealing, particularly to families with children.
Access to Transit (development focused along major corridors and commercial nodes)	Public transit is important to those who cannot or prefer not to drive. Focusing development along major corridors and commercial nodes helps transit work efficiently.
Less Coastal Development (new homes in designated coastal high hazard areas)	Homes near the coast are appealing and in high demand. However, those homes are susceptible to storm damage, can impact the natural environment, and are vulnerable to rising sea levels.
Grow in Undeveloped Areas (amount of rural areas that would be developed)	Rural uplands offer new opportunities to grow. However, the cost of extending roads and utilities to new areas is often greater than the new tax revenue generated.
Preserve Rural Land (amount of rural areas that would remain rural)	Rural lands include agricultural land and undeveloped, natural resources such as wetlands and wildlife habitats. Rural lands can provide jobs, healthy ecosystems, and recreational opportunities.

Priority Ranking	Bonita Springs (31)	B'ham/Alva (26)	Cape Coral (142)	Fort Myers (118)	Lehigh Acres (39)	North Fort Myers (35)	Pine Island (4)	S. FM & Beach (117)	Sanibel/Captiva (296)	Combined (808)
1	walking and bicycling	walking and bicycling	access to jobs/shopping	walking and bicycling	access to transit	preserve rural land	preserve rural land	walking and bicycling	walking and bicycling	walking and bicycling
2	water conservation	access to transit	walking and bicycling	access to jobs/shopping	access to jobs/shopping	access to transit	water conservation	water conservation	less coastal development	water conservation
3	less driving	less driving	less driving	access to transit	less driving	less driving	reduce ghg	less driving	preserve rural land	less driving
4	access to jobs/shopping	water conservation	water conservation	less driving	walking and bicycling	water conservation	less coastal development	access to transit	water conservation	preserve rural land
5	access to transit	preserve rural land	access to transit	preserve rural land	preserve rural land	access to jobs/shopping	walking and bicycling	less coastal development	less driving	access to transit
6	less coastal development	access to jobs/shopping	preserve rural land	water conservation	grow in undeveloped	walking and bicycling	access to transit	access to jobs/shopping	access to transit	less coastal development
7	diverse housing	diverse housing	less coastal development	diverse housing	less coastal development	less coastal development	homes on large lots	preserve rural land	reduce ghg	access to jobs/shopping
8	preserve rural land	less coastal development	diverse housing	less coastal development	water conservation	diverse housing	access to jobs/shopping	diverse housing	access to jobs/shopping	reduce ghg
9	reduce ghg	diverse housing	reduce ghg	diverse housing	diverse housing					
10	grow in undeveloped	grow in undeveloped	homes on large lots	grow in undeveloped	diverse housing	homes on large lots	grow in undeveloped	homes on large lots	grow in undeveloped	grow in undeveloped
11	homes on large lots	homes on large lots	grow in undeveloped	homes on large lots	homes on large lots	grow in undeveloped	less driving	grow in undeveloped	homes on large lots	homes on large lots

Scenario scoring by survey participants – After participants had ranked their top five priorities, they were presented with a map of each land use scenario. The list of priorities was shown next to each map, with that participant's five top priorities listed first. The technical score for each priority was symbolized by either:

- a red left-facing arrow, meaning this scenario scored poorly regarding that particular priority; or
- a green right-facing arrow, meaning this scenario scored well regarding that particular priority.

The length of the red and green arrows approximated how much negative or positive effect each scenario would have on that priority.

A short description of each scenario was presented above the map, with a link to a more detailed description. The maps could be enlarged or reduced in size. Participants were asked to rate each scenario on a scale of 1 to 5 stars, 1 being the lowest score and 5 being the highest, according to their own viewpoints.

An image from the MetroQuest survey is shown below; it is an example of one participant's view of the “Filling In” scenario map, with that participant's own priorities shown at the top of the priority list.

Lee County - MetroQuest

WELCOME

PRIORITIES

SCENARIOS

Explore and Rate Scenarios

Progress: [progress bar] Compare Yourself

Show Introduction

4

Trend Spreading Out Filling In Transit-Focused

Scenario A: Spreading Out

Growth primarily occurs away from existing development. Areas that were planned to remain rural and single-family residential become multi-family and commercial/office. Only a few places are mixed-use, which blend homes, jobs, schools and shops in the same area. Growth is accommodated primarily by car-oriented transportation improvements, with limited transit investments.

Full description

Please rate this scenario:
1 star = least appealing, 5 stars = most appealing

Optional Comment: Like Dislike

Your Priorities:

- Walking and Bicycling
- Water Conservation
- Less Driving
- Preserve Rural Land
- Access to Transit

Other Priorities:

- Less Coastal Development

Legend: Worse than trend Better than trend

STAY INVOLVED

Share

Average of C: TRANSIT-FOCUSED (Green)

Average of B: FILLING IN (Red)

Average of A: SPREADING OUT (Blue)

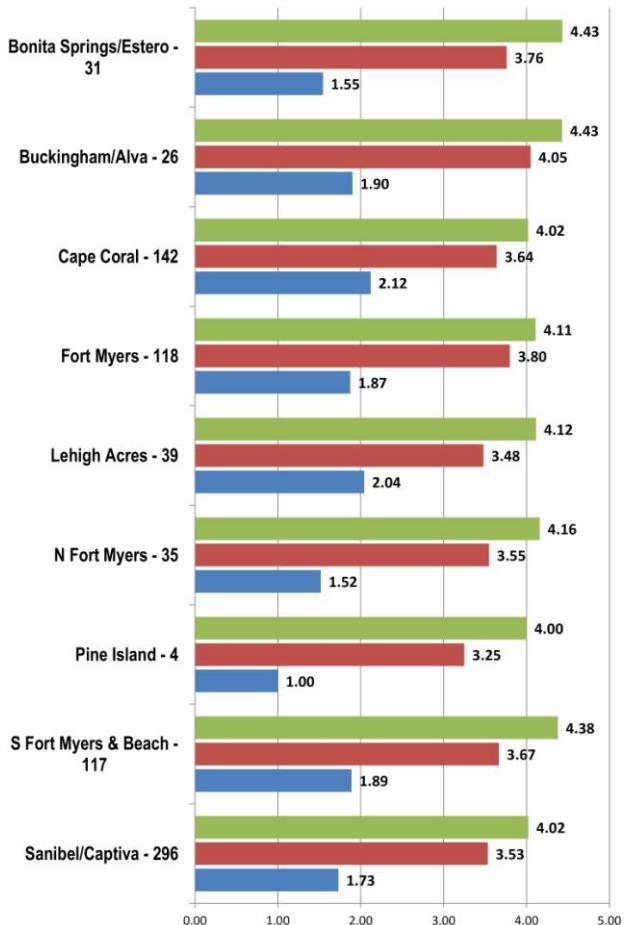
Scenario Ranking By Community –

The bar charts below break down the scenario rankings by community and show the number of participants from each community.

A: Spreading Out – 57% of participants gave this scenario 1 star and another 17% gave it 2 stars; 5% of respondents gave it 5 stars. The county-wide average of the scores was 1.85. The scores for each community are shown with a blue bar.

B: Filling In – This scenario received a better response. More than 56% of respondents gave this scenario a 4- or 5-star rating, while only 13% gave it a 1- or 2-star rating. The county-wide average of the scores was 3.63. The scores for each community are shown with a red bar.

C: Transit-Focused – This scenario received the best response from every community. More than half of the respondents gave this scenario 5 stars, with only 10% of respondents giving 1- or 2-star ratings. The county-wide average of the scores was 4.12. The scores for each community are shown with a green bar.



5. Preferred Scenario

Technical Summary of Scenarios

The three scenarios lie along a continuum from most dispersed (Scenario A) to most compact (Scenario C).

Scenario A replicates the land use pattern that was used to create the MPO's 2035 long-range transportation plan.

- Scenario A scored reasonably well – better than the 'base canvas' that represents existing comprehensive plans – due to two primary factors:
 - The addition of major multifamily concentrations in south Cape Coral, the Iona/McGregor area, and near the river in North Fort Myers.
 - The addition of a major concentration of jobs (about 13,000) in far northwest Cape Coral near Burnt Store Marina.
- These additions were significant enough to offset negative scoring caused by the substantial outward expansion of low-density residential areas that were also part of Scenario A.
- However, the jobs concentration in Cape Coral overstates what is possible or desirable due to its remote location from much of Lee County's population and the state's purchase of much of the land for preservation. Some of the multifamily expansions would displace stable single-family neighborhoods and would increase densities in coastal areas.
- The outward expansion in Scenario A is inconsistent with Lee Plan and several community plans; for instance, suburban development is shown in parts of the Buckingham, Bayshore, Yucca Pens, Prairie Pines, and Edison Farms areas.

Scenario B was based on current comprehensive plans, assuming that considerable intensification will take place as encouraged (but not required) by those plans.

- Scenario B scored quite well because land uses would be intensified where they can offset problems created by current land use patterns, not only in Cape Coral but also in Lehigh Acres, Estero, and Bonita Springs.

- The only outward expansion in Scenario B is in Bonita Springs east of I-75 in the DR/GR (density reduction / groundwater resource) area. This expansion is inconsistent with the current Bonita Springs comprehensive plan, although studies of that area are ongoing.

Scenario C assumes that the intensification encouraged by current comprehensive plans is more successful than portrayed in Scenario B. Scenario C intensifies land-use patterns on College Parkway and also along north-south transportation corridors to take advantage of potential public transit along the rail corridor or U.S. 41, as well as recent improvements to north-south roads such as the Michael G. Rippe/ Metro Parkway and Three Oaks/Imperial Parkway.

- Scenario C scored extremely well, improving on Scenario B's scores on nearly every indicator. An exception is the coastal development indicator; one of the three transit-oriented development locations added in Cape Coral in Scenario C is in downtown Cape Coral, which is in the coastal high-hazard area.
- No outward expansion is shown in Scenario C. There are no inconsistencies with local comprehensive plans.
- Scenario C scored best of the three scenarios in reducing vehicles miles traveled (VMT), a primary goal of this planning effort. Scenario C would allow more households to have greater access to transit, another primary goal, and would provide better access to jobs and shopping.

Scenario Selection Process

The selection of a preferred scenario is a community decision made by elected officials in their capacity as the governing board of the Lee County MPO.

The MPO's technical advisory committee (TAC) and citizens' advisory committee (CAC) discussed the land use scenario project at their meetings in November of 2013 and January, May, and June of 2014. At the June meetings, each committee endorsed the consulting team's recommendation and selected Scenario C as its preferred scenario.

On June 20, 2014 the MPO Board reviewed recommendations from its staff and committees and unanimously selected Scenario C as the basis for the 2040 long-range transportation plan.

Scaling Scenario to 2040 Conditions

The comprehensive plans adopted by local governments in Lee County depict the ultimate development pattern in each jurisdiction.

Sanibel and Fort Myers Beach are already close to achieving this pattern, often called “build-out,” although some development potential remains. Fort Myers, Cape Coral, Bonita Springs, and unincorporated Lee County all anticipate a great deal of additional development through and beyond the year 2040. Their comprehensive plans do not attempt to show the level of development anticipated at any point before build-out, or to assess how many dwelling units are used only during the peak season. In the same manner, the three scenarios depicted development patterns at build-out.

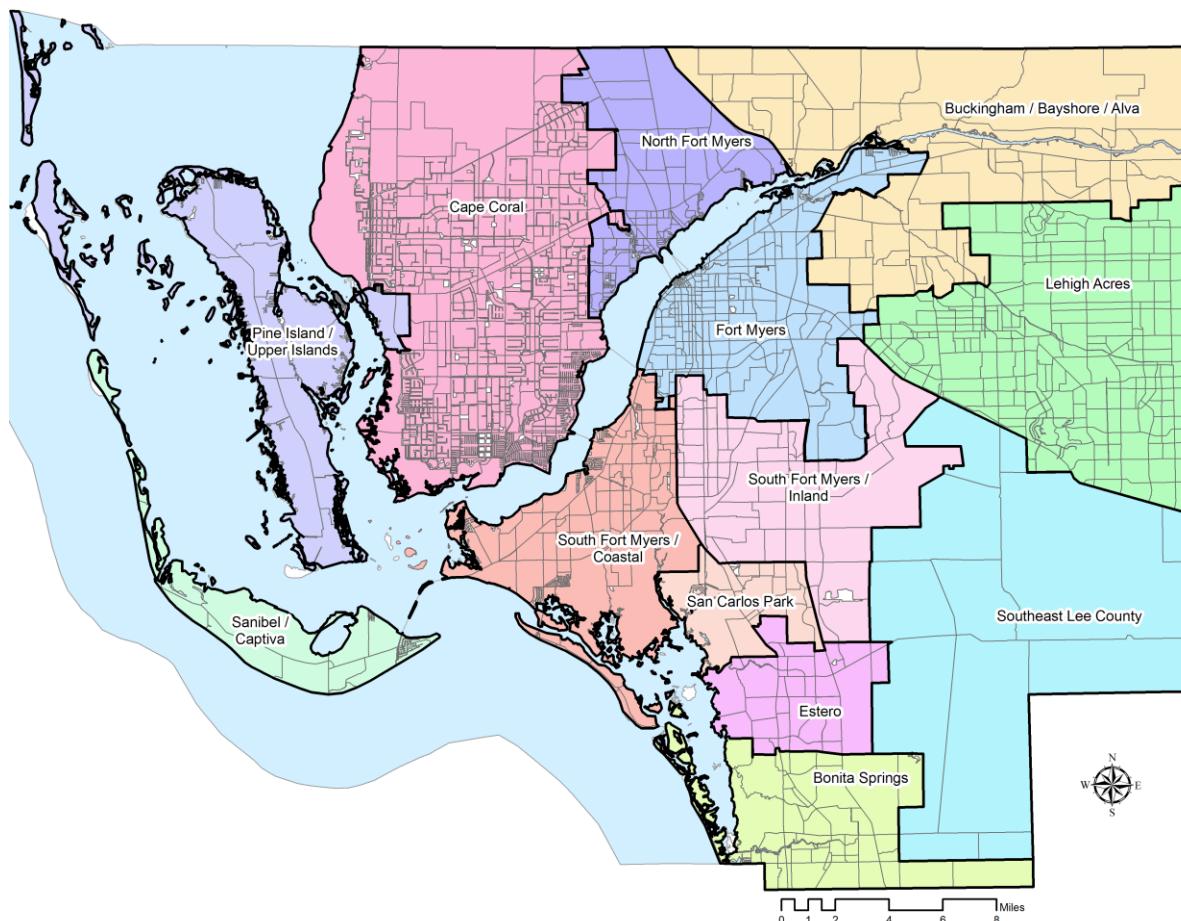
During development of the 2040 long-range transportation plan, the preferred scenario will be used in a computer model that will simulate travel patterns across twelve southwest Florida counties at a specific stage of development, defined as the population forecasted for each county in 2040.

For Lee County, that population level is 1,044,323 permanent residents, as residents are defined by the U.S. Census Bureau. Seasonal residents aren't included in this total; their dwelling units are counted, but listed as vacant in the census.

To adapt Scenario C for use in the regional travel model, two significant adjustments were required:

- Identify how many dwelling units would not have permanent residents; and
- Scale the level of development (population and employment) back from build-out levels to anticipated 2040 levels.

The travel model divides Lee County in “traffic analysis zones” (TAZ). The raw data from Scenario C was converted for all 1,434 TAZs. These zones have been grouped into 13 community areas so that development patterns and anticipated growth can be assessed at sub-county levels. The map below shows the 13 communities and TAZ outlines.



Conversion of Dwelling Units

The results for Scenario C were assigned by INDEX software to the same TAZs used in the regional travel model. The key outputs for population growth were the number of single-family and multifamily dwelling units in each TAZ.

The expected county-wide population for the year 2040 is 1,044,323, based on the formal projection from the University of Florida as shown in the table below. Counties use this figure as a population forecast for their comprehensive plans; because MPO plans are often incorporated into comprehensive plans, the same figure is used by MPOs.

Like census data, these figures are the number of permanent residents. MPO travel models, however, use a figure that is typically about 1% lower: the number of permanent residents in single-family or multifamily dwellings (thus disregarding group homes, dormitories, jails, etc.). This “residential population” for 2010 and 2040 became the control total for the travel model and for the adjustments to Scenario C.

The dwelling unit counts produced by INDEX were based on generalized density ratios assigned for the various “place types,” as discussed earlier in this report. In some TAZs, the INDEX dwelling unit counts were below the actual counts from the 2010 census. For those TAZs, the 2040 projections were set at small fixed percentages above the 2010 counts.

For all other TAZs, the number of dwelling units was increased above the actual 2010 census counts using the pattern defined by Scenario C.

The greatest uncertainty in this process was the outer reaches of Cape Coral and Lehigh Acres. Those communities have such a surplus of vacant lots that build-out will not have occurred by 2040. Their 2040 population expectations were set after reviewing the most recent detailed forecasts for each community:

- 145,000 dwelling units in Cape Coral ^{1, 2}
- 215,000 residents in Lehigh Acres by 2040 ³

The TAZs assumed to have the largest number of lots still vacant in 2040 were based on observed development patterns and on the distance of TAZs from existing and anticipated jobs, shopping, and entertainment.

The population totals for 2010 and 2040 are shown on the next page, broken down by the thirteen communities.

¹ *Build-out Analysis, City of Cape Coral, 2011*, by Derek C. S. Burr, AICP, Cape Coral Community Development Department, March 2012

² *Interactive Growth Model*, Van Buskirk, Ryffel & Associates, www.interactivegrowthmodel.com/igm.html

³ *Population Model to Forecast Population Growth of Lehigh Acres Over Time to Build-out*, Van Buskirk, Ryffel & Associates, April 2004, <http://archive.smartgrowthlee.com/LehighStudy/POPULATION-MODEL-LEHIGH%20ACRES-WITH%20MAPS.pdf>

Population Projections by Age, Sex, Race, and Hispanic Origin for Florida and Its Counties, 2015–2040, With Estimates for 2013

County and State	Age/Sex	Census	Estimates	Projections					
		2010	2013	2015	2020	2025	2030	2035	2040
LEE									
All Races	Total	618,754	643,367	673,826	758,621	837,828	911,479	980,632	1,044,323
	0-4	32,866	33,869	35,351	38,738	43,600	46,871	50,552	52,781
	5-17	88,003	89,702	92,953	102,363	109,690	118,667	128,990	138,439
	18-24	47,476	49,987	52,817	55,352	62,894	63,912	68,521	71,549
	25-54	218,111	222,938	231,142	250,880	276,457	299,734	331,283	349,365
	55-64	87,192	93,384	99,431	112,935	118,870	113,414	118,165	126,979
	65-79	108,041	114,386	120,899	157,859	172,397	208,907	205,918	221,919
	80+	37,065	39,101	41,233	40,494	53,920	59,974	77,203	83,291

Population Projections by Age, Sex, Race, and Hispanic Origin for Florida and Its Counties 2015–2040 With Estimates for 2013, Florida Population Studies Bulletin 169, June 2014, Bureau of Economic and Business Research, University of Florida

Conversion of Employment

The target for employment for the year 2040 was 487,469 full-time and part-time jobs, which is the 2014 forecast by Woods & Poole.¹ This is a 72% increase over the 284,120 jobs that Woods & Poole estimated for 2010.

The expected jobs produced by INDEX are based on generalized employment densities assigned to each of the place-types. As with dwelling units, in some TAZs the INDEX counts were below the 2010 employment counts, which were based on an InfoGroup database acquired by Florida DOT. For those TAZs, the 2040 projections were set as a 20% increase over the 2010 counts.

INDEX used two place-types for office and industrial parks. Both assumed high levels of employment density. When these place types were applied to TAZs with modern warehouse districts, such as those being constructed along Treeline Avenue South, the employment levels were too high and had to be adjusted to levels typical of that land-use type. For all other TAZs, the number of employees was increased above the 2010 estimates using the pattern defined by Scenario C.

Employees are assigned to the TAZs where they work, regardless of where they live. The location of employees represents not only trips made by the employees, but also trips by others who are shopping or seeking services or entertainment.

The travel model divides jobs into three categories: industrial, service, and commercial (retail). The Woods & Poole breakdowns for each of these categories were used as 2040 control totals.

The chart below compares these breakdowns:

<i>Job Type</i>	<i>2010 from Travel Model</i>	<i>2040 from Woods & Poole</i>
<i>Industrial</i>	14%	13%
<i>Service</i>	73%	73%
<i>Retail</i>	13%	14%
<i>All Jobs</i>	100%	100%

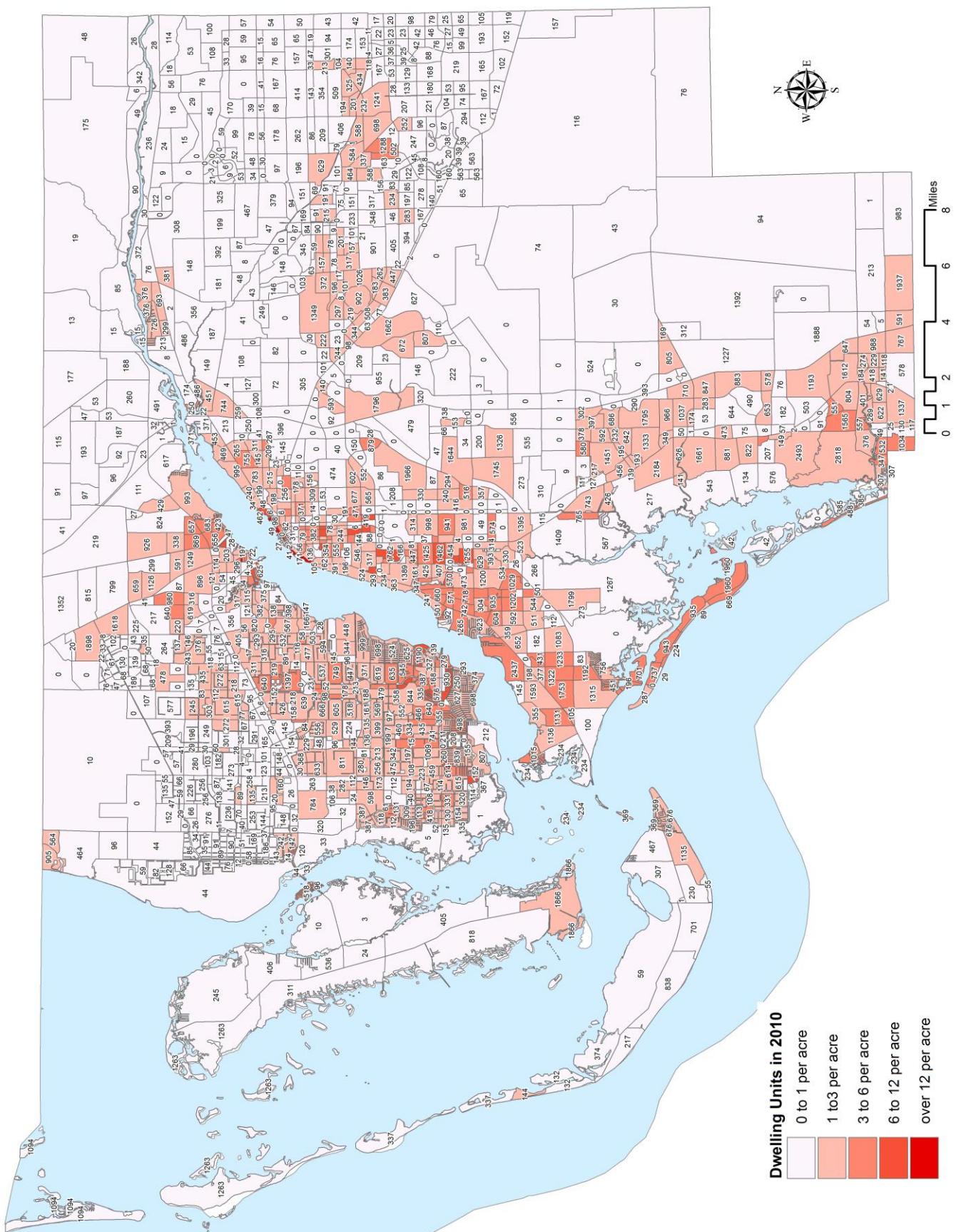
The 2040 breakdowns were achieved through adjustments based on the place types in Scenario C, future land use maps, existing conditions, and the location of existing concentrations of shopping centers and commercial strips.

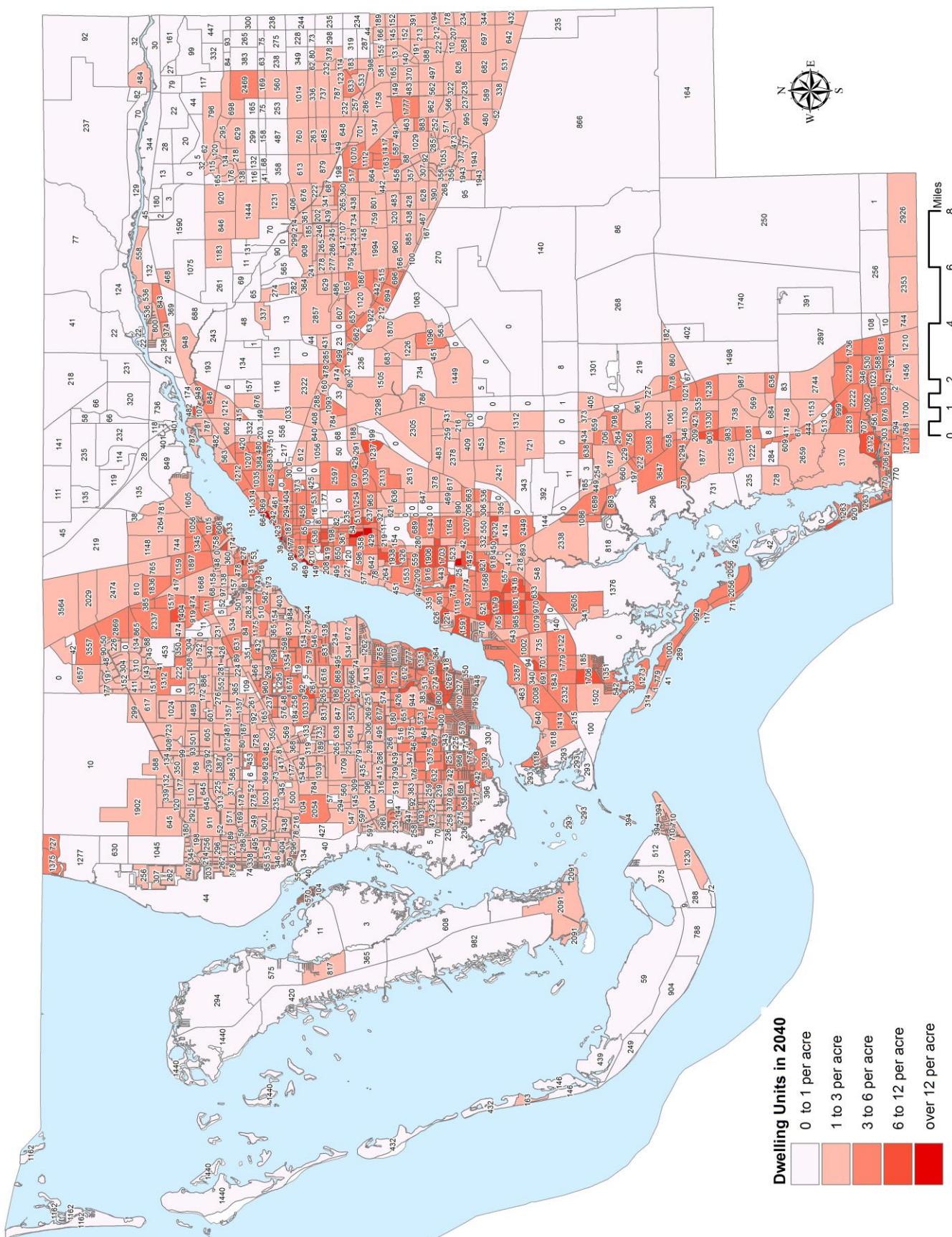
The total employment figures being used in the travel model for 2010 and 2040 are shown below, broken down by the thirteen communities. The current ratio of employees to residents is highest in and south of Fort Myers and on Sanibel / Captiva, and very low in Cape Coral, Lehigh Acres, and San Carlos Park.

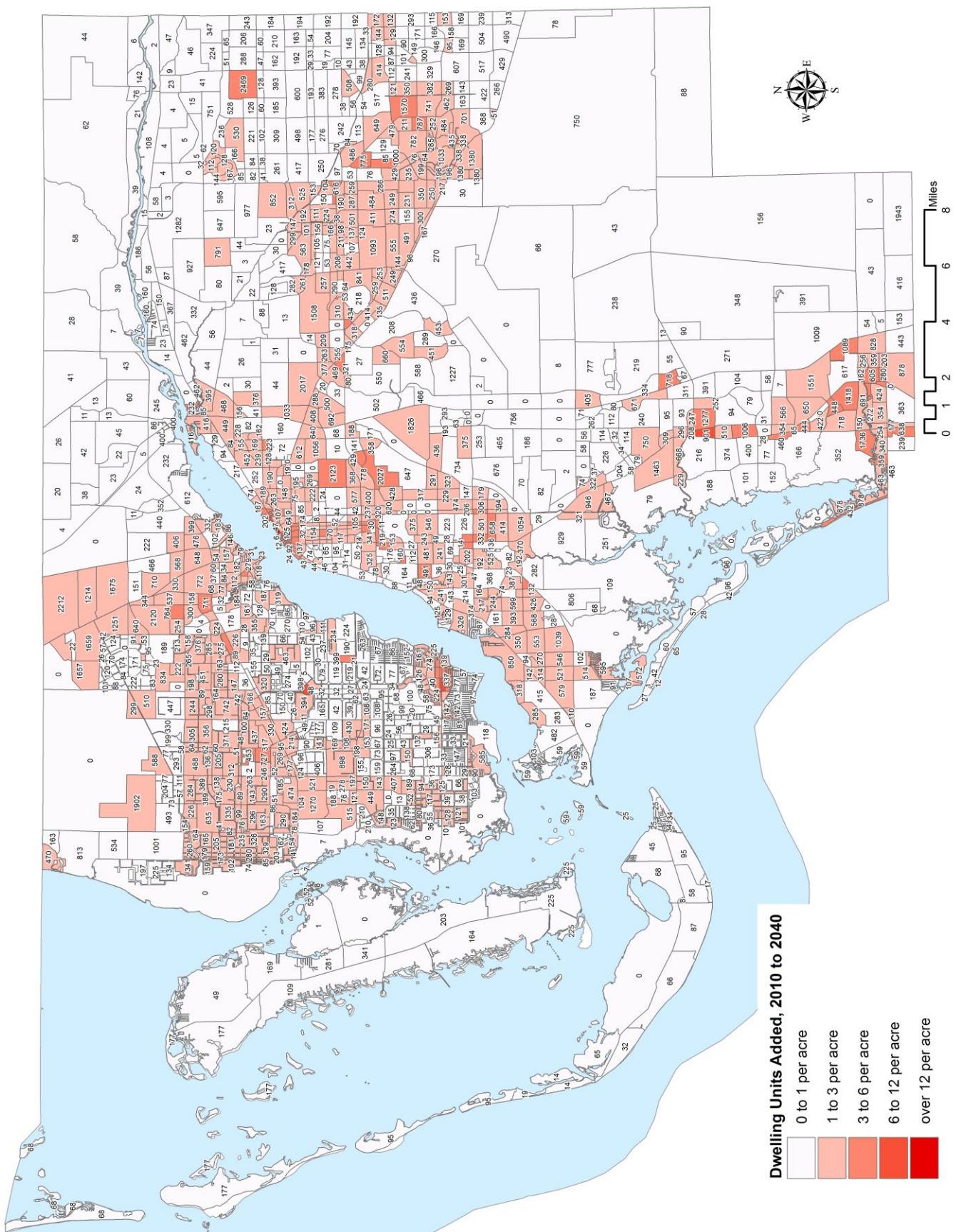
Maps showing the assignments of dwelling units and jobs to all TAZs are provided on the following pages.

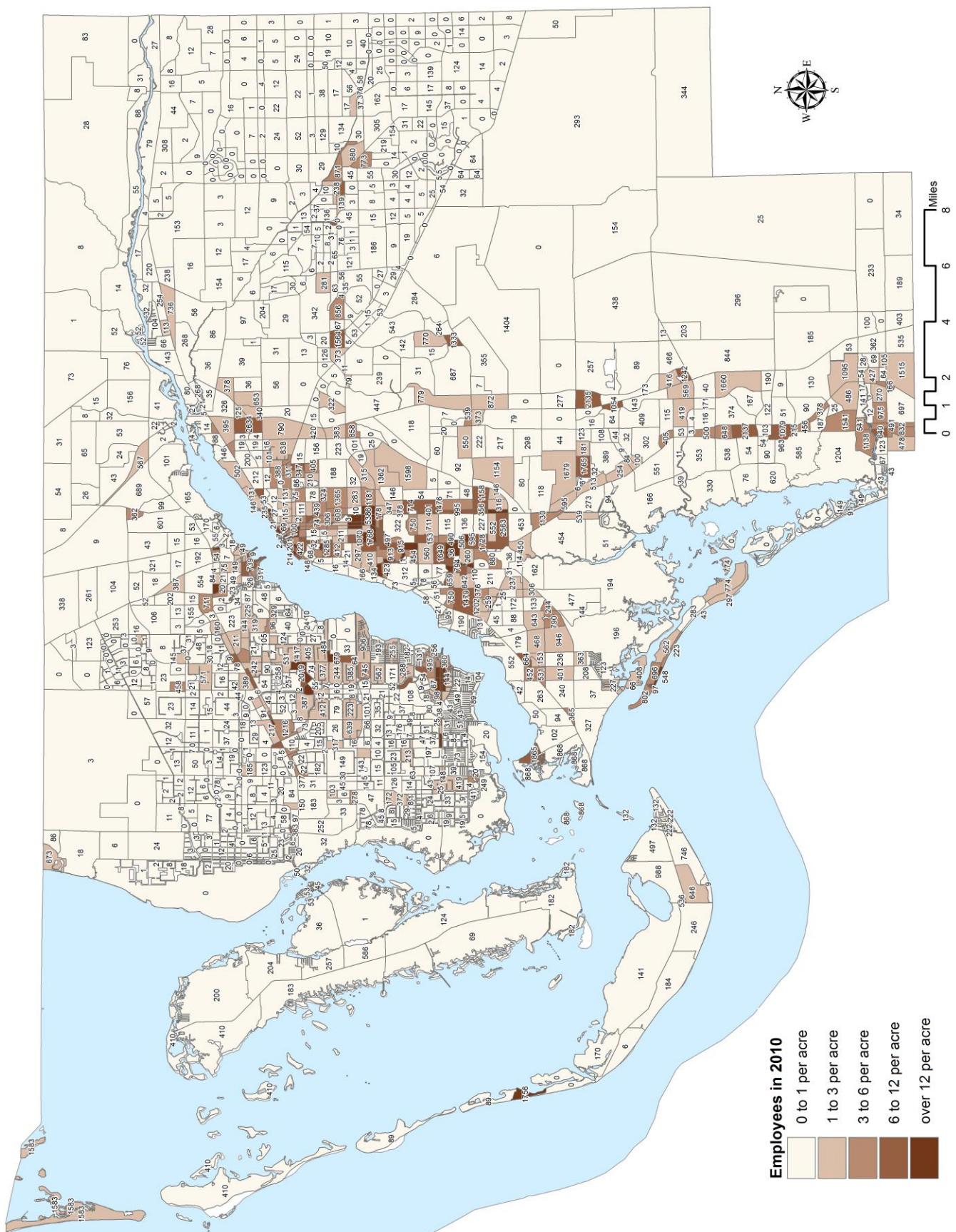
¹ Lee County, Florida, 2014 Data Pamphlet, Woods & Poole Economics, Washington, DC

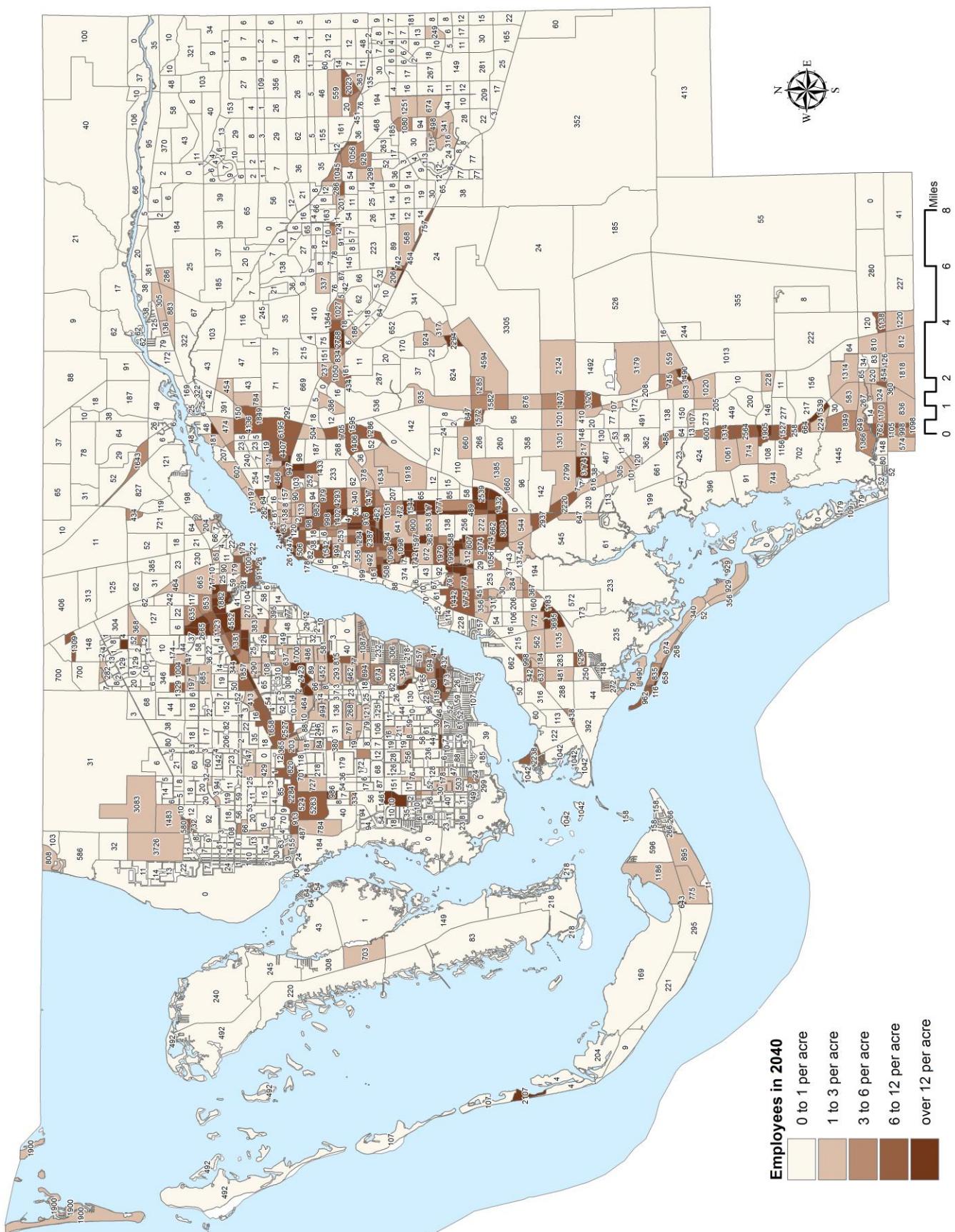
<i>Community</i>	<i>Permanent Residents</i>			<i>Employees</i>		
	<i>2010</i>	<i>2040</i>	<i>increase</i>	<i>2010</i>	<i>2040</i>	<i>increase</i>
Cape Coral	155,469	262,021	68.5%	43,889	105,760	141.0%
Fort Myers	75,848	129,574	70.8%	79,008	114,057	44.4%
Lehigh Acres	86,287	219,205	154.0%	11,583	29,584	155.4%
Buckingham / Alva / Bayshore	16,323	23,689	45.1%	3,734	5,295	41.8%
North Fort Myers	44,688	71,032	59.0%	13,483	25,434	88.6%
Pine Island / Upper Islands	10,362	11,689	12.8%	4,287	5,772	34.6%
Sanibel / Captiva	6,904	7,407	7.3%	6,368	7,646	20.1%
South Fort Myers / Coastal	80,691	101,465	25.7%	40,657	55,584	36.7%
Bonita Springs	43,936	76,086	73.2%	20,640	31,071	50.5%
San Carlos Park	27,676	36,081	30.4%	7,000	8,711	24.4%
South Fort Myers / Inland	34,558	54,947	59.0%	39,667	80,642	103.3%
Southeast Lee County	4,610	8,174	77.3%	1,871	2,312	23.6%
Estero	23,042	31,507	36.7%	12,827	18,362	43.2%
ALL LEE COUNTY	610,394	1,032,877	69.2%	285,014	490,230	72.0%

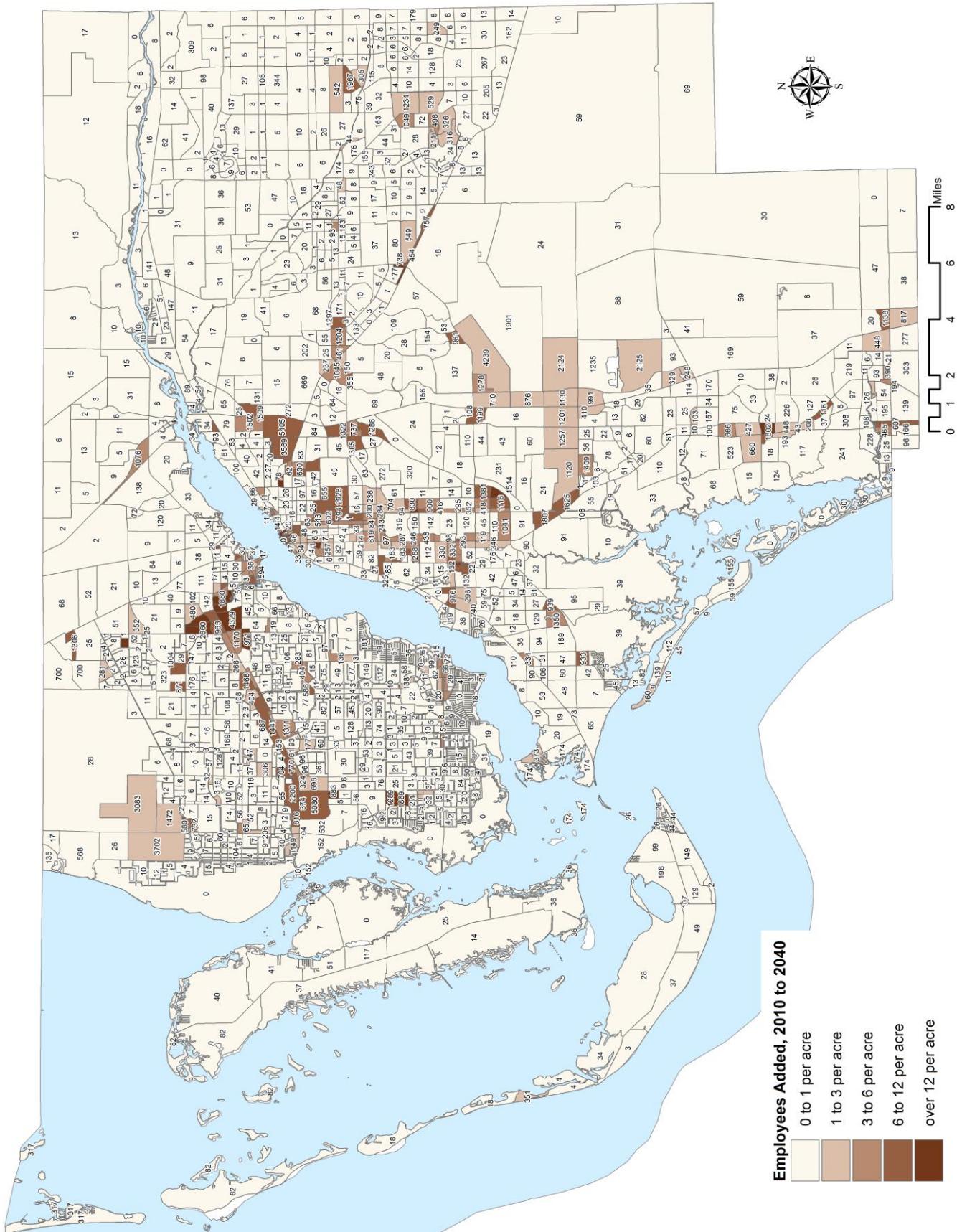












Lee MPO
Land Use Scenarios



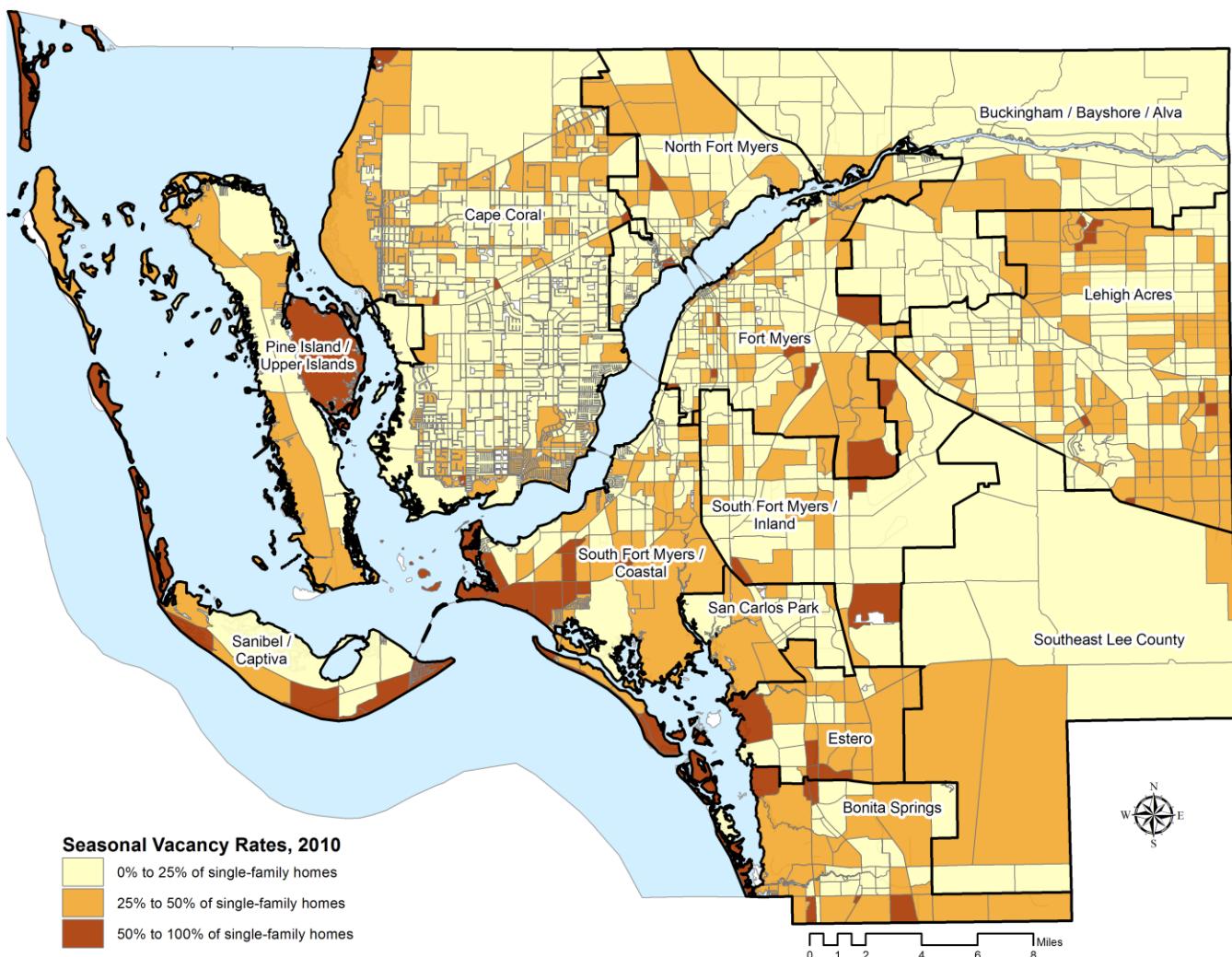
Conversion of Population

To convert the number of dwelling units in each TAZ into population, the travel model uses a series of adjustments similar to those used by the Census Bureau:

- **SEASONALLY VACANT UNITS:** A percentage of dwelling units are considered to be vacant because they are used only by seasonal residents who have a permanent residence somewhere else.
- **OTHER VACANT UNITS:** Another percentage of dwelling units are considered vacant for all other reasons, including units that are for sale or for rent, or have recently been sold or abandoned.

- **HOUSEHOLD SIZE:** Each remaining “non vacant” unit is considered to be occupied by one household made up of one or more permanent residents. The ratio of persons per household (“household size”) is multiplied by the number of households in each TAZ; subtotals for single-family and multifamily units are summed to yield the permanent residential population per TAZ.

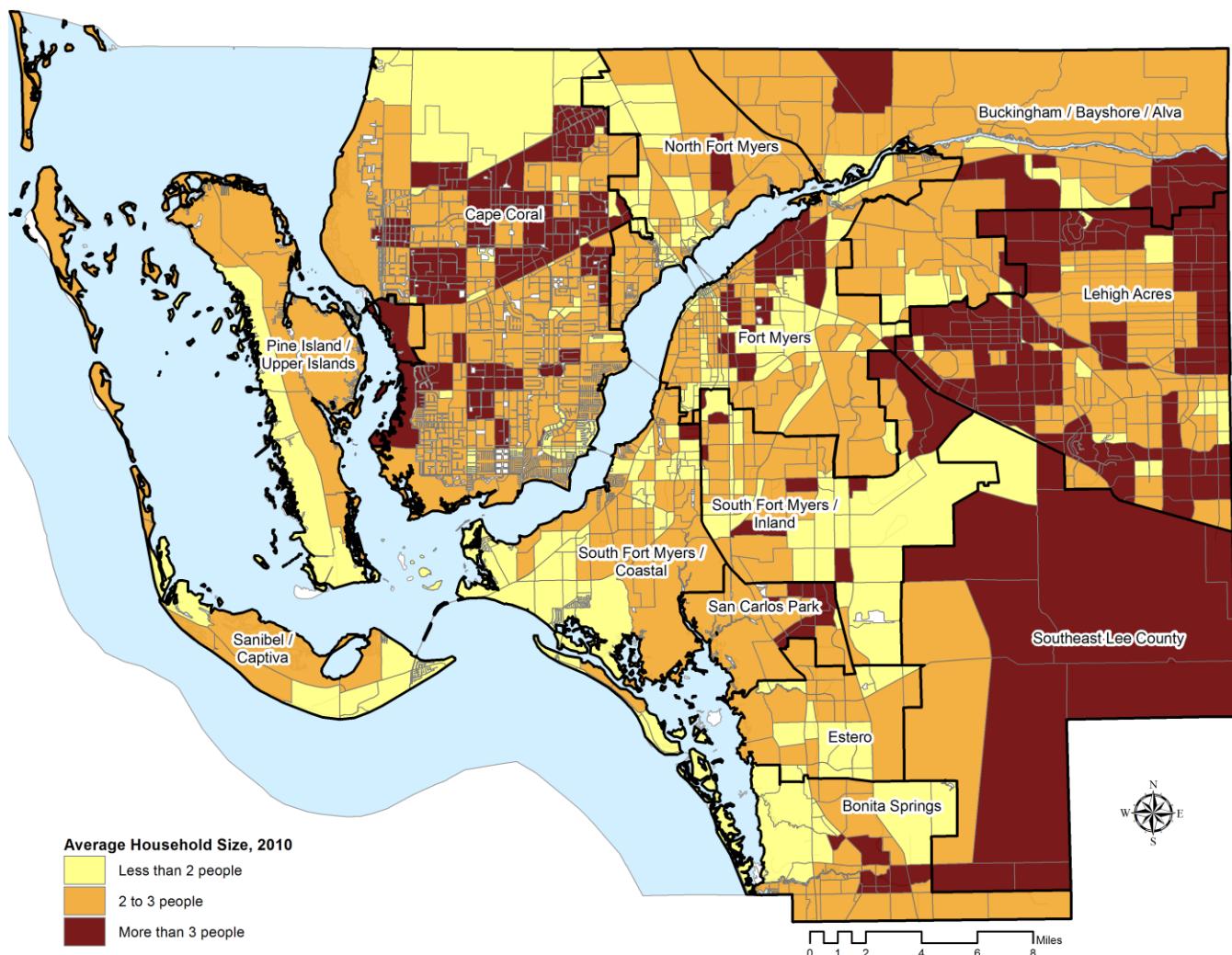
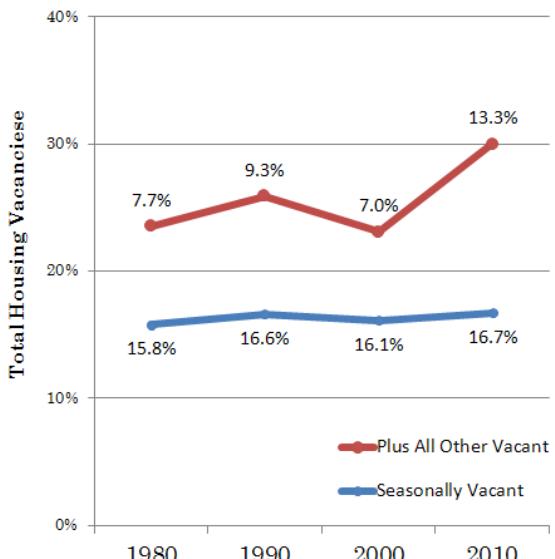
SEASONALLY VACANT UNITS: The percentage of dwelling units that are used only seasonally was assumed to be the same for each TAZ in 2040 as it was in 2010. The countywide seasonal percentage has remained fairly constant since 1980 even though the seasonal percentage varies dramatically across the county. The map below shows seasonal vacancy rates by TAZ in 2010.



OTHER VACANT UNITS: The percentage of dwelling units that are vacant for all other reasons can vary significantly over time. The 2010 census recorded the highest vacancy rates in Lee County's recent history due to the lingering recession, which peaked from 2008 through 2011. The graph to the right shows vacancy rates from the 1980, 1990, 2000, and 2010 censuses. Another high vacancy rate was recorded in 1990 due to the 1989-1991 recession. For 2040, the non-seasonal vacancy rate was set at 7% lower than the 2010 rate for each TAZ to reflect typical (non-recessionary) conditions.

HOUSEHOLD SIZE: The number of permanent residents per household varies widely across Lee County, as shown in the map below. For 2040, this ratio was set to match 2010 conditions for each TAZ (which were based on 2010 census data).

Lee County Housing Vacancy Rates From Decennial Census



School Enrollment (K-12)

School enrollment data for 2010 was gathered from the Lee County School District for public and charter schools and from the Florida Department of Education for private schools. The number of students in each TAZ for each type of school is shown on the map below. This map also shows the “school choice” zones and sub-zones, as defined by the Lee County School District, adjusted here to follow TAZ boundaries.

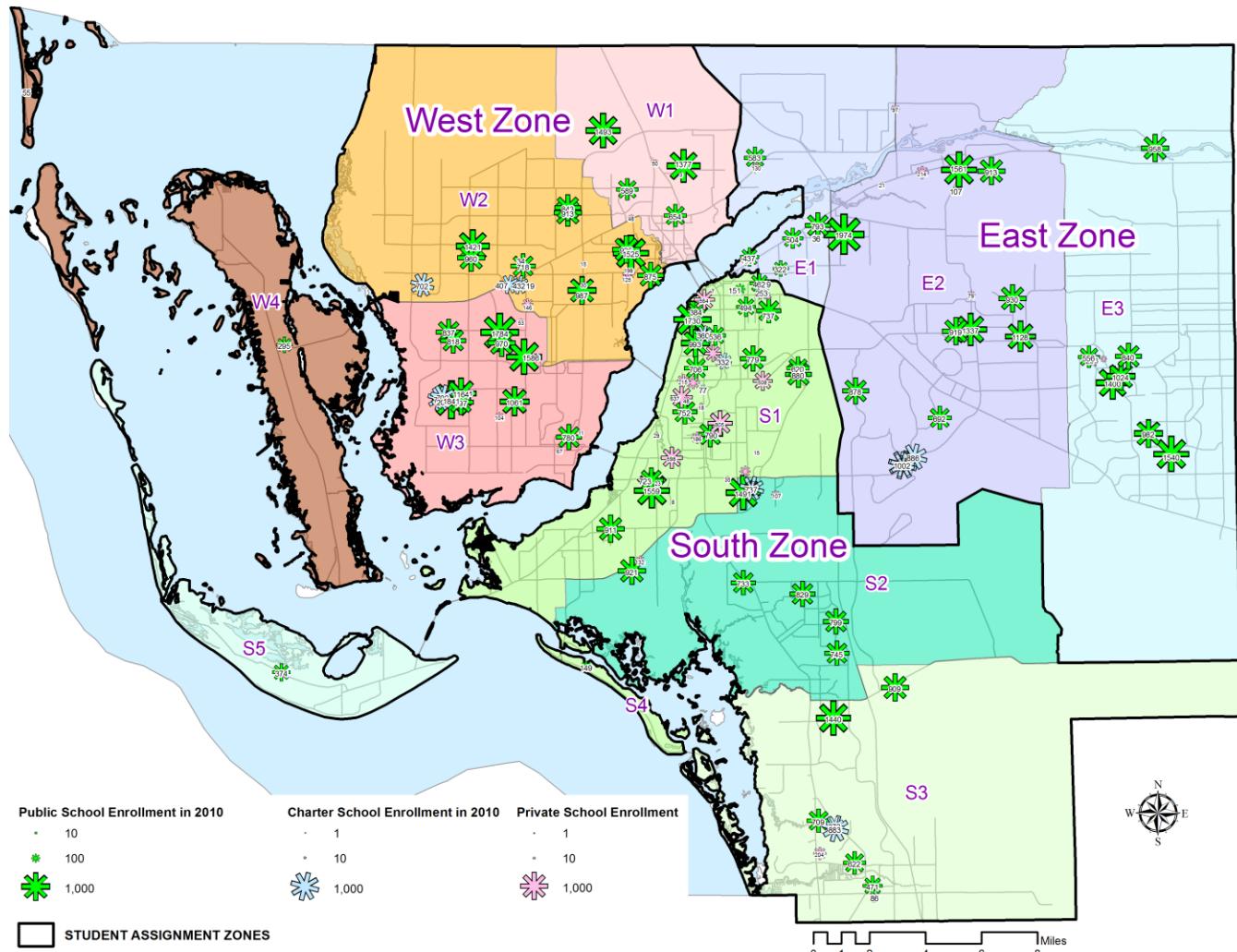
The existing population for 2010 and the forecast for 2040 have been broken down by age groups (see the chart on page 26). In 2010, 98% of the number of children aged 5 to 17 were enrolled in schools in Lee County. That same percentage was applied to the 2040 forecast for children aged 5 to 17, yielding a control total of 135,670 enrolled students for 2040. Therefore about 49,700 additional students are expected to be enrolled in Lee County in 2040.

The percentages of students in each type of school in 2040 were assumed as follows:

- Private schools would retain their existing share of students.
- Charter school enrollment would not grow as quickly as public school enrollment.

Private schools were assumed to expand at their existing locations. About 8,000 students were assigned to unused space in existing public schools in the west zone, plus 4,400 more students in existing east and south zone schools.

The remaining students were assigned to TAZs deemed to be in highest need of additional schools capacity by Lee County School District officials. TAZs with existing vacant school sites were selected first, followed by TAZs with undeveloped tracts large enough for a new school.



Colleges and Universities

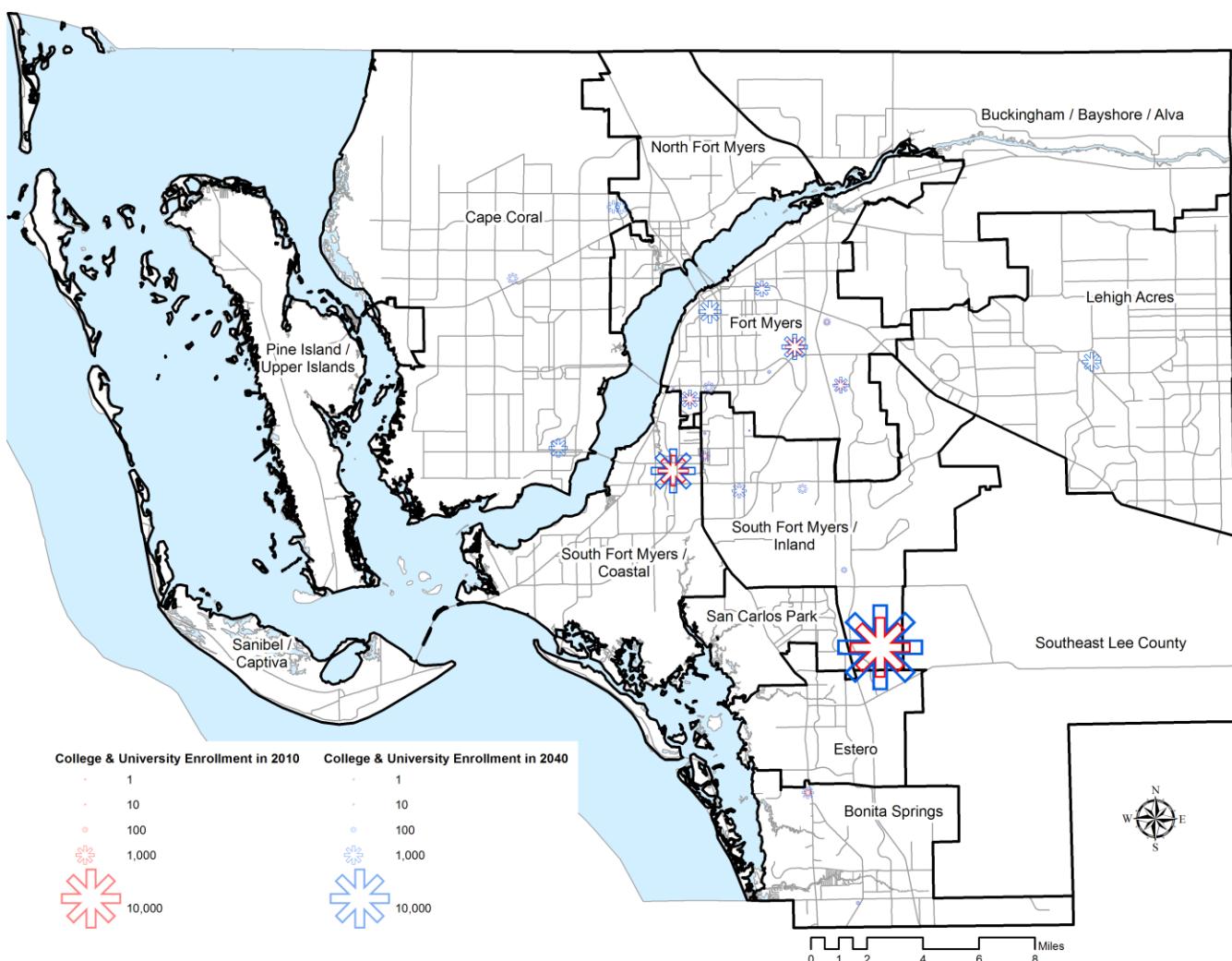
The travel model uses college and university enrollment data differently than for K-12 schools. College and university statistics for 2010 were gathered from the National Center for Education Statistics, whose data includes trade and vocational schools. Where data included more than one campus for a single institution, school administrators were contacted by telephone. Where enrollment data included part-time students, each was counted as one-third of a full-time student. The resulting number of full-time equivalent students is shown for each TAZ on the map below.

	2010	2040
FGCU, main campus	10,348	20,696
FSW, main campus	2,790	5,580
Other colleges	1,600	3,200
Vocational schools	3,250	3,950
Satellite campuses	0	<u>4,500</u>
TOTALS:	17,988	37,926

Future enrollment is not expected to mirror population growth because many local students attend college outside Lee County and some colleges recruit students from outside Lee County.

A control total was selected that is 25% higher than population growth through 2040 to reflect intensive recruitment efforts underway by Florida Gulf Coast University (FGCU) and Florida SouthWestern State College (FSW, formerly Edison State College).

Enrollment forecasts for the largest institutions were established after reviewing published documents and discussing recruitment efforts with school administrators. The remaining students were assigned to expansions at existing locations for smaller schools and assumed satellite campuses (possibly for FGCU or FSW) in four locations in Cape Coral, Fort Myers, and Lehigh Acres.



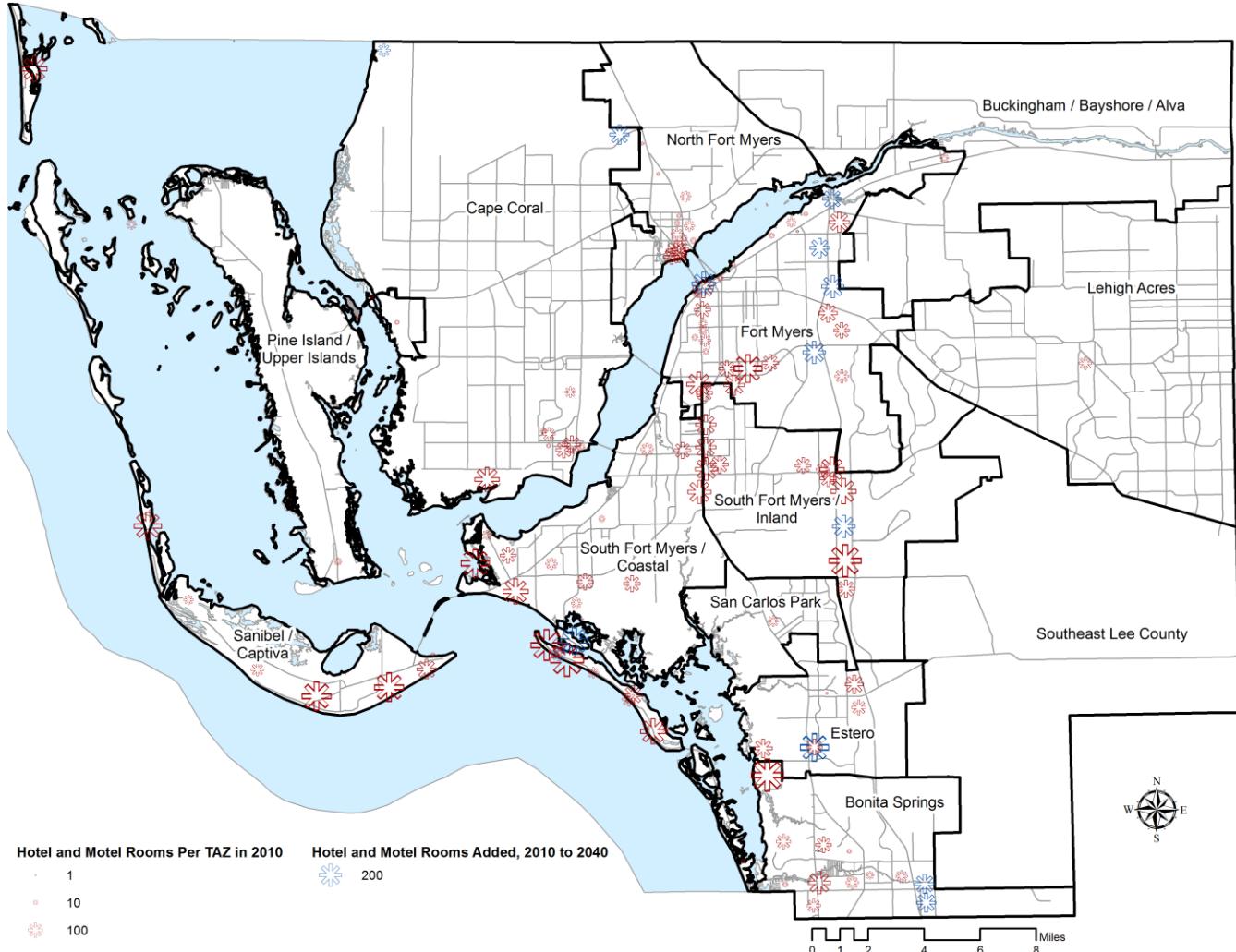
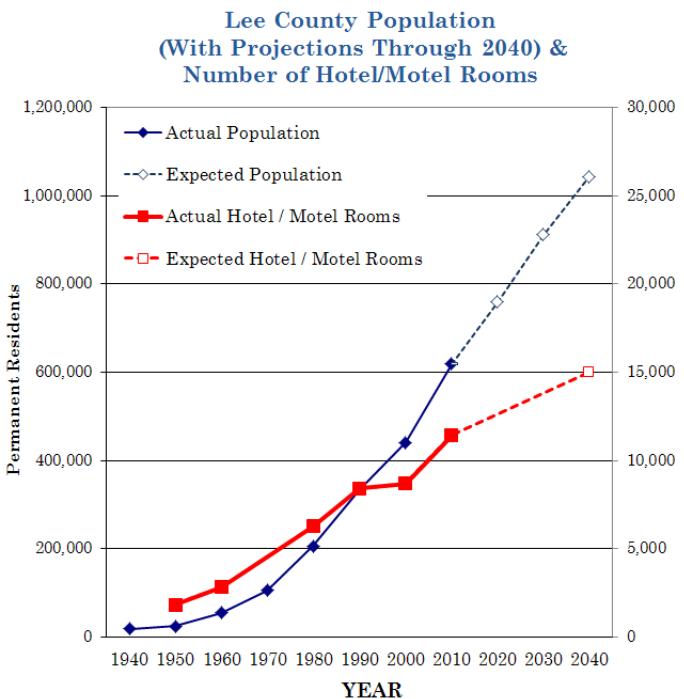
Hotels and Motels

The location and size of hotels and motels in 2010 was compiled by the Lee County MPO and is shown below. When two or more establishments are in the same TAZ, this map combines the number of rooms.

Historic data on the number of available rooms was obtained from state records and is shown on the graph to the right, which also provides the historic and projected population for Lee County.

From the early 1990s until about 2006, hotel development was essentially stalled. During the late 2000s, many new hotels were opened at the same time near I-75.

Extending the growth rate from 1950 through 2000 beyond 2010 would yield about 15,000 hotel rooms in 2040. Thus an additional 2,340 rooms were assigned to TAZs with easy accessibility to travelers and in resort locations where land is still available.

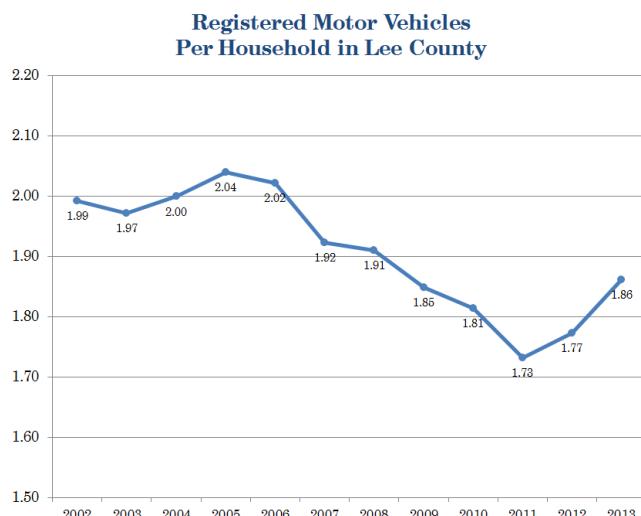


Vehicle Availability

Data on the number of motor vehicles available per household is collected by the American Community Survey (ACS). For each TAZ, the travel model uses the percentage of single-family and multifamily households having 0, 1, or 2+ cars or light trucks kept at home. ACS data on vehicle availability in 2010 was converted to TAZs for the travel model.

This data is important because higher vehicle availability leads to more vehicular trips being generated, while lower availability increases the likelihood of transit, biking, and walking trips.

Following national trends, Lee County's ratio of motor vehicles per household began to fall after 2005. The fall accelerated during the recession, but rose in 2012 and 2013.



For 2040, the vehicle availability rates for each TAZ were lowered slightly from the 2010 data, as follows:

- A modest (+2%) increase in 0-car households
- A modest increase (+3%) in 1-car households
- A corresponding decrease (-5%) in households with 2 or more vehicles

Additional Uses for 2040 Data

The 2040 socioeconomic forecasts that were prepared for the regional travel model have many other potential uses. For example:

- School planners and merchants can use this data to locate new schools and stores near expected population growth.
- Transportation planners can use these forecasts to estimate impact fee revenues and can use the travel model to simulate changes in travel patterns that may be caused by changing development patterns.
- Utility planners can estimate the size and location of collection and distribution pipes and the size of treatment facilities.

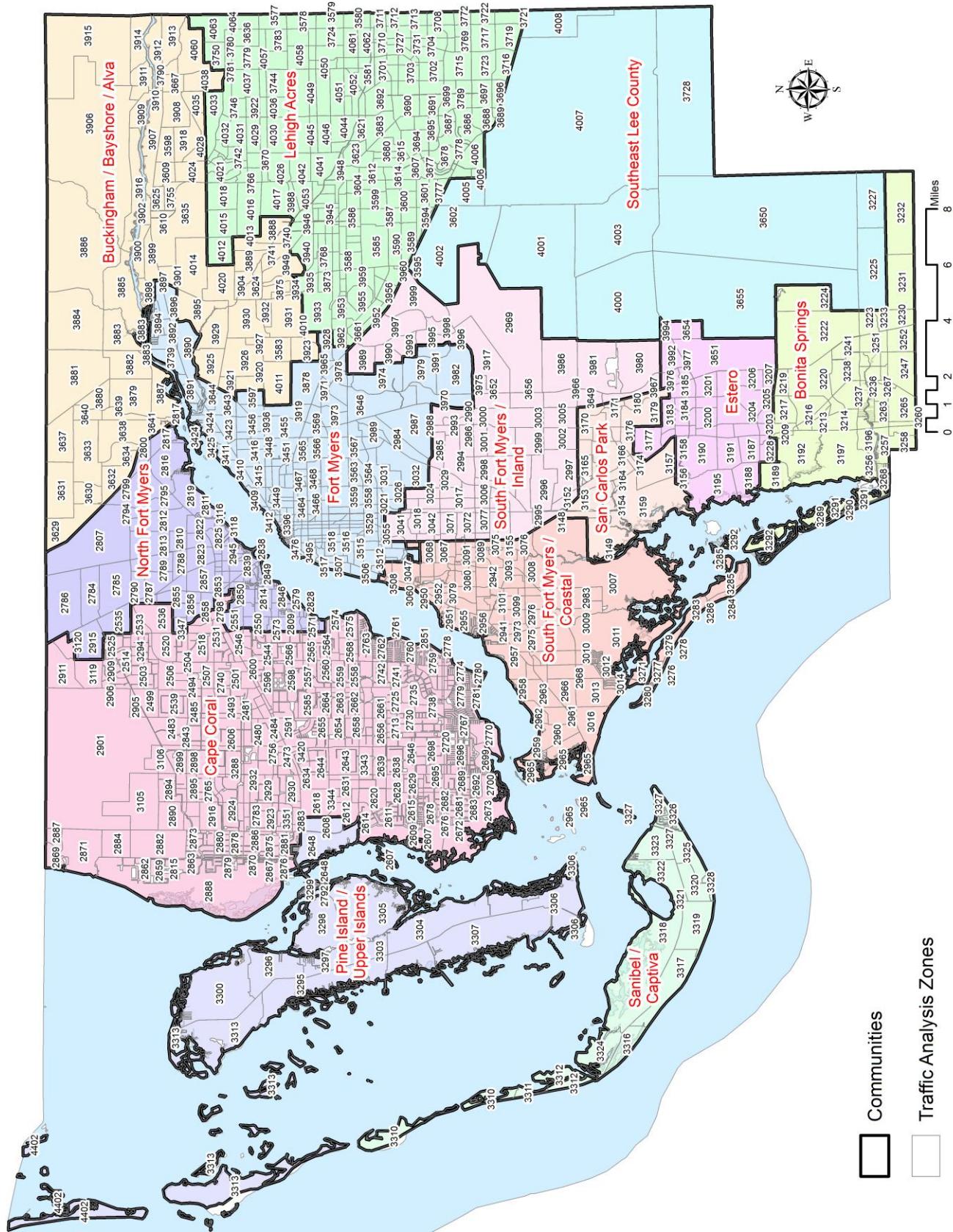
Data for Preferred Scenario

The complete dataset, including 2010 and 2040 data by TAZs, can be downloaded in GIS or spreadsheet format from the Lee County MPO website or from www.spikowski.com/details/LeemPOscenarios.html

A summary of this data is provided on the following pages, organized by the thirteen communities mapped on page 25. A larger map on page 40 identifies each TAZ by number and by community.

Public Engagement Report

Immediately following the data pages, Appendix A describes the public engagement process that was undertaken for the land use scenarios project.



Field name for 2010	Field name for 2040	Description of data in each field
D1_TAZ	(same)	Unique number for each traffic analysis zone in Florida DOT's travel model for District 1
SF_DU10	SF_DU40	Number of single-family dwelling units
SF_P_VAC10	SF_P_VAC40	Percentage of single-family dwelling units that are vacant because they are for sale, for rent, or for other reasons.
SF_P_VNP10	SF_P_VNP40	Percentage of single-family dwelling units that are deemed vacant because they are not used by permanent residents; they are used by seasonal residents who live somewhere else
SF_POP10	SF_POP40	Permanent population in single-family dwelling units
SF_0auto10	SF_0auto40	Percentage of single-family dwelling units with 0 automobiles
SF_1auto10	SF_1auto40	Percentage of single-family dwelling units with 1 automobile
SF_2auto10	SF_2auto40	Percentage of single-family dwelling units with 2 or more automobiles
MF_DU10	MF_DU40	Number of multi-family dwelling units
MF_P_VAC10	MF_P_VAC40	Percentage of multi-family dwelling units that are vacant because they are for sale, for rent, or for other reasons.
MF_P_VNP10	MF_P_VNP40	Percentage of multi-family dwelling units that are deemed vacant because they are not used by permanent residents; they are used by seasonal residents who live somewhere else
MF_POP10	MF_POP40	Permanent population in multi-family dwelling units
MF_0auto10	MF_0auto40	Percentage of multi-family dwelling units with 0 motor vehicles
MF_1auto10	MF_1auto40	Percentage of multi-family dwelling units with 1 motor vehicles
MF_2auto10	MF_2auto40	Percentage of multi-family dwelling units with 2 or more motor vehicles
ALL_DU10	ALL_DU40	Sum of single-family and multi-family dwelling units
RES_POP10	RES_POP40	Permanent population in single-family and multi-family dwelling units
TOT_EMP10	TOT_EMP40	Total number of employees
IND_EMP10	IND_EMP40	Number of industrial employees
COMM_EMP10	COMM_EMP40	Number of commercial (retail) employees
SERV_EMP1	SERV_EMP40	Number of service employees
SCHOOL_10	SCHOOL_40	Number of students enrolled in schools (K-12)
UNIVERS_10	UNIVERS_40	Number of students enrolled in post-secondary schools (colleges, universities, trade schools)
HMDU_10	HMDU_40	Number of hotel and motel rooms
HMOCC_10	HMOCC_40	Percentage of hotel and motel rooms occupied during the peak season
HMPPOP_10	HMPPOP_40	Number of occupants in hotel and motel rooms during the peak season
HHLDSIZE	(same)	Average number of permanent residents per household
Area_Acres	(same)	Gross number of acres in traffic analysis zone

Lee County MPO Land Use Scenario Project

Public Engagement Report: Staff and Stakeholder Meetings
and MetroQuest Survey

We are growing!

By 2040, nearly 400,000 new residents will live in Lee County.

You Weighed in!

We received significant input from agency staff, stakeholders and the public

Results are in!

See what is most important for people in Lee County



Lee County Metropolitan Planning Organization
P.O. Box 150045 | Cape Coral, Florida 33915-0045
(239) 244-2220 | www.leempo.com

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1. Introduction

The Lee County Metropolitan Planning Organization (MPO) is the County's transportation planning agency responsible for transportation planning in Bonita Springs, Cape Coral, Fort Myers, Fort Myers Beach, Sanibel, and Unincorporated Lee County. Federal law requires the MPO to plan and promote a comprehensive long range transportation plan (LRTP) for a county transportation network that is safe, efficient and considers all modes of travel.

Following in the footsteps of national trends and Federal Highway Administration endorsement of the scenario planning process, the Lee County MPO engaged in its own scenario planning project that would support the development of its 2040 LRTP. Scenario planning is an analytical process that assesses the strengths and weaknesses of alternative futures that can help transportation planners prepare for transportation needs by considering how changes in land use, demographics, transportation facilities and other factors could affect communities. The emphasis of scenario planning in transportation is on using land-use patterns as a variable that impacts transportation networks, investments and operations. Variables that have traditionally been included in transportation plans include demographic, economic, political, and economic trends. Scenario planning considers how changes to any one of these variables will impact the other variables and allows planners to show citizens and stakeholders how these changes could impact their communities.

About this Document

This document is a detailed description of the public involvement activities involved in this study. This includes the community visioning process that refined the vision, goals and objectives and the MetroQuest survey used to gather preferences on the scenarios from residents and stakeholders in the community. The surveys asked participants to rank priorities and rate the alternative land use scenarios that were created earlier in the project. They could also contribute written comments. This document also describes the results of the survey.

2. Community Visioning

The MPO's first step is defining the vision in broad terms, followed by setting specific goals and objectives that are most likely to achieve the county transportation vision. In this case, the goals and objectives also conceptualize the nature of the land-use scenarios.

The vision statement and the goals and objectives were primarily based on two distinct efforts. The first was the "New Horizon" evaluation and appraisal report carried out by the Lee County Planning Division and approved by the Board of County Commissioners in March 2011. During that process, dozens of meetings were held throughout Lee County to receive input on future directions for the county.

The second effort was a series of meetings facilitated by the MPO with government and agency staff and key stakeholders in the Fall of 2013. During these meetings, potential goals were discussed and refined. Summaries of these meetings are provided in the following sections.

Local Government and Agency Staff Input

Eight meetings with staff members of agencies and local governments were conducted in September and October 2013, with 38 participants. The participants included the lead contacts from each entity who would later participate in an interactive workshop to formulate the scenarios. The meetings introduced staff members to the project and allowed them to comment on the emerging Vision, Goals, and Objectives. Also included in the discussion was a sample place-type palette. This palette would be used to generalize the specific land-use categories from the disparate plans so that a single base map can be created. Finally, the staff also discussed potential Measures of Effectiveness.

City of Bonita Springs – Bonita Springs officials discussed their new Downtown district and other unique land-use categories: Village Mixed Use, Intersection Commercial, and Density Reduction/Groundwater Resource (DR/GR). Planned unit developments allow many different uses and must be examined individually. More intensity could be added along US 41, Old 41, and along the railroad.

City of Cape Coral – Cape Coral officials discussed their recent build-out study that produced low and high forecasts. Potential problems include the new coastal high hazard area which includes the downtown Community Redevelopment Area. Annexations have provided additional land suitable for commercial or industrial development. Officials suggested contacting all economic development organizations because of their likely interest in this subject.

City of Fort Myers – Fort Myers officials preferred less sprawl in the unincorporated area and more infill in the cities. The palette of place types needs to be realistic for Fort Myers conditions. The City's historic districts should be protected from density increases. Brownfield sites in the city had significant development potential.

Town of Fort Myers Beach – Tourism has been strong in Fort Myers Beach. Many tourists, especially Europeans, would prefer a transit connection between the airport and the beach and more frequent trolley service. Development is continuing in the downtown district on the beach and may extend another mile down the beach. More than half of the insured properties in the town are impacted by the new flood insurance rules. Bicycle and pedestrian safety improvements are a high priority.

City of Sanibel – Sanibel officials were concerned that the MPO might expect land use intensification in Sanibel. Intensification can occur in the designated “Town Center/Civic Core Center,” but nowhere else according to the Sanibel Plan. There was curiosity about the reasons for developing several scenarios, something that has not been done before.

Lee County – County officials were concerned that the MPO plan only considers the largest roads instead of all transportation links. Others thought the MPO over-emphasizes the potential for transit. Officials were concerned about not knowing the cost of providing services for the scenarios, when costs weren't even clear for the current plan. There was a consensus that the larger project goals need to be clarified for elected officials, and that MPO scenarios should not be based solely on prior approvals.

Southwest Florida Regional Planning Council
Development at Babcock Ranch will have a significant impact on transportation infrastructure. The Terraces and Village Walk in Bonita Springs have been successful with smaller lot sizes and smaller houses. Proposed sector plans in adjacent counties need to be considered in the regional travel model to forecast impacts on Lee County roads.

Florida DOT, District 1 – FDOT staff suggested that proposed developments and stakeholders just outside Lee County should be considered because of potential traffic impacts on Lee County. Discussion was held about using the regional travel demand model to consider more than just the preferred scenario selected by the MPO Board. Excessive growth was projected north of Lee County in the prior travel model; that will be corrected in the new model.

Stakeholder Input

Seven meetings were conducted in September 2013 with stakeholders active in land use and transportation issues in Lee County with over 50 participants. Some were small group discussions and a few were presentations to larger groups. All began with an overview of the project. Each group had ample time to ask questions and share their opinions. A detailed questionnaire was provided prior to each meeting to generate discussion.

Summaries of the discussions that occurred are provided below, organized by topic.

Infrastructure Funding and Cost –

Infrastructure costs and funding mechanisms were a common concern in many conversations. A cost-constrained scenario could be created and its external costs calculated. The cost of sprawl was also a concern. Participants generally thought that impact fees should be close to actual costs.

Housing – Lee County's housing recovery has begun, and there are a number of potential growth areas for housing. Cape Coral, North Fort Myers, and the Daniels, Alico and Corkscrew corridors have high growth potential. Some participants thought new housing should be focused in municipalities, the College Parkway corridor, and parts of North Fort Myers close to the bridge. Considerable discussion occurred about changing lifestyles. A much higher ratio of multi-family to

single-family homes has become apparent, even among retirees.

Jobs/Economy – There was consensus among all the groups that economic growth is returning to Lee County. Specific areas of concern included demand generators along I-75, the airport, Florida Gulf Coast University (FGCU), and the new Hertz headquarters in Estero, all of which would require infrastructure investments. Health care is a potential growth generator. Comprehensive policies could support expansion of existing businesses and create new jobs. Commercial development should stay in existing industrial and commercial areas. Infill and redevelopment should be supported. Proper services for the elderly are important. The natural environment can be negatively impacted during growth periods.

Future Development – Participants provided various views about future development in southwest Florida. Many preferred near-term growth in currently developed areas in the cities. Others supported development near the airport and FGCU, with areas in the north along I-75 next in line. Some participants suggested the rail corridor and I-75 as candidates for transit and development. Two reports were provided suggesting that 19,000 homes would be built over the next 8–10 years, potentially add 43,700 people. FGCU is also anticipating 8,000–10,000 more students. Participants suggested the need to incentivize transit-oriented development and discourage sprawl.

Transportation – The transportation discussion focused on widening existing roads, adding transit options, and improving safety for bicyclists and pedestrians. The discussion of road widening also included the potential for an elevated highway or overpasses where traffic signals will always cause bottlenecks. The transit discussion included support for high-capacity transit on the rail corridor, improving to the existing bus system to shorten wait times for riders, and the potential for bus rapid transit. There was some concern with the rail corridor because of Lee County's spread-out land use patterns. Bicycle and pedestrian safety improvements were extensively discussed, particularly improving existing facilities, adding more bicycle and pedestrian friendly infrastructure, and harsher consequences for people who injure bicyclists and pedestrians.

Environmental Concerns – Environmental concerns could be very significant for certain land-use patterns. Some suggested that undeveloped areas of Cape Coral and Lehigh Acres could be returned to more natural conditions. Preservation of agricultural lands was also very important along with protecting land for wildlife. Some were also concerned that environmental issues were preventing new roads from being built that could have significant economic benefits.

Analytical Issues – Comments related to modeling issues mostly requested clarifications of the model's transparency and the format of its outputs. The impact of seasonal residents was questioned, as was how the model would account for transit usage. Ideally the model would be able to predict mode-shift along with predictions of change in vehicle-miles traveled.

Miscellaneous – Other comments were collected regarding general issues to be considered during the scenario development process. Many people were concerned about maintaining the natural resources and quality of life that attracts people to Lee County. There was some input on how the impacts of freight would be considered. Though it was not well received by the county commission, Collier County's VMT Report was mentioned as an effort worth emulating. Other issues urged by stakeholders included the aging population, relatively low educational attainment of current residents, the value of cooperating with FGCU, and rampant land speculation.

3. Online Survey

A key evaluation tool used in this Land Use Scenario project was an online public engagement survey employed by the MPO. The survey tool was created by MetroQuest, a vendor that specializes in creating quick and efficient web-based planning surveys. Vital to the survey's success were its highly visual and interactive displays that allowed participants to identify priorities and weigh in on the alternative land use scenarios.

The survey results were an important component of the evaluation process. The priorities, comments and scenario preferences were used to determine what the public thought were the most important considerations for land use and transportation improvements in Lee County. The results were used by the study team and the MPO as a component of the land use scenario assessment which culminated in the selection of a preferred land use scenario.

Survey Layout

MetroQuest is a modular, web-based survey that allowed us to present complex information in an approachable and easy to use format. For this study, we chose a four screen format:

- Welcome
- Priorities
- Scenarios
- Stay Involved

The Welcome screen gave participants an introduction to the study, why the survey is being conducted and general directions on how to proceed. The Priorities screen presents the priorities, giving users a chance to rank them. Participants are given a chance to view and rate the scenarios in the scenario screen and the Stay Involved screen gives users chance to give us their contact info, geographic and demographic information.

Figure 3.1 shows the introduction screen of the MetroQuest survey introducing visitors to the project and providing directions on how to proceed through the survey.

Figure 3.1 Welcome Screen

The screenshot shows the first screen of a web-based survey titled "How should we grow?". The top navigation bar has tabs for "WELCOME", "PRIORITIES" (numbered 2), "SCENARIOS" (numbered 3), and "STAY INVOLVED" (numbered 4). The main content area features the Lee County MPO logo and a photograph of a bridge over water. A call-to-action button at the bottom right says "Click here to begin". On the left, a sidebar provides information about the MPO and includes a "help" link.

Promoting the Survey

To receive meaningful comments from the public effective online surveys need to be promoted and distributed to a wide audience through a variety of mediums. To do this the public involvement team put together a plan to reach out to as many people as possible. The plan incorporated a number of methods as described in the following sections.

Press Release – A press release was published informing the public about the Land Use project and the survey. The public was informed of when the survey would be available and how they could access the survey.

Email Distribution – Being an online survey, one of the easiest ways to reach people was to send links using email mailing lists. In order to reach out to as many people as possible, the MPO team asked organization leaders to distribute links to the MetroQuest site to the people on their mailing lists. The organizations included 17 Chambers of Commerce, the Lee County Library System, The Building Industry Association, the Lee County School System, BikeWalkLee, and FGCU. The link was also distributed on municipal and agency mailing lists.

Flyers – A paper flyer was created to help promote the survey outside of populations that would be on an existing email list. The flyers were distributed in LeeTran buses and in Lee County Libraries. People who saw the flyer could use their computers and type in the website to take the survey, or if they had a smart phone, they could scan the QR Code that was provided on the flyer. We noticed in the written comments that many respondents were concerned about the efficacy of the Lee County Transit system suggesting that this particular outreach was successful in reaching transit riders. **Figure 3.2** shows the flyer that was created for the survey.

Websites and Social Media – Links to the survey were also provided on municipal and agency websites and on organization Facebook pages. The links would expose the survey to anyone browsing the municipal websites or browsing their Facebook pages.

Figure 3.2 Flyer and Municipal Partners



Lee County Metropolitan Planning Organization
P.O. Box 150045 | Cape Coral, Florida 33915-0045
CITY OF FORT MYERS
Dan Brink, Executive Director
Lee County Metropolitan Planning Organization
(239) 264-6200 | FAX: (239) 794-2855

FOR IMMEDIATE RELEASE

How should we grow?
Let's plan for better transportation in Lee County!

Take the Lee County Metropolitan Planning Organization survey at
www.Lee2040.metroquest.com

Cape Coral, FL, February 17, 2014 - Nearly 400,000 new residents are expected to reside in Lee County by 2040. The Lee County Metropolitan Planning Organization (MPO) is currently exploring ways to reduce the impact of this growth on the area's infrastructure and services. This survey is designed to collect ideas looking at where future residents and jobs may locate in Lee County over the next 25 years.

To do this, conceptual growth scenarios are being presented in an online survey. The MPO is asking Lee County residents and business owners to answer a few questions about their preferred growth scenario. The survey only takes a few minutes to complete and is available at www.Lee2040.metroquest.com.

Public input will be used by the MPO Board members to help select a preferred scenario to future growth in Lee County. This survey is the first step in developing the Lee County 2040 Long Range Transportation Plan.

To learn more about the Lee County MPO, please visit www.LeeMPO.com.



Who Participated (Screen 4)

The survey was available to participants from February 14 to April 2, 2014. During that time, 2,564 people visited the site and a total of 1,227 individuals participated in the survey. Responses were collected online from anyone who had an interest in Lee County. As a result responses were collected from not only within Lee County but from around the world.

The survey also allowed users to volunteer information about themselves such as their zip code, occupation and age group. This information was used to help give the data context and guide outreach when specific demographic groups looked under represented.

Age – Since we did not need exact ages of all of our respondents, we used age ranges in ten-year intervals. Participants could choose between seven age groups:

- Under 18
- 18 – 24
- 25 – 34
- 35 – 44
- 45 – 54
- 55 – 65
- 65+

An analysis of the responses revealed that a significant majority of people who participate in our survey were 55 and older. Less than a quarter of the responses came from people who were 44 or younger. As mentioned previously, the study team monitored the demographic split of responses and tried to ensure that we captured as many groups as possible. The MPO was successful in gaining some traction among 18-24 year olds after more targeted outreach at FGCU. **Figure 3.3** shows the age distribution of the respondents that chose to provide us with their age.

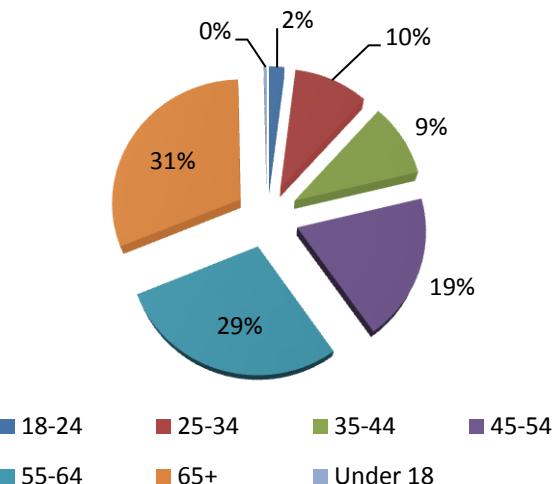


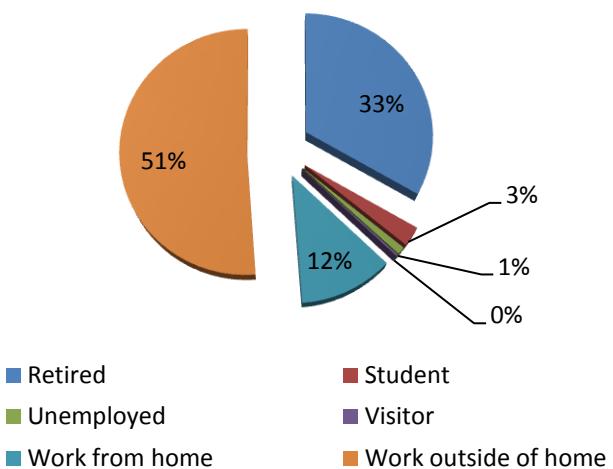
Figure 3.3 Age Distribution

Occupation – In order to keep the survey relatively simple, users could choose to self-identify between six occupational categories:

- Retired
- Student
- Unemployed
- Visitor
- Work at or from my home
- Work outside of my home

This question was optional, but of the 813 respondents who answered the question, just over half worked outside of the home, a third were retired and 12% worked from home. Added together, less than five percent of respondents were students, unemployed or visitors. See **Figure 3.4** for the full break down respondents by occupation.

Figure 3.4 Occupational Status



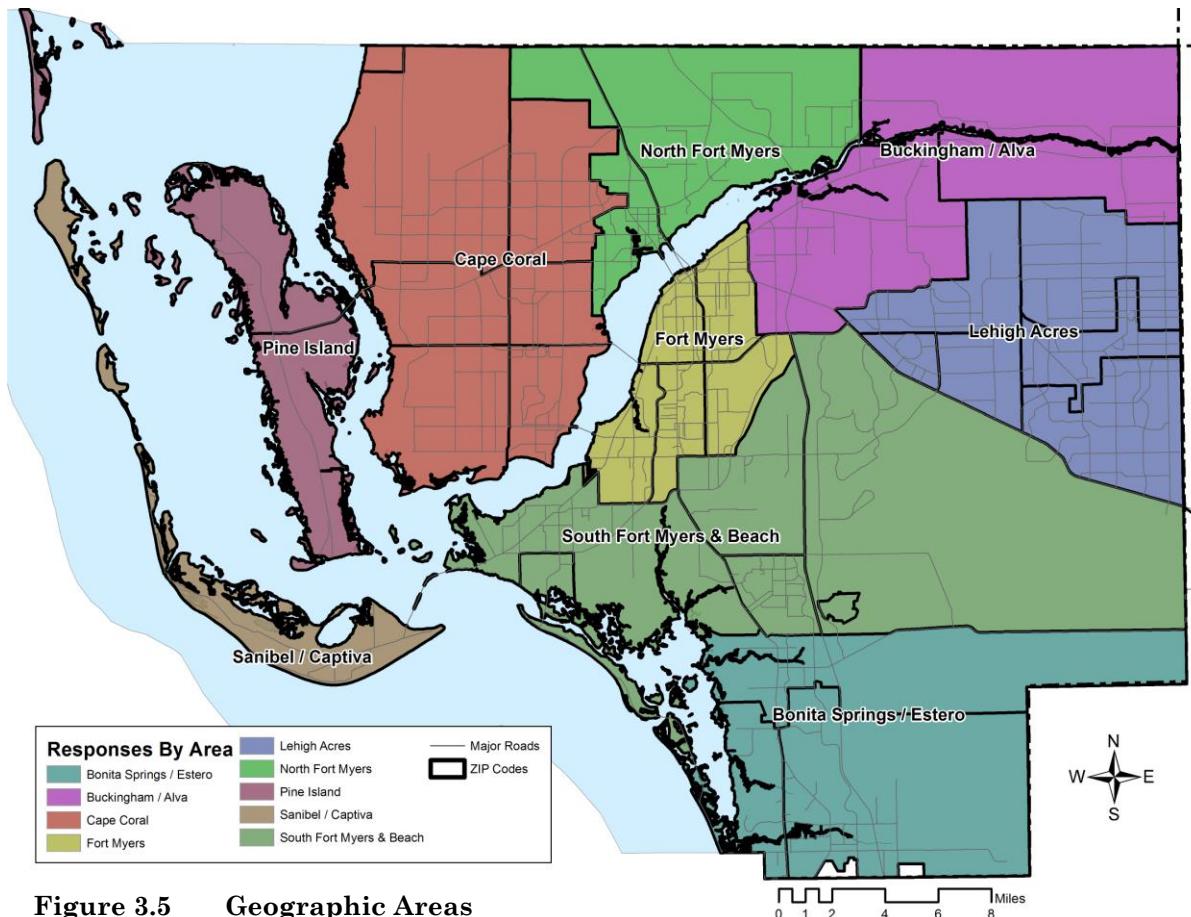


Figure 3.5 Geographic Areas

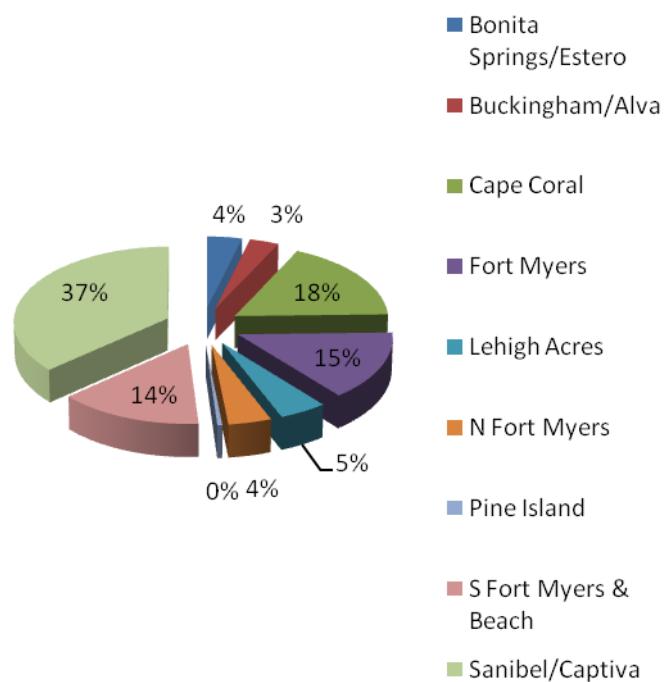
Where are the participants from? - The survey allowed us to collect geographic data from participants at the zip code level. This information was not required to complete the survey, but roughly three quarters of the participants volunteered their home zip code. This data was used to facilitate geographic level analysis of the survey results and give us a richer understanding of the priorities across the county. For the purposes of this analysis, the zip codes were grouped into nine zones that correspond to cities, communities and other significant places within the county. **Table 3.1** is a table showing how the zip codes were grouped and **Figure 3.5** is a map of the nine zones used in this analysis.

Table 3.1 Zip Code Groupings

Cape Coral				
33955	33993	33909	33991	33990
33914	33904			
North Fort Myers				
33903	33917			
Buckingham/Alva				
33920	33905			
Lehigh Acres				
33936	33971	33972	33973	33974
33976				
Pine Island				
33921	33922	33956		
Sanibel/Captiva				
33924	33957			
Fort Myers				
33901	33907	33916	33919	33966
South Fort Myers & Beach				
33908	33912	33913	33931	33934
33965	33967			
Bonita Springs/Estero				
33928	34110	34119	34134	34135

Among the respondents from Lee County, 37% identified themselves as being from the Sanibel/Captiva area. The Sanibel/Captiva area accounted for the largest share of participants from a single geographic area. Cape Coral, Fort Myers and South Fort Myers and Fort Myers Beach had very similar levels of representation in our survey, each accounting for 14 – 18 % of responses. Together these four geographic areas account for 84% of the responses that we received from the county. **Figure 3.6** shows the distribution of responses by location.

Figure 3.6 Geographic Distribution



WELCOME

PRIORITIES

2 Priorities What is important to you?

Show Introduction

Higher Priority ↑

Drag your top 5 priorities above this line.

- Grow in Undeveloped Areas
- Access to Transit
- Access to Jobs & Shopping
- Homes on Large Lots
- Walking and Bicycling
- Preserve Rural Land
- Less Driving
- Water Conservation
- Less Coastal Development
- Diverse Housing Options
- Reduce Greenhouse Gas

Suggest a Priority

3

4

SCENARIOS

STAY INVOLVED

Access to Transit

Transit is important to those who cannot or prefer not to drive. Focusing growth along major corridors and commercial nodes helps transit work efficiently.

How is this measured? Development focused along major corridors and commercial nodes.

This priority is not above the line.

Would you like to add a comment?

Add a comment about this priority

Share

Figure 3.7 Priorities Screen

Priorities (Screen 2)

Figure 3.7 shows the priorities screen, where participants were presented with a list of priorities. The priorities reflected things the MPO heard at the staff and stakeholder meetings and were developed to appeal to as many people as possible. Each of the priorities was accompanied by an image, a short description of the importance of the priority, and an explanation of how the priority would be measured. After reviewing the priorities, participants were instructed to select what they thought were the five most important priorities when considering land-use and transportation investments in Lee County.

The following is a description of each priority, along with the type of data that was used in the measurement of the indicator.



Diverse Housing Options – Homes come in many shapes and sizes; price and location also vary. With a wider selection of housing types, residents can choose that which suits them the best during different periods of their lives.

How is this measured?

The ratio of total number of multi-family homes to total number of homes.



Walking and Bicycling – Neighborhoods with small block sizes create an environment that is safer and easier for walking and bicycling. The ability to walk and bike more places increases travel options and reduces miles traveled in cars.

How is this measured?

Intersections per square mile.



Less Driving – Compact neighborhoods that blend jobs, schools and shops can reduce the miles a person must drive. This can affect travel time, time spent in traffic, air quality, and energy consumption.

How is this measured?

Home-based vehicle miles travelled per person, per day.



Water Conservation – A growing population will require more water. Multi-family homes use less water than single-family homes due to lawn size. Outdoor irrigation is a major factor in water use.

How is this measured?

Water use in gallons per home, per day.



Reduce Greenhouse Gas – Car exhaust contributes a large proportion of greenhouse gas emissions which have significant impacts on climate, sea level rise, and public health.

How is this measured?

Tons of CO₂ emissions per home, per year.



Access to Jobs & Shopping – Jobs and shopping close to home is convenient. This can reduce transportation costs, and offer more opportunities to find rewarding work.

How is this measured?

Number of residents near major employment and shopping centers.



Homes on Large Lots – Spacious living and large yards found in more rural or suburban areas is appealing, particularly to families with children.

How is this measured?

Amount of rural and suburban areas that would have homes on large lots.



Access to Transit – Public transit is important to those who cannot or prefer not to drive. Focusing development along major corridors and commercial nodes helps transit work efficiently.

How is this measured?

Development focused along major corridors and commercial nodes.



Less Coastal Development – Homes near the coast are appealing and in high demand. However, those homes are susceptible to storm damage, can impact the natural environment and are vulnerable to rising sea levels.

How is this measured?

The number of new homes in designated coastal high hazard areas.



Growth in Undeveloped Areas – Rural uplands offer new opportunities to grow. However, the cost of extending roads and utilities to new areas is often higher than the new tax revenue generated.

How is this measured?

Amount of rural areas that would be developed.



Preserve Rural Land – Rural lands include agricultural land and undeveloped, natural resources such as wetlands and wildlife habitats. Rural lands can provide jobs, healthy ecosystems and recreational opportunities.

How is this measured?

Amount of rural areas that would remain rural.

Suggested Priorities – Survey participants were also given a chance to suggest priorities that they would like to see considered in the future. Some of the most commonly suggested priorities include:

- Better traffic signalization
- Less traffic congestion
- Protection of Wildlife/Wetlands
- Better transit connectivity
- More pedestrian and bicycle facilities
- More roads
- More high paying jobs
- Better services for seniors

Priority Preferences

The top five priorities identified by respondents of the online survey were:

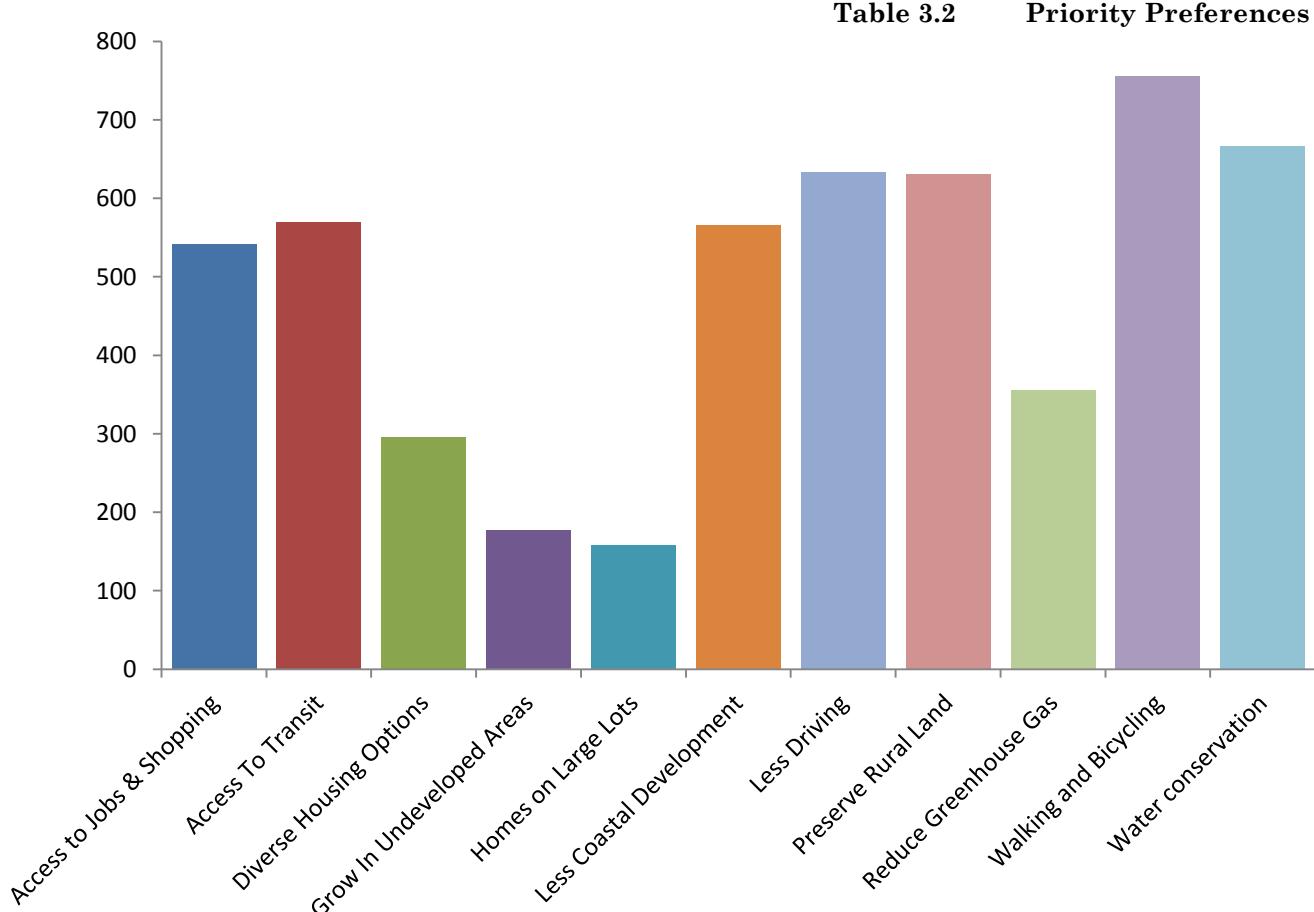
1. Walking and Bicycling
2. Water Conservation
3. Less Driving
4. Preserve Rural Land
5. Access to Transit

The priorities that the respondents chose are consistent with the goals and objectives identified in the staff and stakeholder meetings. The responses suggest that the community wants a diverse, safe and efficient transportation network for all road users. Also important are environmental factors that contribute to the natural beauty residents would like to see preserved in their community. Less Coastal Development and Access to Jobs & Shopping were also often ranked among the top priorities, further emphasizing environmental concerns and the need to have a transportation network that serves practical needs. Interestingly, the top seven

priorities were closely ranked, but the remaining priorities: Diverse Housing Options, Grow in Undeveloped Areas, Homes on Large Lots, and Reduce Greenhouse Gas were not as close. This does not mean they are not important, but it does seem to suggest they are not top priorities among the respondents.

Table 3.2 shows the county-wide results of the priority rankings and the following is a list showing how all the priorities are ranked:

1. Walking and Bicycling
2. Water Conservation
3. Less Driving
4. Preserve Rural Land
5. Access to Transit
6. Less Coastal Development
7. Access to Jobs & Shopping
8. Reduce Greenhouse Gas
9. Diverse Housing Options
10. Grow in Undeveloped Areas
11. Homes on Large Lots



Priority Rankings by Community

The table below shows the priority rankings by community, with the county-wide top five priorities highlighted in yellow. The priority rankings were similar across all the communities, with very little deviation in the top priorities. All communities, except for Pine Island, ranked at least four of the county-wide top five priorities in their own top five priorities. Respondents from Pine Island ranked three of the county-wide top five priorities in their own top five. As mentioned earlier, Access to Jobs & Shopping was also a well-liked priority among respondents. The results by community confirm the suggestion because it shows up in the top five priorities for five of the nine communities.

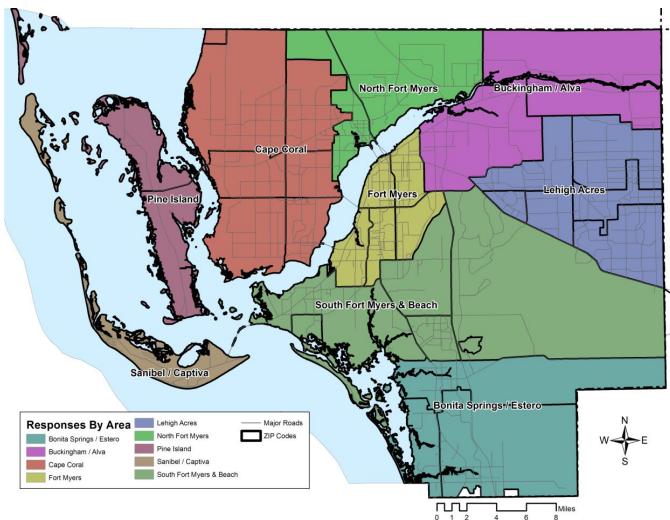


Table 3.3 Priority Preferences by Community

Rank	Bonita Springs	Buckingham/ Alva	Cape Coral	Fort Myers	Lehigh Acres	North Fort Myers	Pine Island	S. Fort Myers & Beach	Sanibel/ Captiva	Overall
1	Walking and Bicycling	Walking and Bicycling	Access to Jobs & Shopping	Walking and Bicycling	Access to Transit	Preserve Rural Land	Preserve Rural Land	Walking and Bicycling	Walking and Bicycling	Walking and Bicycling
2	Water Conservation	Access to Transit	Walking and Bicycling	Access to Jobs & Shopping	Access to Jobs & Shopping	Access to Transit	Water Conservation	Water Conservation	Less Coastal Development	Water Conservation
3	Less Driving	Less Driving	Less Driving	Access to Transit	Less Driving	Less Driving	Reduce Greenhouse Gas	Less Driving	Preserve Rural Land	Less Driving
4	Access to Jobs & Shopping	Water Conservation	Water Conservation	Less Driving	Walking and Bicycling	water conservation	Less Coastal Development	Access to Transit	Water Conservation	Preserve Rural Land
5	Access to Transit	Preserve Rural Land	Access to Transit	Preserve Rural Land	Preserve Rural Land	Access to Jobs & Shopping	Walking and Bicycling	Less Coastal Development	Less Driving	Access to Transit
6	Less Coastal Development	Access to Jobs & Shopping	Preserve Rural Land	Water Conservation	Grow in Undeveloped Areas	Walking and Bicycling	Access to Transit	Access to Jobs & Shopping	Access to Transit	Less Coastal Development
7	Diverse Housing Options	Diverse Housing Options	Less Coastal Development	Diverse Housing Options	Less Coastal Development	Less Coastal Development	Homes on Large Lots	Preserve Rural Land	Reduce Greenhouse Gas	Access to Jobs & Shopping
8	Preserve Rural Land	Less Coastal Development	Diverse Housing Options	Less Coastal Development	Water Conservation	Diverse Housing Options	Less Driving	Diverse Housing Options	Access to Jobs & Shopping	Reduce Greenhouse Gas
9	Reduce Greenhouse Gas	Diverse Housing Options	Reduce Greenhouse Gas	Diverse Housing Options	Diverse Housing Options					
10	Grow in Undeveloped Areas	Grow in Undeveloped Areas	Homes on Large Lots	Grow in Undeveloped Areas	Diverse Housing Options	Homes on Large Lots	Grow in Undeveloped Areas	Homes on Large Lots	Grow in Undeveloped Areas	Grow in Undeveloped Areas
11	Homes on Large Lots	Homes on Large Lots	Grow in Undeveloped Areas	Homes on Large Lots	Homes on Large Lots	Grow in Undeveloped Areas	Access to Jobs & Shopping	Grow in Undeveloped Areas	Homes on Large Lots	Homes on Large Lots

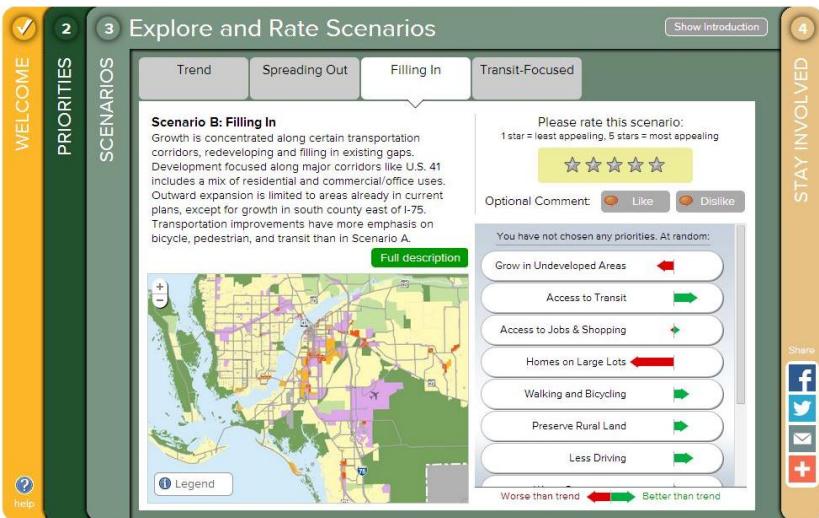


Figure 3.8 Scenarios Screen

Land Use Scenarios (Screen 3)

After participants had a chance to rank their top priorities, they were then presented with three alternative land use scenarios. Participants were asked to look at a map of each scenario, read the descriptions of the scenarios, and then rate them each on a scale of 1- to 5-stars, 1 being the lowest score and 5 being the highest, according to their own personal preferences. Participants who wanted to read more about each scenario could access a more detailed description. They could also zoom in and zoom out of the maps of the scenarios.

Figure 3.8 shows how the scenarios were presented to participants. The map of each scenario is in the lower left with a summary description of the scenario above it. If participants wanted a full description of the scenario, they could click on “Full description” to bring up a pop up with a more detailed table showing the key characteristics of the scenario. On the right, participants could rate each scenario after seeing how the scenario performed against their priorities.

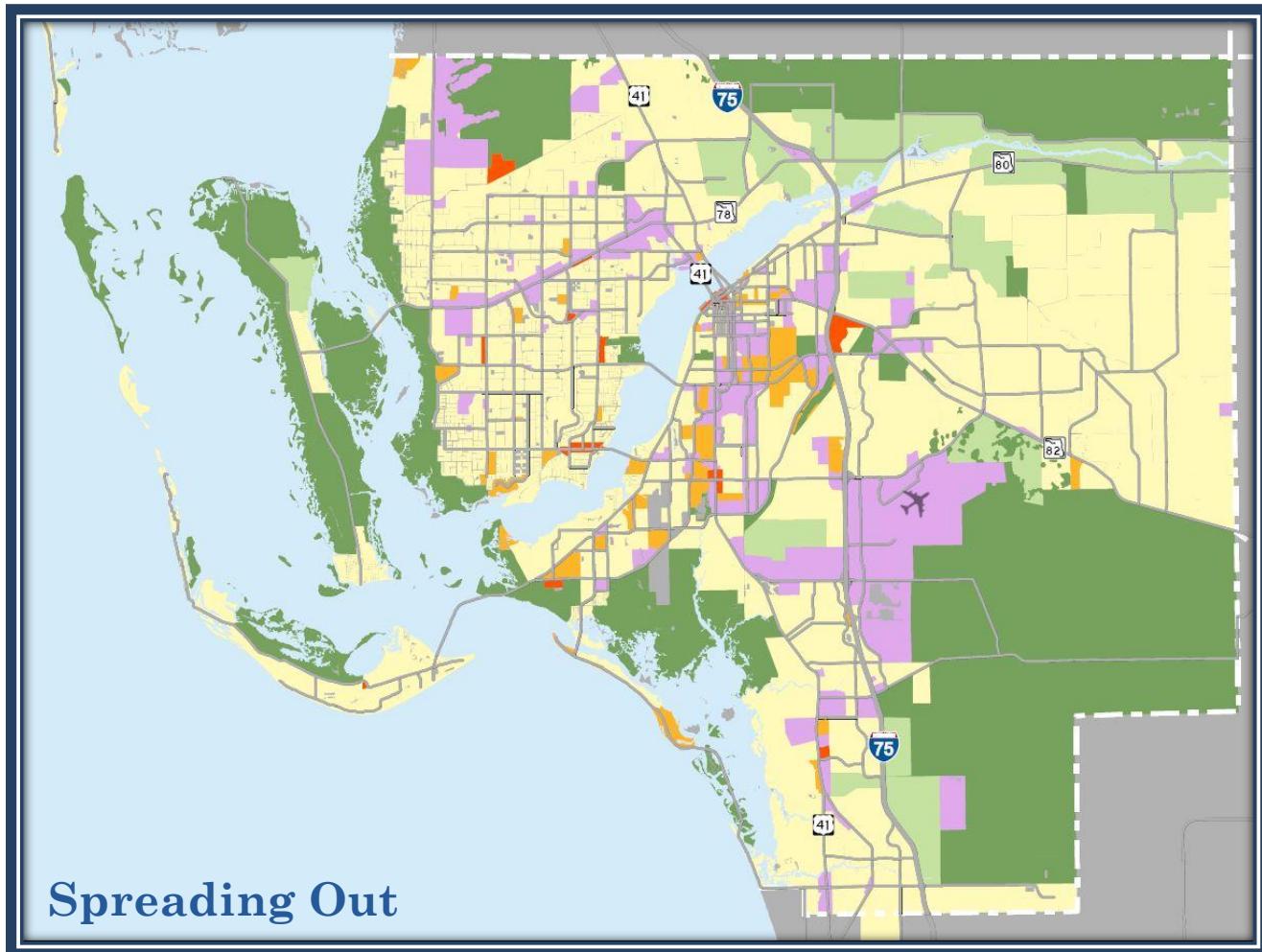
The maps that were used for the MetroQuest survey were simplified versions of the maps that were created for the scenarios. The original palette of place types contained 17 place types, and the project team decided it would be difficult to display a map with so many categories in a way that was understandable in the five to ten minutes that respondents would spend taking the survey. In order to simplify the map and make it quicker to read and comprehend, the 17 specific place types were re-classified into six broader place types that

showed the differences in land use characteristics between the scenarios, yet was easier to comprehend at a glance. **Figure 3.9** shows how the land-use palette was reclassified and the legend shows how the new classifications were displayed on the scenario maps used for the survey.

The following sections briefly describe each of the scenarios and their distinctive features as they were presented to the public.

Figure 3.9 Place-Type Reclassification

Place Type	#	Place-Type Simplification for MetroQuest Survey					Legend
		Open Space	Rural / Residential	Single Family	Mixed-Use	Commercial / Office	
Open space (non-developable)	1	✓					Commercial/Office
Rural / agricultural	2	✓					Mixed-Use
Rural / residential	3		✓				Multi-Family Residential
Suburban large-lot	4			✓			Single-Family Residential
Suburban neighborhood	5			✓			Rural/Residential
Compact neighborhood	6			✓			Rural/Open Space
Multifamily neighborhood	7				✓		Interstate
Commercial activity center	8					✓	Major Roads
Redevelopment corridor	9					✓	County Boundary
Neighborhood center	10					✓	Rail Corridor
Transit station neighborhood	11					✓	Southwest Florida International Airport
Transit station core	12					✓	Water
Town/community center	13					✓	
Regional center	14					✓	
Office / warehouse / research	15					✓	
Industrial / manufacturing / flex	16					✓	
Interchanges	17					✓	

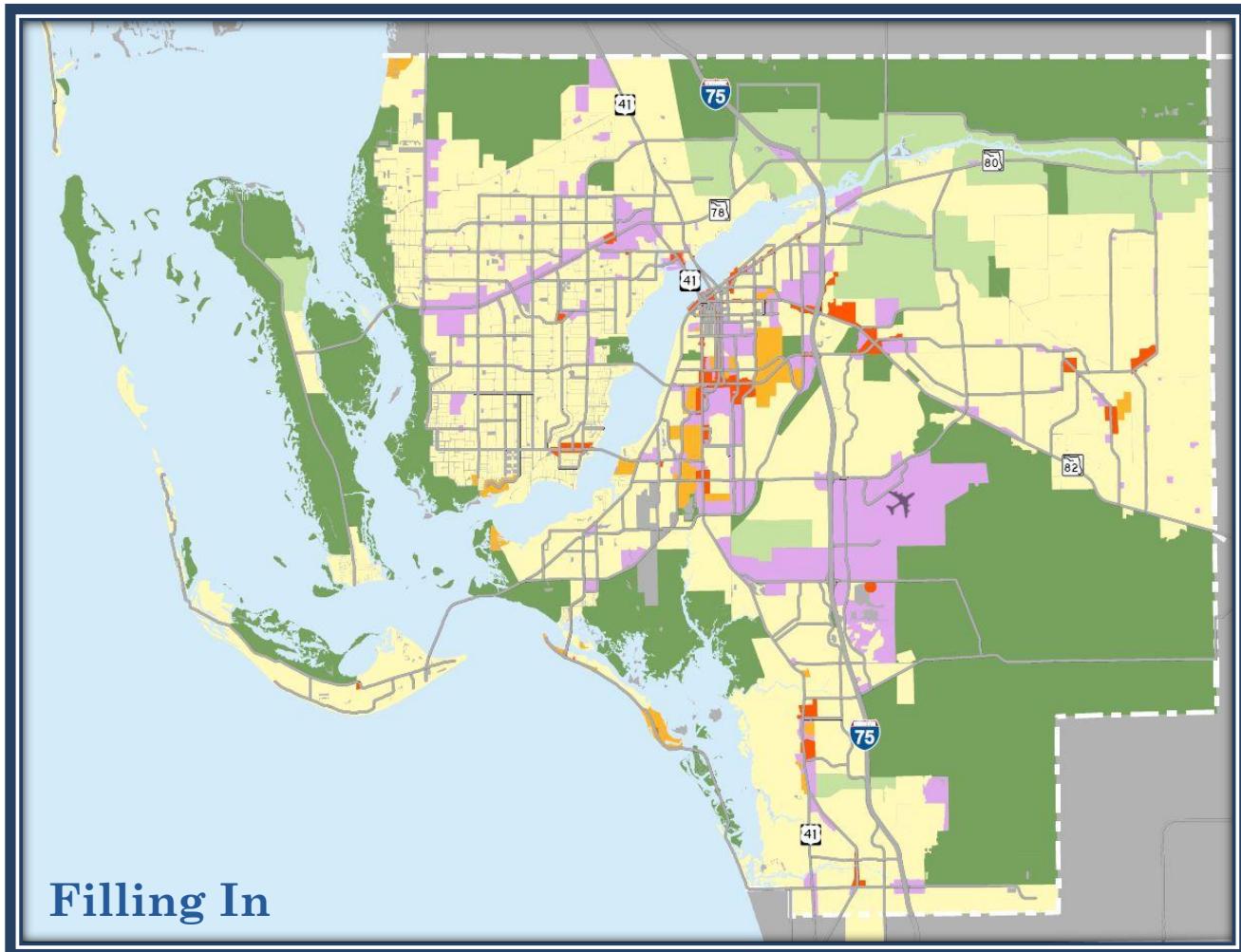


Spreading Out

Scenario A: Spreading Out – In Scenario A, growth is more evenly distributed across the county than it is in the other scenarios. Land use intensification will be allowed in very specific areas in Fort Myers, Estero, and Bonita Springs. Contrary to what is allowed in the current Lee County Comprehensive Plan, Fort Myers Beach will see no intensification in this scenario. Consistent with all the scenarios, Sanibel Island will see no intensification. Some areas that were planned to remain rural-residential and single-family residential become multi-family and commercial/office. Only a few places are mixed-use, which blend homes, jobs, schools and shops in the same area. This growth scenario assumes a transportation network that is primarily car-oriented, with relatively few transit investments compared to the other scenarios.

Distinctive Features:

- Development of rural areas in Buckingham, Prairie Pines, Yucca Pens, Edison Farms and Lehigh Acres.
- Single family development follows course similar to current trends.
- Large new multi-family neighborhoods would emerge in N. Fort Myers, South Cape Coral, Iona/McGregor, Metro Park, and along Imperial River.
- Mixed-use areas would be limited, planned for The Forum, Coralwood, and near commercial/office areas.
- Large amount of new office space in northwest Lee County, Cape Coral, and Estero.



Filling In

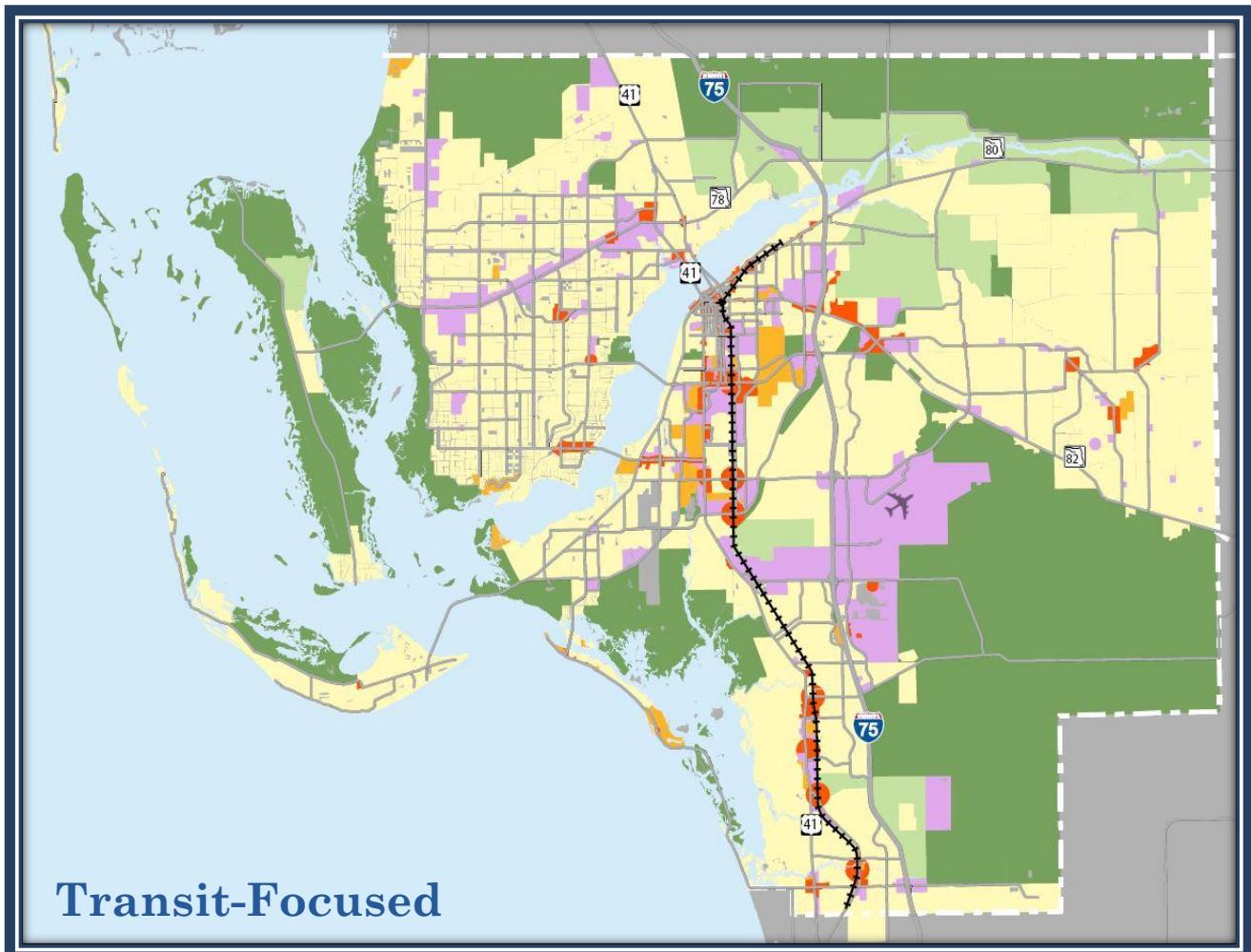
Scenario B: Filling In – Growth in Scenario

B is concentrated along major transportation corridors, and a higher priority is placed on redeveloping and filling in existing gaps than in Scenario A. Major corridors, like U.S. 41, will see an increase in intensity. Also, where there will be higher intensities, there will be more mixed-use development which allow a mix of residential and commercial/office uses in the same area. Outward expansion is limited to areas already in current plans, except for some growth allowed in southern portion of the county just east of I-75.

Transportation improvements are more diverse in this scenario, with a development pattern more favorable for bicycle, pedestrian, and transit modes of transportation than in Scenario A.

Distinctive Features:

- Rural area expansion will be limited to what is anticipated by current plans, with the exception of some growth in Bonita Springs.
- Single family development would continue to occur where currently planned and where vacant, already-platted land exists.
- Small multi-family neighborhoods would be added to Lehigh Acres and in mixed-use areas.
- Mixed-use areas occur in N. Fort Myers, along major corridors, Lehigh Acres, Estero, downtown Bonita Springs.
- Some commercial and office growth are to occur along Pine Island Road, in Cape Coral, and Bonita Beach Road/I-75 interchange.

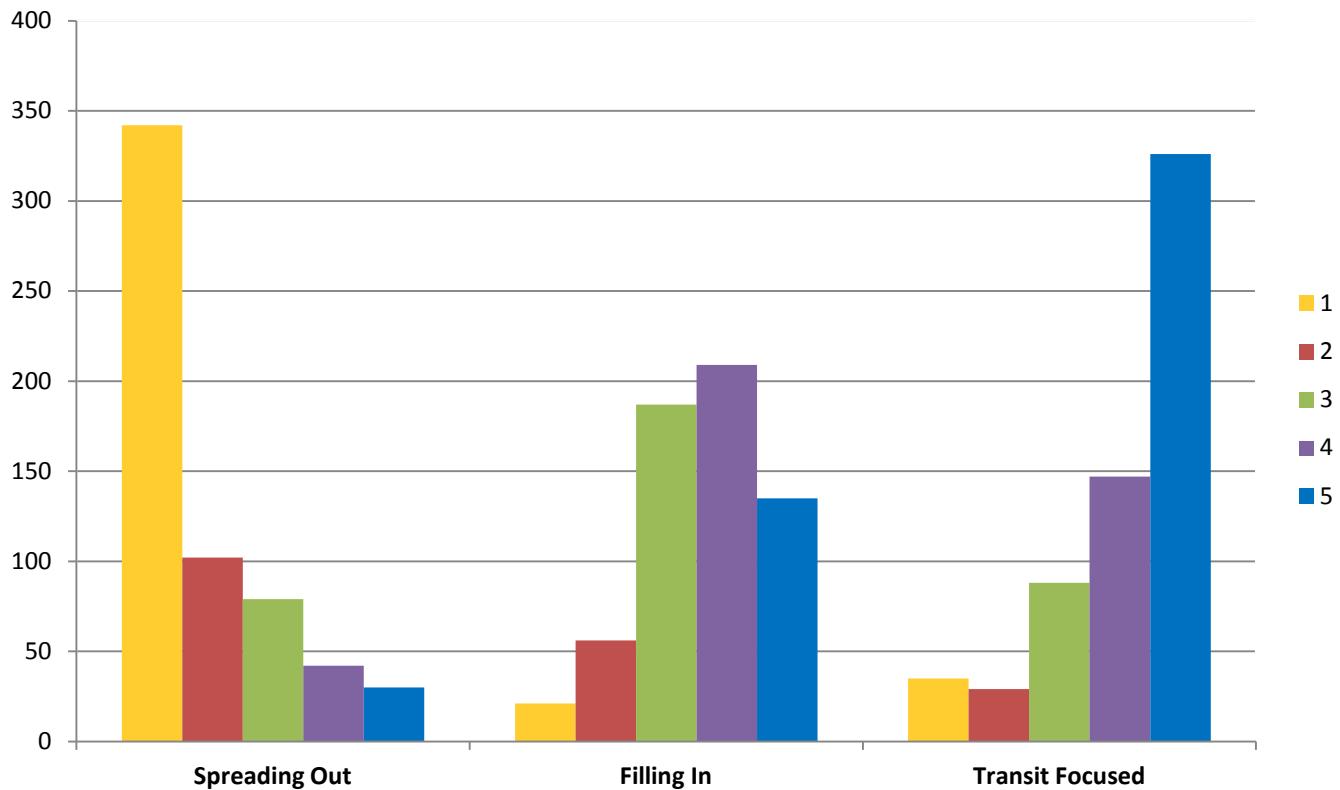


Scenario C: Transit-Focused - This scenario is similar to Scenario B, but with greater land use intensities along the CSX/Seminole Gulf rail corridor and U.S. 41 in anticipation of the potential for enhanced transit services along one of these corridors. Passenger rail or Bus Rapid Transit (BRT) service is being considered for one of these corridors, and the scenario reflects how residential and commercial development would be distributed in the county with the proposed new transportation infrastructure. Development in this scenario is much more focused, concentrating people, jobs, and destinations around transit corridors and in city centers. Of the three scenarios, Scenario C represents the most dramatic change in current land use patterns calling for absolutely no outward expansion aside from what is already permitted by current comprehensive plans and concentrating more development in places that are already developed.

Distinctive Features:

- Expansion into rural lands will be strictly limited to what is anticipated by current plans.
- Single-family development would still occur, filling in currently platted vacant land.
- Small multi-family neighborhoods would be added in Lehigh Acres and in new mixed-use areas.
- Expanding on Scenario B, more mixed-use development planned on the College Parkway corridor and around transit station areas.
- Commercial and office growth are to occur along Pine Island Road, in Cape Coral, and Bonita Beach Road/I-75 interchange.

Table 3.4 Scenario Rankings



Scenario Preferences

The following is a summary of the results found in **Table 3.4** above.

Spreading Out – A majority of participants gave the Spreading Out scenario a low rating. In total, 57% gave this scenario only 1 star and another 17% gave this scenario 2 stars. Only 5% of respondents gave this scenario the best score of 5 stars. The average of the ratings we received for Spreading Out was 1.85.

The results suggest that respondents reject this particular scenario. The ratings were dominated by one- and two-star ratings with very few four- and five-star ratings. It is also worth noting that the negative comments received concerning this scenario far outnumber the positive comments. The positive comments that this scenario received revolved around the potential economic growth and less crowded living conditions.

“...Becoming crowded...will make us an “inner city” that is too crowded and unhealthy...” – **User Comment**

“Helps provide new jobs with new development, construction, new appropriate growth, positive influx of population as opposed to tourism and seasonal; more year round and solid tax base.” – **User Comment**

Negative comments seem to center around the themes of being car-oriented, continuing sprawl, and consuming rural lands.

“We cannot continue on this current path...it isn't sustainable and it's increasing the cost of services for everyone.” – **User comment**

Filling In – Overall, the response to this scenario was positive. More than 56% of respondents gave this scenario a 4- or 5-star rating, while only 13% gave it a 1- or 2-star rating. The average score for the Filling In scenario was 3.63. Of note is that this scenario received the highest percentage of 3-star ratings among the three scenarios, which accounted for 31% of the ratings we received.

The results seem to suggest a mixed result for this particular scenario. Overall, the impression was

mostly positive, but this scenario actually ranked in between the other two scenarios.

Many participants had good things to say about this scenario, and some mentioned that a combination or compromise between this scenario and the Transit-Focused scenario would be ideal. Many of the comments revolved around the benefits of infill to preserving the natural environment.

“Yes, this is the way to go. The county should place its funds into improving areas that already exist so that they don't become blighted and infill growth is encouraged.” – **User Comment**

“Seems like best balance between keeping rural space, promoting non-car travel and does not need massive transit capital investment that may never break even.” – **User Comment**

The negative comments revealed that respondents were concerned about increasing the intensity of land uses in some of the growth areas and the economic impacts that constraining growth may have on the community.

“These areas are already overdeveloped.” – **User Comment**

“High density is good along existing corridors but it only serves a portion of our market demand. Look at any other metro area and this pattern is confirmed.” – **User Comment**

Transit-Focused – The Transit-Focused scenario was well-received by the participants who responded to our survey. More than half of the respondents gave this scenario a 5-star rating, with only 10% of respondents giving 1- or 2-star ratings. Adding up the 4- and 5-star ratings, we find that more than three-quarters of the respondents gave this scenario a positive rating. The average rating received for this scenario was 4.12.

The results of this analysis suggest that the Transit-Focused scenario is the most preferred scenario among the respondents. It received overwhelmingly positive rankings, and unlike the Spreading-Out scenario, it received many more positive comments than negative comments.

Positive comments received for this scenario concerned the potential reuse of the existing rail corridor.

“I like the idea of bringing back the railway and connecting it with a modern monorail system to the colleges and shops and downtown areas. It would be nice to someday get a railway link to the cape so tourists can enjoy easy travel without the hassle of a car. I would like to see more concentrated planning/development in old areas to revitalize them, creating wider sidewalks and bikeways with shady trees, reducing lanes from 6 to 4, so people want to stay in those areas instead of drive away from them. Once that is done, developers will want to invest and people will want to live and work in those areas rather than drive all the way out to places like North Cape or Lehigh Acres.” – **User Comment**

“This is, by far, the best option. It concentrates development along an area that can be served by public transit; and it provides for significant improvement/enhancement of such transit. I would love to see rail service in the area. It also makes real improvements/investments in terms of bicycle and pedestrian travel, something the area is well-suited for, if provided, being flat, with good sight-lines.” – **User Comment**

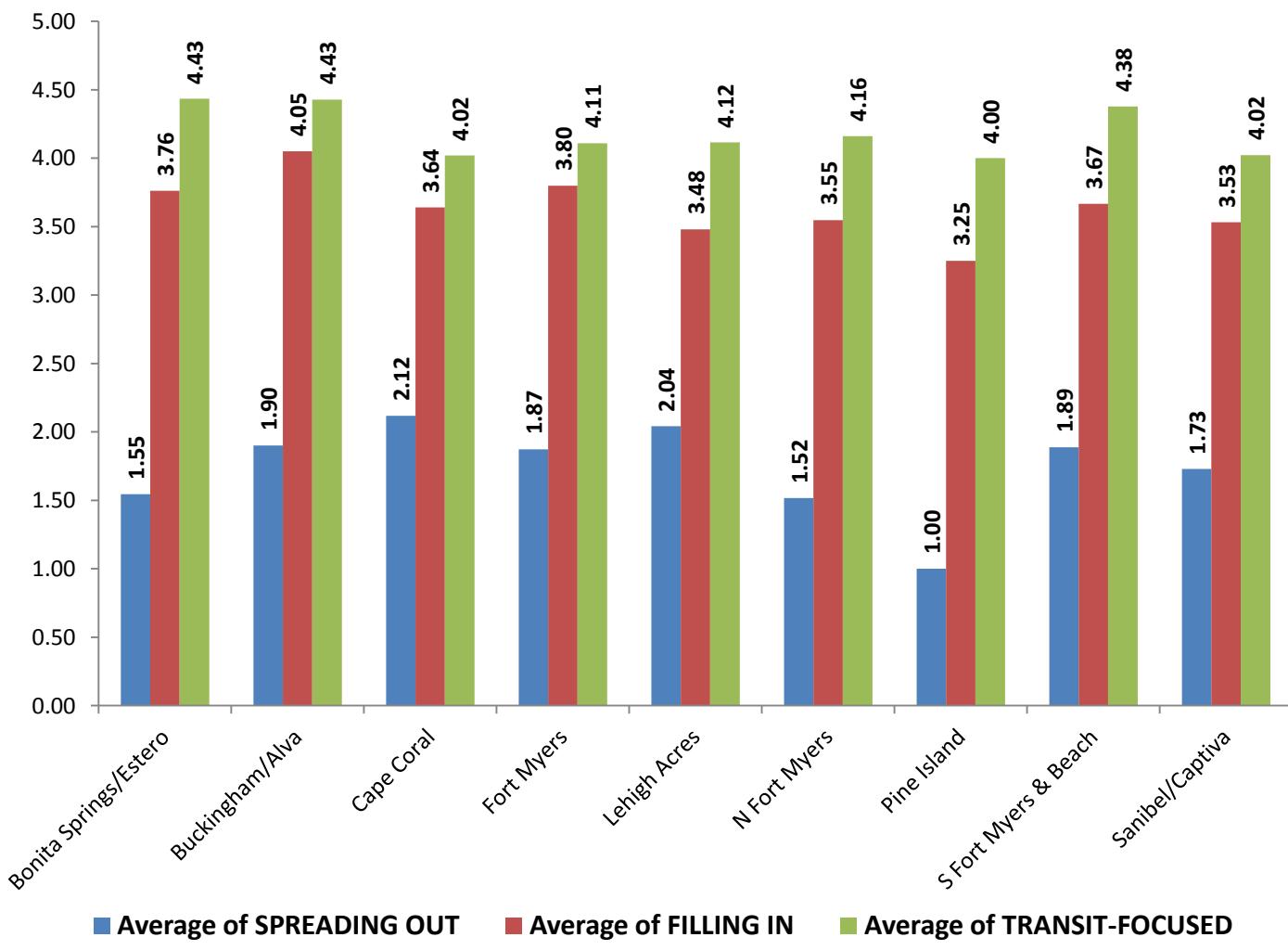
The negative comments the MPO received centered around the financial feasibility of this scenario and the constraints of the proposed transit corridor limiting the utility of a premium transit service.

“My opinion is that mass transit is expensive and doesn't achieve its intended function; few people actually use it and the cost vs. benefit doesn't make this option financially feasible.” – **User Comment**

Scenario Ratings by Community

The study team also analyzed the results of the survey based on community. Sanibel/Captiva represented a relatively large proportion of the respondents and the team worried that their over-representation might have skewed the results. As shown in **Table 3.5**, the results were consistent across all communities suggesting that over representation from Sanibel/Captiva would not have impacted the county-wide results. Transit-Focused was always the most highly rated scenario, Filling In was always second most highly rated and Spreading Out was always the least highly rated across all geographic areas. The average rating was also very similar across all geographic areas. Average ratings in specific geographic areas did not dramatically deviate from the county-wide average scores and stayed within a relatively narrow range..

Table 3.5 Scenario Rankings by Community



Limitations of the Survey

The survey created, by the Lee County MPO and MetroQuest, was not designed to be a scientific poll. We did not conduct a poll using a random sampling technique of households within the county. The survey was broadly publicized to everyone, including some who do not live in the county. Responses were completely voluntary and do not necessarily represent the perspectives and opinions of average Lee County residents.

To ensure that the survey was as approachable and user-friendly as possible respondents were not required to answer every question. Participants could respond to as few or as many questions as they chose to answer. As a result, the analysis in this report is based on a varying number of responses to each survey question. For example, only 66% of respondents gave us their occupational status. On average, participants submitted responses to just over half of the questions they could have responded to.

The interface was also a potential limitation. By its own design, the MetroQuest format minimizes the amount of text a respondent must read to provide a response. Some commented that this format was incredibly intuitive, while others felt the opposite. The rating of the scenarios was also a potential place of concern. In order for us to count a respondent's rating of a scenario, they had to click on a star rating for each one. If they did not provide a star rating, then no answer was recorded and it would not count as positive or negative.

Another shortcoming of the MetroQuest format is that, being an online tool, the survey is only available to those who have access to the internet and are comfortable with providing information online. Though computers are everywhere, and access to the internet improves every day, there are still some groups who do not have access to a computer and the internet. These people would have had more difficulty finding and completing the survey. Being online it was also difficult to control for geographic biases. Our over sampling of the Sanibel/Captiva area is a notable example.

However, the results of the MetroQuest survey should not be undervalued. The survey exceeded the project team's initial goals and gave the Lee County MPO a very impressive number of responses. In total, the survey generated more

than 18,500 points of data and gathered input from more than 1200 participants. More than 900 written comments were received and nearly a quarter of participants left their email addresses indicating a desire to stay involved.

Survey Conclusions

The survey was available for less than two months and received more than 2500 visits. The MPO received more than 1200 responses and more than 900 written comments. The survey responses were in many cases diverse, but generally the message the MPO received from the public has been consistent. The Lee County MPO has been able to determine what priorities the community feels are most important and what things that the community thinks the MPO should focus on as it plans for the year 2040.

Scenario Preference – The survey indicated that the first choice for a vast majority of the survey takers was the Transit-Focused scenario. The scenario averaged a 4.12 rating and the written comments that we received were mostly positive. Filling In was not particularly disliked by survey takers, as indicated by some of the comments, but those surveyed did not rate it as highly with an average rating of 3.63. The lowest ranked choice, with a significantly lower average rating of 1.85, was the spreading out scenario.

Priorities – The top five priorities that the community identified were:

1. Walking and Bicycling
2. Water Conservation
3. Less Driving
4. Preserve Rural Land
5. Access to Transit

The priority ranking will help the MPO plan a transportation network that is consistent with the needs of all transportation users in the county.

Other Considerations – The ranking of the scenarios was largely consistent across the entire county. The lowest average rating for the Transit-Focused scenario was never below 4.00 across all the county subdivisions. In the Buckingham/Alva area, the Filling In scenario received a competitive average rating of 4.05 which is higher than the average rating Cape Coral, Pine Island, and Sanibel/Captiva gave to the Transit-Focused

scenario. Transit-Focused was still ranked the most preferable scenario, but the distinction was not as clear in Buckingham/Alva. Another interesting fact among the scenario ratings was that 18-24 year olds were the only age or occupational group to give the Transit-Focused scenario an average rating of less than 4.00. 18-24 year olds also rated Filling In close to as highly as Transit-Focused and gave the Spreading Out scenario the highest rating of any group or geographic area.

The priorities were largely consistent as well, with a few exceptions. Grow in Undeveloped Areas and Homes on Large Lots were both consistently the bottom two priorities in the rankings across all geographies. Among the top-five priorities, no priority was among the top-five for every geographic area. Walking and Bicycling was close,

being among the top-five in all but North Fort Myers. A priority that was often a top priority, but did not make the overall top-five was Access to Jobs and Housing. Cape Coral, Fort Myers, and Lehigh Acres all ranked Access to Jobs and Housing one or two. Access to Jobs and Housing also ranked among the top five for Bonita Springs and North Fort Myers.

The responses the MPO received have also shown a consistency with the Vision, Goals and Objectives that were created early in the Land Use Scenario planning process. The respondents indicate a strong preference for transportation and land use plans that reduce driving, limit outward expansion, offer safe transportation alternatives to driving and conserves the county's natural resources.

Exhibits

- A. Staff comments collected**
- B. Stakeholder comments collected**
- C. MetroQuest screenshots**
- D. MetroQuest Comments collected**

Exhibit A: Summary of Comments from Government and Agency Planning Staff Meetings

From September 16 to October 10, 2013, eight meetings were held with local government and agency staff in Lee County assumed to include the lead contacts during the course of the study who would participate in the day long “Planners Workshop” in December. Information provided prior to the meeting included a meeting agenda, and the following drafts for discussion: Goals and Objectives, Measures of Effectiveness, and Sample Palette of Place Types for Scenarios, Sample Rating and Weighting Scale for Illustrative Indicators (attached). These meetings were designed to describe the project scope and schedule, and to help with data collection, revisions to the goals, and explain how the scenarios would be created. A summary of these meetings are provided below.

City of Sanibel

Date/Time: September 16, 2013 3:00 – 4:00 PM
Location: Sanibel City Hall, 800 Dunlop Rd, Sanibel, FL 33958
Attendees: Judie Zimomra, City of Sanibel (City Manager)
Keith Williams, City of Sanibel (Public Works Director)
Jimmy Jordan City of Sanibel (Planning Director)
Benjamin Pople, City of Sanibel (Planner & Lee MPO TAC)
Johnny Limbaugh, Lee MPO
Jennifer Willman, Jacobs
Bill Spikowski, Spikowski Planning Associates

Comments:

We need better public access to water, like Fort Myers Riverwalk.

Are we looking at status quo with intervention and the resulting strategies? Response: By 2040, we will add half again the current population and jobs. Easy to say jobs will go to Cape Coral and Fort Myers since they are already platted. Lee County EAR proposed mixed use centers that are accessible by transit and roads, it's a fairly aggressive smart growth approach.

Sanibel's paper Future Land Use Map (FLUM) finally being converted to electronic. Check other wetlands not on the FLUM to add.

For the scenario, can intensify "Town Center/Civic Core Center" (see FLUM), but not anything else on Sanibel. [Sanibel is using the term "Civic Core" in planning literature.] Response: Place types can be customized to each City/Town – Sanibel can have their own "Town Center" place type if needed.

Why is this work being done differently this time? Response: Planners developed previous model input data on their own. This time, the policy makers will ultimately decide which scenario to put into the travel model.

In the Goals and Objectives, references to “bike/ped” would be better as “complete streets” to address the entire transportation network (see #3 and 4.5).

Although gas prices continue to rise, there seems to be no motivation for workers to carpool even with toll at \$6. Sanibel is not interested in mass transit.

City of Bonita Springs

Date/Time: September 17, 2013 1:30 – 2:30 PM
Location: City Hall, 9101 Bonita Beach Rd, Bonita Springs, FL 34135
Attendees: Jacqueline Genson, City of Bonita Springs (Planning and Zoning Manager)
Arleen Hunter, City of Bonita Springs (Development Services Manager)
Jay Sweet, City of Bonita Springs (Development Surveyor)
Invited but unable to attend: Jennifer Hagen, City of Bonita Springs
Don Scott, Lee MPO
Jennifer Willman, Jacobs
Bill Spikowski, Spikowski Planning Associates

Comments:

Neighborhood Convenience is a Future Land Use Category (FLUC) but not mapped; look at specific zoning resolutions.
Bonita Bay is a gated community. That won't change, but it has a commercial area that should be added.
There are Planned Unit Developments (PUDs) – might need to look at the site plans – some have commercial areas shown.
Also look at FLUC Village Mixed Use, could be added to intensity map.
Want to intensify US 41 commercial areas.
Downtown – new ordinance, map doesn't reflect it yet. Numbered zones (example: 6B mixed use up to 20 units per acre allowed). Jay will send the map.
A lot of property around the rail head could be used more intensely.
Barraco and Associates was hired to plan the east side of the City. Council meeting is tomorrow at 9am. This is the so-called Density Reduction/Groundwater Resource (DR/GR) designation area.
Interchange Commercial should be added to intensification map.
Liberty Youth Ranch will stay as is, very low density.
Golf course will have some infill and redevelopment.
Downtown may be able to aggregate parcels to build condos, as part of a multimodal plan and Transportation Concurrency Exception Area (TCEA). US 41 will stay 2 travel lanes; could widen to add median and on-street parking but not more lanes.
Until June 2008, Lee County was doing the planning work for Bonita Springs.
Bernwood project is on south side of Bonita Beach Road.
No comments on Goals and Objectives or Measure of Effectiveness.
Jennifer Hagen is the lead contact.
Logan Road, Village Road and Palmira Boulevard, have right-of-way reserved.
Is Collier included? Response: It is in the 4-step model, but not the land use scenario project.

City of Cape Coral

Date/Time: September 19, 2013 10:30 – 11:30 AM
Location: Cape Coral City Hall, 1015 Cultural Park Blvd, Cape Coral, FL 33990
Attendees: John Szerlag, City of Cape Coral (City Manager)
Derek Burr, City of Cape Coral (Planning Manager)
Persides Zambrano, City of Cape Coral (Principal Planner)
Paul Dickson, City of Cape Coral (Department of Community Development,
Acting Director)
Dana Brunett, City of Cape Coral (Economic Development, Director)
Rick Sosnowski, City of Cape Coral (Comprehensive Planning Team Coordinator)
Johnny Limbaugh, Lee MPO
Bill Spikowski, Spikowski Planning Associates
Don Scott, Lee MPO
Ned Baier, Jacobs

Comments:

City staff described the Cape Coral build-out plan developed two years ago; it includes low and high forecasts for build-out. This information should be considered; Bill will follow up with Derek Burr or Rick Sosnowski.
The new coastal high hazard area map includes the Cape Coral downtown Community Redevelopment Area (CRA).
The most current and adopted land use map for Cape Coral is for 2030.
Rick Sosnowski or Wyatt Daltry should be contacted to obtain the most current maps for Cape Coral.
Recommend that local government Economic Development Organizations (EDOs) be contacted and made aware of this study.
Recommend removing the “reserve area” from the Limitations Map because the latest utility expansion phasing plan has essentially replaced it.
What is the projected build-out population in the adopted 2035 Long Range Transportation Plan (LRTP)? Response: 1 million.

City of Fort Myers

Date/Time: September 20, 2013 2:00 – 3:00 PM
Location: 1825 Hendry St, Fort Myers, FL 33901
Attendees: Bob Gardner, City of Fort Myers (Community Development Director)
Lynee Rodriguez, City of Fort Myers
Nicole DeVaughn, City of Fort Myers
Bill Spikowski, Spikowski Planning Associates
Ned Baier, Jacobs
Don Scott, Lee County MPO
Johnny Limbaugh, Lee County MPO

Comments:

From the City perspective, less county sprawl and more infill and density increases would allow more development to occur in Fort Myers; we strongly support that. Still, density cannot be forecasted too high. The Sample Palette of Place Types for Scenarios (Table 1) needs to be realistic for conditions in Fort Myers. Response: This is an example and will be updated for the situation here locally.

There are several Historic District located in Fort Myers. City staff recommends not showing density increases in the historic districts, since the City's efforts to protect and preserve should be respected. Response: We will make the change to the map to delete historic districts from the intensification map, and maybe add them to the limitation maps. For example, Dean Park has a national historic designation.

Discussion about land use development in the City and discussions underway. There is increasing talk of a spring training baseball park for the Washington DC Nationals, to replace the Red Sox that moved into the unincorporated County.

Brownfield discussion. These could be shown on the maps, but unclear if these should be shown as restrictive areas or redevelopment areas.

Shellie Watts is the City of Fort Myers contact for obtaining shape files and other GIS data.

Bob Gardner will be the City lead for the planners workshop.

Discussion about education (elected officials and the public) and public engagement for this study and the LRTP.

Discussion about Rail Feasibility Study and potential station locations.

Town of Fort Myers Beach

Date/Time: September 23, 2013 3:30 – 4:30 PM

Location: Spikowski Planning Associates, 1617 Hendry St, Ste 416, Fort Myers, FL 33901

Attendees: Josh Overmyer, Town of Fort Myers Beach (Planning Coordinator)

Walter Fluegel, Town of Fort Myers Beach (Community Development Director)

Bill Spikowski, Spikowski Planning Associates

Ned Baier, Jacobs

Don Scott, Lee County MPO

Johnny Limbaugh, Lee County MPO

Comments:

Last year was a record for tourism. More dollars were spent and some hotel rates are up. Rates were as high as \$300 to \$400 per night in some of the more upscale hotels like those at the Pink Shell resort. More upscale tourists are attracted to the beach. European visitors want a transit connection between the airport and the beach and improvements to the bus trolley schedule and frequency.

Expansion occurring in downtown district on the beach should be noted on the intensification map, and possibly extend intensification map about one mile up the beach.

The Town is considering an incentive program for developers to voluntarily provide needed right-of-way in exchange for height and density credits. Example: Town recently negotiated right-of-way for a LeeTran bus trolley stop in front of a business that was expanding.

Regarding the new coastal high hazard maps and impacts on insurance requirements, 54% of active policies in the town are impacted. Flood insurance cost on one property increased from \$2,600 to \$13,500 per year. By 2015/2016, another set of new maps may take effect because LIDAR (Light Detection and Ranging) topographic data is now available. Also, the old maps were based on only four transects, requiring massive interpolation to set the flood boundaries.

Walter Fluegel will participate as the lead Fort Myers Beach contact for information and will also participate in the planners workshop.

Discussion about San Carlos Boulevard, the state highway connecting the bridge to beach and the impact of the trolley service. The one-way pair around Seafarer's (proposed in the last EAR) is the answer.

Safety and bike/ped improvements needed on the beach. Trolley lanes and improved frequency are part of the solution.

Councilman Bob Raymond wants to improve city funding of the bus trolley and wants direct service to the airport. He will propose this to council soon. However, the Mayor and others are less supportive of the bus trolley lane; they see road improvements as the answer to congestion.

Southwest Florida Regional Planning Council (SWFRPC)

Date/Time: September 24, 2013 9:00 – 10:00 AM

Location: 1926 Victoria Avenue, Fort Myers, FL 33901

Attendees: David Crawford, SWFRPC

Invited but unable to attend: Margaret Wuerstle, SWFRPC (Executive Director)

Bill Spikowski, Spikowski Planning Associates

Don Scott, Lee MPO

Johnny Limbaugh, Lee County MPO

Ned Baier, Jacobs

Comments:

Babcock Ranch has 17,000 units that will have major travel impacts in the region.

The Terraces in Bonita Springs will include smaller lot size and smaller houses in a "life care retirement community." DiVosta's Village Walk of Bonita Springs is another one. There is a big push with Sector Plans east of I-75. Hendry County: 25,000 acres and 20,000 units. King Ranch was discussed. Adjacent counties have many sector plans in development. Some concern if the regional transportation model will not forecast impacts from the sector plans on Lee County roads.

Three sector plans have been proposed in Hendry County. Hendry County planner Sara Catala should be contacted for more information.

Developments planned for near Florida Gulf Coast University (FGCU). North of university, 3,000 units are planned in a new urbanist research type of park. South of university, another research park. Housing is planned for east of the FGCU campus. A linear urban corridor is planned along I-75 and Hwy 41. The issue of sprawl in the eastern edge impacting the Everglades and other environmental areas exists. SR 80 is the major east/west corridor in the region where growth and development will occur along the new 4-lane highway improvements.

There are currently six Notice of a Proposed Change applications underway to amend approved Developments of Regional Impact.

Sector Plan developments are forecasting a huge internal capture. This may or may not be realistic. Most of the sector plans are ostensibly mixed use. Florida Department of Community Affairs (now Department of Economic Opportunity) Sector Plan responsibility was to review and comment, but with no ability to require changes to the plans. Sector plans are approved by County Commissions.

David offered to attend the planners workshop on behalf of SWFRPC with the approval of Executive Director Margaret Wuerstle.

Requested presentation to the SWFPRC in January, plus a later presentation of recommendations. Response: We will follow-up after discussing with Don Scott.

Americas Gateway Logistics Center planned near Moore Haven. A major distribution center (warehouses) for freight transferred between truck and rail and the Port of Miami. Facilities would include storage for Target, Amazon, Wal-Mart, etc. Little workforce population nearby. The trucks making deliveries will impact roads. Rail will transfer shipping containers.

Lee County

Date/Time:

September 24, 2013 2:00 – 3:00 PM

Location:

1500 Monroe St, Fort Myers, FL 33901

Attendees:

Michael Tisch, Lee County DOT (Transportation Project Manager)
Matt Noble, Lee County (Principal Planner)
Rick Burris, Lee County (Principal Planner)
Andy Getch, Lee County (Planning Manager-Transportation)
Paul O'Connor, Lee County (Planning Division Director)
Tessa LeSage, Lee County (Manager-Office of Sustainability)
Brandon Dunn, Lee County (Senior Planner-Community Development)
Anthony Palermo, Lee County (Senior Planner-Zoning)
Rebecca Sweigert, Lee County (Principal Environmental Planner)
Robert Price, Lee County (Development Services)
David Loveland, Lee County Department of Transportation (Director)
Kathie Ebaugh, Lee County Planning Division (Principal Planner)
Bill Spikowski, Spikowski Planning Associates
Ned Baier, Jacobs

Comments:

Dave Loveland said we need to study transportation links throughout the County. The present LRTP does not do that. There seems to be an over-emphasis in some of the transit connections by the MPO in this study. For example, why is Cape Coral to Lehigh Acres identified as a possible scenario for transit links? Response: MPO's project goals include improving transit and reduce Vehicle Miles Traveled (VMT). Cape Coral and Lehigh Acres need to be linked to regional job centers in Fort Myers, not to each other.

There were several questions about how costs are calculated for transportation. Dave Loveland said there are some levels of service and cost policy discussion required in the discussion about the transportation scenarios. Andy Getch added that the current Lee MPO LRTP needs plan is \$3.6 billion. Don said that statewide (from 26 MPOs), needs exceed \$120 billion. Don said that the Center for Urban Transportation Research (CUTR) is updating the statewide number transportation for unfunded needs to try to make it based on realistic projects and not just take the numbers from all the MPO needs plans and add them up.

Dave Loveland asked why the MPO prioritizes and programs maintenance money in the LRTP? Dave also asked why maintenance should be listed as a goal for the land use study; isn't that really a policy for the LRTP? Don Scott replied that maintaining what we have is a major priority for the MPO Board and all MPO plans need to reflect this.

Tessa LeSage spoke about priority projects around schools and safe routes to school.

There was more discussion about communicating the project goals. Consensus was reached that we all need to better clarify in our message to elected officials about this study's purpose and assumptions and how it's linked to the County Evaluation and Appraisal Report (EAR)/Comprehensive Plan (The Lee Plan) and the County's sustainability program. Communication is especially important with the Lee MPO TAC, CAC, and other committees.

Concern about developing a new vision. Hillsborough is not a good example for Lee County. The Lee MPO should study the transportation impacts from our adopted land use visions instead of creating new scenarios. Discussion about the INDEX tool and how we are developing alternative inputs to the regional transportation model.

Both the "Limitations" and "Intensification" maps need updating to reflect The Lee Plan. Response: We will update and work with County planners Kathie Ebaugh and Rick Burris understand the changes and maps.

Lee County describes scenarios in the EAR/Comprehensive Plan process and should be used in this process. The documents we provided reflect the EAR but not ongoing work in updating the Comprehensive Plan. Even though the new update has not been before the Board, do not base the MPO scenarios on what was previously approved. Kathie Ebaugh said to work with Rick Burris on this.

The final Comprehensive Plan elements are being presented to the County Local Planning Agency (LPA) incrementally. Parks, Vision, Historic Preservation were tentatively approved by the LPA yesterday. Other elements will be approved in 4 to 5 months. Then the whole plan update will be presented to the County Commission.

Response: Yes, we agree that the MPO's Land Use Scenario study needs to use the EAR and Comprehensive Plans from the County and Cities and that is why we are here today and will work with you closely to incorporate your plans. This MPO project is testing inputs into the FDOT regional model in a new and transparent way. The end result will be transportation projects and improvements that will improve transit and reduce VMT and help implement your land use plans. These are our study goals.

The County workshop participants will include Andy Getch and Matt Noble. Tessa and Kathie said they can participate if needed. Perhaps Rick Burris also.

Tessa asked about public involvement. She said that the County EAR process has held over 45 public meetings. She said the County EAR process has helped identify performance criteria for the sustainability process. Tessa said she will email County sustainability information that may be useful. Response: We will not repeat your public involvements process; it was done very well and we are relying on it.

Andy Getch said that the EAR/Comprehensive Plan has not been tested for transportation impacts. The projects and how it impacts the transportation system will be tested in the MPO Land Use Scenario project, and this analysis is needed badly.

Dave Loveland agreed that this is not a duplicative effort to the EAR and this effort will be researching the transportation impacts of scenarios through the model.

FDOT, District 1

Date/Time: October 10, 2013 2:00 – 3:30 PM
Location: D1 SWAO, 10041 Daniels Parkway, Fort Myers, FL 33913
Attendees: Lawrence Massey, FDOT D1 (SIS Coordinator)
Wayne Gaither, Lee County (LeeTran Planner)
Bob Crawley, FDOT D1
Rax Jung, FDOT D1
Luis Ruiz, FDOT D1 (Intern)
Jerry Graham, Traf-O-Data
Babuji Ambikapathy, GMB Engineers & Planners
Invited but unable to attend: Carmen Monroy, FDOT D1
Don Scott, Lee MPO
Bill Spikowski, Spikowski Planning Associates
Ned Baier, Jacobs

Comments:

Discussion about the limitations and intensifications maps. It was noted that the intensification map should reflect the developments planned along US 41 in north Lee County near the Charlotte County border (former Zemel property). We will make sure they are included.

What is the development shown at Pine Island Center? Response: It reflects the county's Future Land Use Map, which is tightly drawn around existing subdivisions, but because of the coastal high hazard area, perhaps Pine Island Center should be eliminated from this map.

Can this study consider stakeholders from adjacent counties? The surrounding area has many sector plans that forecast a huge amount of growth that will impact Lee County roads, such as Babcock Ranch in Charlotte County and three potential sector plans in Hendry County, one of which would create a new north-south road between SR 80 and SR 82. Response: The outside growth will certainly impact the regional transportation model, but not necessarily the land use in Lee County. The standard DRI build-out is about 50% of what was approved, and there is some reflection of the growth in the current 2035 MPO LRTP with a new east-west road extension to Lehigh Acres. The utility infrastructure in Cape Coral has resulted in the unintended consequence of leap frog development because homebuilders and owners were trying to avoid paying utility assessments. One of the scenarios could reflect the anticipated effects in Lee County of sector plans outside Lee County.

Bill Spikowski asked if FDOT can run alternative models of the scenarios to better understand impacts, since stakeholders have asked for model impact and infrastructure costs as two of the most important performance measures in selecting a preferred alternative. Don Scott added that he may be able to fund this task and ask Traf-O-Data to do this outside this task assignment.

Lawrence Massey said he will participate in the planners workshop. Bob Crawley and others said they want to be kept informed and will review information sent to them and provide comments.

Why does the previous LRTP model results visualization map show so much growth in the north county area near the Charlotte County line? Response: There is too much emphasis on growth in Cape Coral and too little in Lehigh Acres. This will be fixed in this scenario planning exercise. There has been an ongoing battle for population and employment growth between Cape Coral and Lehigh Acres, and an alternating over-representation of each community in the development of future forecasts.

Exhibit B: Summary of Comments from Stakeholder Meetings

Various stakeholders were identified as being active in land use and transportation issues in Lee County. From September 17-26, 2013, seven meetings were held with more than 50 stakeholders in both small group discussions and large group presentations. An overview of the Land Use Scenarios project was provided in several presentation slides. Each group had the opportunity to ask questions. They were encouraged to share their opinions and knowledge. A questionnaire was provided prior to each meeting, as a way to generate discussion. Comments received are grouped by topic, following the list of meetings below. Responses to questionnaires are included in the comments.

Small Group Discussions

Horizon Council

Date/Time: September 17, 2013 9:30 – 10:30 AM
Location: Spikowski Planning Associates, 1617 Hendry St, Ste 416, Fort Myers, FL 33901
Attendees: Doug Meschko, Land Solutions, Inc. & Horizon Council
Gary Tasman, Cushman Wakefield & Horizon Council
Ronald Inge, Horizon Council (former Lee County Local Planning Agency)
Russell Schropp, Attorney at Law, Henderson, Franklin, Starnes & Holt, P.A.
Bill Spikowski, Spikowski Planning Associates
Don Scott, Lee County MPO
Johnny Limbaugh, Lee County MPO

Conservation Professionals

Date/Time: September 17, 2013 3:30 – 4:30 PM
Location: Bonita Springs City Hall, 9101 Bonita Beach Rd, Bonita Springs, FL 34135
Attendees: Nancy Payton, Florida Wildlife Federation (SW FL Field Rep)
Nicole Johnson, Conservancy of SW FL (Director of Governmental Relations)
Brad Cornell, Audubon of SW Florida
Bill Spikowski, Spikowski Planning Associates
Don Scott, Lee MPO
Johnny Limbaugh, Lee MPO
Ned Baier, Jacobs

BikeWalkLee

Date/Time: September 20, 2013 11:00 AM – 1:30 PM
Location: City of Cape Coral Annex, 815 Nicholas Pkwy, Cape Coral, FL 33915
Attendees: Ann Pierce, BikeWalkLee & Lee County LPA
Dan Moser, BikeWalkLee, Florida Bicycle Association & MPO BPCC
Kate Godderham, BikeWalkLee
Darla Latourneau, BikeWalkLee
Margaret Banyan, BikeWalkLee & Florida Gulf Coast University Professor
Michelle Weitzel, Florida Gulf Coast University Student
Sean Maloney, Florida Gulf Coast University Student
Don Scott, Lee MPO
Johnny Limbaugh, Lee MPO
Ned Baier, Jacobs
Bill Spikowski, Spikowski Planning Associates

Paul Van Buskirk

Date/Time: September 20, 2013 4:00 – 5:00 PM
Location: Spikowski Planning Associates, 1617 Hendry, Ste 416, Fort Myers, FL 33901
Attendees: Paul Van Buskirk, Van Buskirk, Ryffel & Associates
Don Scott, Lee MPO
Johnny Limbaugh, Lee MPO
Bill Spikowski, Spikowski Planning Associates Ned Baier, Jacobs

Large Group Presentations

Reconnecting Lee County

Date/Time: September 19, 2013 2:00 – 4:00 PM
Location: 1825 Hendry St, Ft Myers, FL 33901
Attendees: Tony Palermo, Lee County Community Development
Syndi Bultman, Lee Memorial Hospital
Mark Tesoro, Lee Memorial Hospital
Lindsay Rodriguez
Vitor Suguri
Rick Burris, Lee County Community Development
Julia Davis, Omnibus Innovations Group, Inc. (President)
Kathie Ebaugh, Lee County Community Development (Principal Planner)
Michael Tisch, Lee County DOT (Sr. Project Manager)
Ben Bullert, City of Fort Myers Public Works
Robert Gardner, City of Fort Myers
Wayne Daltry, Reconnecting Lee County, RLC Steering Committee & Lee LPA
Dawn Huff, Lee County School District (Long Range Planner)
Ann Pierce, BikeWalkLee & Lee County LPA
Andy Getch, Lee County (Planning Manager-Transportation)
Jeremy Frantz, Conservancy of Southwest Florida
Stephanie Keyes, Realtor Association of Greater Fort Myers and the Beach, Inc.
Lindsay Rodriguez, Florida Gulf Coast University Student
Vitor Suguri, Florida Gulf Coast University Student
David Urich, Lee MPO CAC
Don Scott, Lee MPO
Johnny Limbaugh, Lee MPO
Ranjit Gogoi, Lee MPO
Bill Spikowski, Spikowski Planning Associates
Ned Baier, Jacobs

Lee County Local Planning Agency

Date/Time: September 23, 2013 8:30 – 10:30 AM
Location: Old Lee County Courthouse, Board Chambers, 2120 Main St, Fort Myers, FL 33901
Attendees: Don Scott, Lee MPO
Johnny Limbaugh, Lee MPO
Kathie Ebaugh, Lee County Planning Division (Principal Planner)
Noel E. Andress, Commissioner
Wayne Daltry, Commissioner
Roger Streleow, Commissioner
Mitch A. Hutchcraft, Commissioner
Jim W. Green, Commissioner
Steven Brodkin, Commissioner
Ann M. Pierce, Commissioner
Bill Spikowski, Spikowski Planning Associates
Ned Baier, Jacobs

Land Use Law Bar (Bar Association Land Use & Governmental Law Practice Section)

Date/Time: September 26, 2013 12:00 – 1:30 PM
Location: 1500 Monroe St, Fort Myers, FL 33901
Attendees: Russell P. Schropp, Henderson Franklin
Melissa Sharnsky, Henderson Franklin
David Depew, Morris-Depew & Associates
Tina Ekblad, Morris-Depew & Associates
Neale Montgomery, Pavese Law Firm
David Owen, Nabors, Giblin & Nickerson, PA
Sharon Jenkins-Owen, Rezone.biz
Neysa Borkert, Mike Hagen Associates
Audrey Singleton
J. Scott Legg
Anne Dalton, Dalton Legal
Bruce Strayhorn, Strayhorn Law
Jenna Persons, Strayhorn Law
Steve Hartsell, Pavese Law Firm
Mary Gibbs, Lee County
Sean McCabe
Derek Rooney
Catherine Louise, Roetzel & Andress
Beverley Grady, Roetzel & Andress
Bill Spikowski, Spikowski Planning Associates
Jennifer Willman, Jacobs

Comments from Stakeholder Meetings

Infrastructure Funding/Cost

It's important to understand infrastructure costs and consequences.

The cost of sprawl can be calculated using several tools - one tool can be found at strongtowns.org.

The study should run a cost-affordable/cost constrained scenario and analyze the results. Impact fee revenue from local development will be much lower in this LRTP update, so new revenue sources are needed. What is the breakdown of revenues in the 2035 MPO LRTP? Response: Roughly 30% federal, 30% state, and 40% local.

Need impact fees that match actual cost. Platted communities should reduce infrastructure costs. Set up a Municipal Service Taxing Unit? Stop maintaining local roads with gas tax. Don't deny building permits, but stop subsidizing development in outer reaches.

Housing

Not many big private equity firms/investors are buying individual vacant homes here. That is happening in Tampa, North Port and Port Charlotte, but not in Lee County. The recent increase in home sales is due to individuals buying. (Good sign of recovery.)

Alico South and mid Cape Coral is built out. Numbers in Cape Coral are spiking, everyone is going there. Colonial and Bayshore are popular too. Infrastructure there is good. There is land on Bayshore; developers are looking there for longer-term projects.

The Slater Road future I-75 interchange in North Fort Myers is good for development of \$250-300k homes. That interchange is needed for hurricane evacuation anyway.

Lehigh Acres has a bad reputation. It is 10 miles from I-75 and 3-4 miles wide. Buyers will pursue other options which will have to be exhausted first before much growth going there.

Daniels, Alico, Corkscrew are nearly done; housing still being built, but little land for further development.

GL Homes has delayed selling, raising prices to build the north-south road, they are obligated through the Parklands DRI development order and Riverstone approval.

Housing market drives the process, requires a new mindset. Brand who do we want to live here. False expectation that this is still a fishing village. Anything that looks like a bus won't be popular. Requirements versus incentives. Roadways are too good for people to consider transit.

Naples Park neighborhood is still affordable; not much else is.

Travel time and cost is a big factor in home buying.

The Cape Coral Utility Expansion Plan had the opposite effect as planned, because speculative homebuilders avoided areas with utilities so they could avoid the assessments.

Discussion about lifestyle changes and how this impacts growth and development of housing. There is less demand for big yards and big homes, and more of a trend towards smaller lots, town homes and mixed use. Even in Naples with older demographics the type of new development is changing. Now close to a "50/50 mix" between single family homes and townhomes/condo/rentals in the Naples area.

Area of focus should be the municipalities, College corridor, and parts of North Fort Myers closest to bridges. Focus in these areas may be redevelopment as well as new. Ideally along rail line.

Jobs/Economy

Demand generators are along I-75 (it's the lifeline), the airport, Florida Gulf Coast University. Hertz is a major employer that is still growing.

The US 41 corridor won't see many new jobs.

Hertz employees won't look at Cape Coral for their homes, since it's too far away to live.

Hertz is looking to develop a call center in Cape Coral, so there will be some employees there.

Cape Coral needs a Florida Gulf Coast University campus, or airport, if it's to grow beyond housing.

Job growth should be expected east of I-75.

Horizon Council goal for Lee County is to become a medical destination.

Biggest growth of jobs is in health care.

Need more corporate headquarters, better paying jobs.

Renewable energy in connection with Florida Gulf Coast University, Algenol biofuels plant – ethanol from algae, experimental research facility now ready for commercial production and moving to Texas – why can't it stay in Lee County?

Will certain cities get all the jobs and population? Response: Unlikely since the preferred scenario is expected to be a hybrid of various components of each of the scenarios.

If you do nothing with the Diamond it will explode with growth anyway. Major activity drivers include Florida Gulf Coast University which is expected to grow from 12,000 to 25,000 students, the continued airport expansion, the continued growth around the Gulf Coast Town Center Mall on Alico Road, and nearby industrial development.

Discussion about airport related growth in business: a distribution network is needed for high tech, research and development firms. There are not many jobs either located or projected near the airport in the current Long Range Transportation Plan (LRTP) and Traffic Analysis Zones (TAZs).

We need a comprehensive set of policies to support the expansion of existing businesses to create new jobs. Then new jobs that may come from out of area should be directed to existing industrial and commercial areas, again with a comprehensive program to coordinate or support redevelopment and infill in these areas. Next locations along major corridors, but not outlying that require an abundance of greenfield building and force longer than necessary commutes from developed areas.

Caring for the aged will become an increasingly important industry. Sarasota is making the most of their aging population by marketing themselves as an elder experiment and research zone.

Certainly we have the opportunity to distinguish ourselves as experts in habitat, watershed management systems, wetlands and estuary rehabilitation, skills and knowledge that will be in demand worldwide.

Trade with Latin & South America could become much more important with exchange of goods made both through the airport and across I-75 from Miami and on up to the Midwest. Exchange of expertise, of course could thrive with an emphasis on higher quality of education at all levels.

Future Development

"Commercial Activity Centers" on Cape Coral Future Land Use Map are placeholders, assuming the locations could be traded.

Not much is driving growth toward Punta Gorda, but North Fort Myers will grow since land prices are cheaper, a draw for mid-west retirees.

North Fort Myers needs a big mall or something that changes the image, but the demographics will need to change for a mall to be built, like Bonita Bay had proposed. North Fort Myers needs redevelopment.

Babcock Ranch project is still alive, and will change the dynamics in the far north in a big way.
Ben Hill Griffin corridor has entitled land and infrastructure. Change density requirement and it becomes a magnet for job creation with tax incentives.
Burnt Store Road corridor has land for expansion, but new Federal Emergency Management Agency (FEMA) flood maps could limit development there.
Cape Coral had a big bubble; then the bubble moved to Lehigh Acres and back to Cape Coral. Quality of infrastructure is much higher in Cape Coral and it has a perception of safeness, more stable.
Next big development cluster will be north around I-75, not starting right now but closer to 2020. Until then, airport and Florida Gulf Coast University expansion will support growth to the south.
North Fort Myers will need a lifestyle center in 20-40 years.
Consider land near 951 east of I-75 (Immokalee, Estero, Corkscrew) for big projects. (See Estero market study 9/16/13.)
Miromar area has more permanency.
Mixed use areas need to be walkable, multi-family, like Coconut Point around Florida Gulf Coast University. Density Reduction/Groundwater Resource (DR/GR) designation area and Buckingham Overlay District won't be pressured to increase densities. Younger people aren't interested in living out there. Now it's 1 unit per acre in Buckingham, could be 2 units per acre at most.
There is north-south movement, and west a little.
Rail corridor idea is great, but I-75 has as good a chance for transit and development.
Hospitals will develop as demand grows. Lee Memorial has a monopoly, land in reserve all over, including Burnt Store Rd and Pine Island Rd. (Look up Lee Memorial in the property appraiser for all land holdings for future health care jobs.)
Two recent reports that highlight the development east of I-75 from Vanderbilt Beach Road north to Alico Road were provided to consultant team. In a post-meeting email: There are roughly 19,000 residential units in planning in this area. Almost all of these units will be built over the next 8-10 years. When you times the 19,000 units by the average household size in Southwest Florida is 2.3; you get 43,700 people added to this regional. This does not include the approximately 6,000 people added to the regional over the last two years from housing development and Florida Gulf Coast University growth. It also does not take into account that Florida Gulf Coast University is going to add another 8,000 - 10,000 students over the next 8 -10 years. Population growth in this area is approximately 60,000 people over the next 10 years.
Sector plans with potential new growth north and east of Lee County might affect Lehigh Acres.
Don't keep developing farther and farther out (example: Research Diamond).
Alico Inc. lands are for sale again.
The problem of growth taking place across county lines is not unique to Lee County. Portland dealt with growth across the state line by not improving commuting highways at its own expense. Other examples come from Montgomery County, Maryland; and Arlington County, Virginia.
The value of this study should be about big ideas. We are proposing to compare and model an urban future - suburban future - or something else. This is significant.
We need to stop leap frogging growth.
Keep rural areas rural.
Need to create Transit Oriented Development incentives and sprawl disincentives. Efforts should be made to purchase and develop the old rail corridor that crosses the County for future use. Need less density and more protection of the swamp areas east of I-75 and in north Lee County near the Charlotte County border.

Discussion about Lehigh Acres Tier 3, which is similar to the Cape Coral reserve area. It is also still in the Lee Plan, but being disregarded by County staff.
There is a Urban Land Institute (ULI) Report completed for the Research Diamond area. Herb Miller from Tallahassee is the ULI contact. The American Institute of Architects (AIA) is also now involved. The client for the Diamond study is a partnership of private developers.
There was a 2002 analyses for Cape Coral through 2040 done by Van Buskirk and Ryffel. Although it is now out of date, nothing more recent is available. The Cape Coral build-out was projected for 2080.
Highest potential for being redeveloped are as follows. City of Ft. Myers and along 41 to Collier: R, I, C, S; College Corridor: R,C,S; Forum Area: R,C, S some I specifically R & D; Daniels & Metro & Airport R, C, I, S; Renewal along Palm Beach: R, C, S; Bonita: R, C, S, I. (R=RESIDENTIAL, I=INDUSTRIAL, C=COMMERCIAL, and S=SERVICE)

Transportation

Regional connectivity east of Logan is more crucial, but can't get 4 new lanes north-south?
Burnt Store Road could be an elevated highway.
Colonial to Veteran's Memorial Pky to Burnt Store Road could be a super loop with side roads and through-roads for 650,000 people -- but utilities are needed along Burnt Store Rd.
Del Prado interchange will spur commercial development like Chico's, and the 1600-acre Benderson property.
I-75 was to be 6-laned; next 6 months will tell if that happens.
US 41 expansion was paid by people who used it; McGregor Blvd. too – it will all work out, let's not fret about how to pay for roads.
In 1978, it took 3-4 hours to get from College Pky to US 41 (I-75 not open yet).
Congestion isn't a bad thing, look at Disney, the most popular rides have the longest lines and people wait in them.
How will you address or study new roads? Response: The transportation model identifies transit and road improvements, including a needs plan that may consider new road corridors and expansion of other roads.
Palm Beach Blvd and MLK need sidewalks, bike lanes, transit. Look at low income areas for these needs.
Palm Beach Blvd needs redesign with better integration to intersecting roads; MLK, although updated, still needs redevelopment with economic opportunity in mind; Ortiz upgrade the multimodal two lane.
Rail corridor is a good idea but dispersal of passengers is a problem due to low density spread out patterns. What is the cost for transit, how can we afford it? It wouldn't support itself. Concerned the demographics attracted to the area won't use transit. Need to change people's mentality first.
Mass transit dispersal routes should not be all over the place, not from Edison College (Daniels) to Coconut Road.
Good possibilities for development along the rail corridor.
The Research Diamond may be a strong transit market in the future.
Most significant big picture transportation issues that should be addressed: Integrated multimodal system that is fully functional, affordable transportation; Land use patterns should lead transportation investment decisions; How to make our transportation system into an economic asset.
Public transit improvements needed: Bus Rapid Transit (BRT) from I-75 area along Colonial to downtown; BRT along 41; BRT from Cape Coral, perhaps also from N Ft. Myers; Local bus to airport with regular frequency; Local bus to FGCU; Local bus Lehigh and N Ft Myers with future BRT; Park and ride bus/trolley service to Ft. Myers Beach.

Suggestions for improving pedestrian safety and convenience: Very well painted crosswalks. Go all out with multiple contrasting colors, striped poles etc. What is the point of being demur if people die? Narrow the distance to cross; Midblock crossings with refuge islands; Well lit roadways; Better signage for drivers approaching intersection. Education to drivers and Law Enforcement to change culture of impunity; Lose of license and large fines or jail time for hitting pedestrian.

Pedestrian improvements are needed: all of US 41, all of Palm Beach Blvd, all of Ortiz.

Suggestions for improving bicycle safety and convenience: Protected bike lanes; Fully painted Green Lanes; Entirely off road biking network – can be more direct and more functional, not necessarily just recreational; For narrow, low speed roads, further reduce the speed to 25 mph and paint entire Green Sharrows Lane.

Recreational bicycle lanes or trails in and between residential developments actually can be an effective way to maximize existing infrastructure by filling gaps to create very long functional countywide system.

Consider the myriad of infrastructure upgrades to increase road safety for bicyclists, instead of new or expanded roadways. See Federal Highway Administration's 9 Proven Safety Measures.

Lowering of all speeds through suite of traffic calming techniques and enforcement of 3-foot law very important for bicycle safety.

Environmental Concerns

Prairie Pines is 2200 acres of land bought for conservation near the Charlotte County line. It's no longer available for development.

The MPO Citizens Advisory Committee wants to bring construction of 951 back for joint discussions with Collier MPO. What is stalling it? Environmental challenges and Lee County preferred alignment. Could draw 40,000 houses. Economic benefits will override environmental issues.

Conservation 2020 compilation from DR/GR study and mitigation lands. Need to contact Jim Beaver at Fish and Wildlife Service regarding his ongoing mitigation work. It may provide more ideas for the "land with limitations" map.

There is another priority area in Comp Plan text but not on the limitations map now. The area 2 miles north of Corkscrew Road to protect panthers needs to be on the map. Protect Edison Farms and panthers around the mine.

Jobs are at the airport, Florida Gulf Coast University, and biomed. 1991 DRI application by Alico Inc. was filed before the university was proposed, pretty much describes what ended up happening.

Protect the Edison Farms property north of Bonita Springs, also protect land farther out Corkscrew Rd.

"Flow ways" are important for connecting conservation areas.

What is not developed in Lehigh Acres and Cape Coral (outer portions) could be restored to natural conditions as conservation and recharge areas.

Agriculture is under tremendous pressure to reinvent itself in South Florida or decline severely. I do not believe that state policies that just give land use protection address this issue at all. In fact, they undermine it in protecting lands as pre-development holdings. The perception becomes that this is where the real money will be made so why bother with difficult task of innovation.

Tourism will increase as long as our environmental reputation remains strong.

Goals for next 30 years: Preservation of Agricultural lands and Ag enterprises with suite of supportive policies. Must have focus from entire state delegation NOT just on delegate being the point person (Caldwell) to push AG's most immediate interests rather than a planned area-wide approach for real sustainability. This broad coalition was tried for the problem of platted lands. That may have been an intractable problem, but the problem solving model was a good one.

Areas that deserve more protection from development than they now receive: DR/GR

Area around FGCU, which in fact, is all wetlands; Entire along Caloosahatchee; Shorelines and area that used to be mangroves; Watershed from Charlotte County line to Caloosahatchee.

Modeling Issues

Districtwide travel model will include Lee County and surrounding counties.

Will the model account for seasonal residents? Bill: The model does to a certain extent. Participant added it's based on an algorithm from the Census; seasonal populations are considered fairly.

Concerned that standard travel model doesn't account for transit usage.

You said the INDEX model is very sensitive to Vehicle Miles Traveled (VMT) changes. Does VMT account for some miles being traveled on transit vehicles? If not, how can we fairly account for mode shifts? Response: This needs to be determined.

Transportation model is becoming friendlier to transit but still a problem. There should be a MPO model coordinating committee to review model assumptions and achieve better understanding.

Concerned about the land use model manipulating growth trends if it's not purely based on FLUM and government permitting. Response: The model we will use for this land use scenarios project lets us model several different scenarios, not just the current trend, although there are models that rigorously extend current trends like Land-Use Conflict Identification Strategy (LUCIS) from University of Florida.

How will you examine transit? Can you visually show what the place types look like, for the benefit of the public and elected officials? Response: The regional transportation model will examine the need and then test improvements for road and transit. The scenarios will include a transit emphasis plan. It is an explicit project goal to develop transportation scenarios that improve transit and reduce vehicle miles traveled. We agree it is important to show visually what the proposed density and development form looks like for various place types; we may do this with renderings prepared by others or through photographs. We will work with the local planners and the INDEX team to find a way to do this.

How is internal capture assumed in scenario planning? Response: The Florida Department of Transportation (FDOT) model makes these assumptions so it is not recalculated during the course of the scenarios study.

At the conclusion of this study, can we begin a continuing process and analysis to evaluate progress? Can we look at lessons learned from others? Response: There is a multi-year INDEX tool license that the MPO may want access to. The inputs and scenarios could be updated and further evaluated by local governments or others.

Will SPARC GIS remain online after the scenarios project is complete? Response: This needs to be determined.

Miscellaneous

People come for the beach, sunshine, quality of life, quality of the environment, safety, security, health care and education. Limited quality of education at all levels, although improved over last 20 years.

Suggest integrating the results of this effort into the Lee County Plan.

Concerned about stakeholder interview questions being biased. Response: Questions are intended to generate discussion and not be a statistically valid survey. Most stakeholders are not providing completed questionnaires. Interview notes are being summarized and will be available for review.

How freight is considered in the MPO planning process? Response: The FDOT Freight Study shows less demand for freight movement in Southwest Florida and the impact to the transportation system. This may impact improvements to the rail lines, and will be built into assumptions for developing the LRTP.

Look at Collier County VMT report - the County won a grant for big mobility plan. Report was not well received by the Commission. (Review docs http://apps.tindaleoliver.com/Collier_PI/docs-materials)

Horizon Council reviewed the Lee County EAR and provided comments. Will those be used? Response: We understand the County incorporated those comment; we will confirm and use the latest version.

A phasing plan map for Cape Coral exists for utility expansion- we need to use this in our analysis.

Stakeholders asked for clarification on relationships between the scenarios project and the local comprehensive plans. Response: The selected scenario will provide the district-wide transportation model with the socio-economic inputs for growth locations and density. The assumptions will begin with the County's EAR and pending comprehensive plan assumptions and each City's Comprehensive Plan. There will be data sharing between studies. The planners workshop will occur in December and will allow a full discussion and participation of local planners.

How will you work with the Lee County LPA? Response: We can present the recommended preferred alternative selected later this spring.

Challenges facing Lee County in the future: Aging pop with little comprehensive planning for the many years of frailty ahead; Preponderance of low-education attainment levels among adults; Impaired waters and loss of wetlands and recharge areas; Transportation and logistical isolation from rest of the state and the nation. Totally dependent on only I-75; FGCU not engaging in cooperative planning; Land dealing still seen as primary economic activity; Remain stuck in what for many areas were their 'frontier days' type land speculation mentality.

Goals for next 30 years: Raise quality of education. Set clear community goal to have #1 school system in the state. Create strong sense of pride and community ownership of this school system..."Our Schools." Deep coordination between FGCU and County and municipalities – measure by frequency of meetings and cooperative programs, exchanges etc.



How should we grow?

WELCOME



By 2040, nearly 400,000 new residents will live in Lee County. You are invited to consider new ways to grow that will help us plan for better transportation options over the next 25 years.



What is the Lee County MPO?

The MPO is responsible for planning a safe and efficient countywide transportation system that considers all travel options. The communities of Bonita Springs, Cape Coral, Fort Myers, Fort Myers Beach, Sanibel, and Unincorporated Lee County are MPO partners.



 Click here to begin



PRIORITIES

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2 Priorities What is important to you?

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3

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Higher Priority
↑

Drag your top 5 priorities above this line.

- Grow in Undeveloped Areas
- Access to Transit
- Access to Jobs & Shopping
- Homes on Large Lots
- Walking and Bicycling
- Preserve Rural Land
- Less Driving
- Water Conservation
- Less Coastal Development
- Diverse Housing Options
- Reduce Greenhouse Gas



Suggest a Priority

? help

What is important to you? To the left are a list of priorities related to growth and transportation. These priorities are used to measure the impact of the scenarios shown on the next screen.

- Click on each priority to read a description of the priority and how it is measured.
- Select your top five priorities by dragging them above the dotted line, with the most important items at the top of the list.
- If there is a priority you don't see, but would like it to be considered, you can suggest a priority of your own.

Share



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2 Priorities What is important to you?

Drag your top 5 priorities above this line.

- Grow in Undeveloped Areas
- Access to Transit
- Access to Jobs & Shopping
- Homes on Large Lots
- Walking and Bicycling
- Preserve Rural Land
- Less Driving
- Water Conservation
- Less Coastal Development
- Diverse Housing Options
- Reduce Greenhouse Gas

 Suggest a Priority

 SCENARIOS

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Access to Transit

Transit is important to those who cannot or prefer not to drive. Focusing growth along major corridors and commercial nodes helps transit work efficiently.

How is this measured? Development focused along major corridors and commercial nodes.

This priority is not above the line.

Would you like to add a comment?

 Add a comment about this priority

Share 




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2 Priorities What is important to you?

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Access to Transit

Add a comment:

Comment...

Submit Cancel



Access to Transit

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How is this measured? Development focused along major corridors and commercial nodes.

This priority is not above the line.

Would you like to add a comment?

 Suggest a Priority



Add a comment about this priority

**2 Priorities** What is important to you?[Show Introduction](#)**3****4**

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Suggest a Priority

Suggest a Priority:

Suggestion...

[Submit](#)[Cancel](#)**Access to Transit**

Transit is important to those who cannot or prefer not to drive. Focusing growth along major corridors and commercial nodes helps transit work efficiently.

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This priority is not above the line.

Would you like to add a comment?

[Add a comment about this priority](#)

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1 WELCOME

2 PRIORITIES

3 SCENARIOS

4 STAY INVOLVED

Explore and Rate Scenarios

Trend Spreading Out Filling In Transit-Focused

Trend: Current

Growth continues on county land.

The priorities remain neutral starting from a neutral start.

Explore three conceptual growth scenarios by clicking the buttons above.

Each scenario represents a possible way to address future residential and job growth in our communities.

As you click on each scenario, look below to see how each scenario impacts the priorities you chose in the previous screen.

Please rate all three and tell us what you like and dislike about each scenario.

Continue

Share

Dislike

At random:

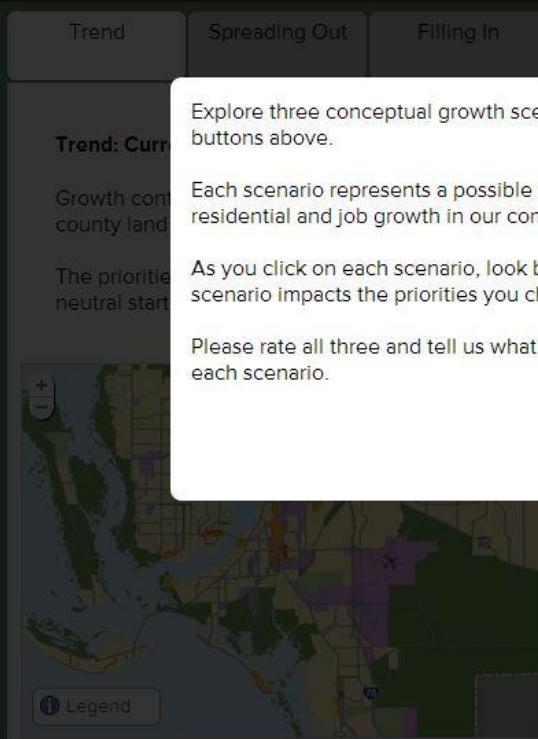
Homes on Large Lots

Walking and Bicycling

Preserve Rural Land

Less Driving

Worse than trend Better than trend



Legend

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Explore and Rate Scenarios

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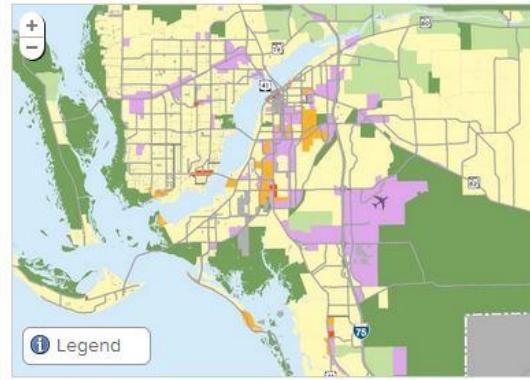
4

Trend Spreading Out Filling In Transit-Focused

Trend: Current Plans

Growth continues as anticipated by today's city and county land use plans.

The priorities are measured using the Trend as a neutral starting point to compare each scenario.



Optional Comment:  

You have not chosen any priorities. At random:

- Grow in Undeveloped Areas 
- Access to Transit 
- Access to Jobs & Shopping 
- Homes on Large Lots 
- Walking and Bicycling 
- Preserve Rural Land 
- Less Driving 

Worse than trend  Better than trend 

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Explore and Rate Scenarios

Show Introduction

1 Trend 2 Spreading Out 3 Filling In 4 Transit-Focused

Scenario A: Spreading Out
 Growth primarily occurs away from existing development. Areas that were planned to remain rural and single-family residential become multi-family and commercial/office. Only a few places are mixed-use, which blend homes, jobs, schools and shops in the same area. Growth is accommodated primarily by car-oriented transportation improvements, with limited transit investments.

Full description



Please rate this scenario:
 1 star = least appealing, 5 stars = most appealing

Optional Comment: Like Dislike

You have not chosen any priorities. At random:

- Grow in Undeveloped Areas
- Access to Transit
- Access to Jobs & Shopping
- Homes on Large Lots
- Walking and Bicycling
- Preserve Rural Land
- Less Driving

Worse than trend Better than trend

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2



Explore and Rate Scenarios

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Trend

Spreading Out

Filling In

Transit-Focused

Scenario B: Filling In

Growth is concentrated along certain transportation corridors, redeveloping and filling in existing gaps. Development focused along major corridors like U.S. 41 includes a mix of residential and commercial/office uses. Outward expansion is limited to areas already in current plans, except for growth in south county east of I-75. Transportation improvements have more emphasis on bicycle, pedestrian, and transit than in Scenario A.

Full description



Please rate this scenario:

1 star = least appealing, 5 stars = most appealing



Optional Comment:



Dislike

You have not chosen any priorities. At random:

Grow in Undeveloped Areas



Access to Transit



Access to Jobs & Shopping



Homes on Large Lots



Walking and Bicycling



Preserve Rural Land



Less Driving



Worse than trend Better than trend

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2



3

SCENARIOS



4

Explore and Rate Scenarios

[Show Introduction](#)

Trend

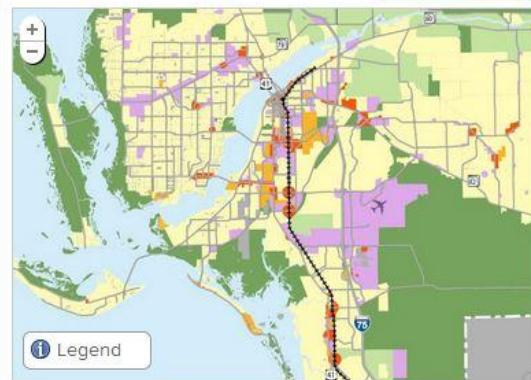
Spreading Out

Filling In

Transit-Focused

Scenario C: Transit-Focused

Growth is similar to Scenario B, but with greater focus on the CSX/Seminole Gulf rail corridor or U.S. 41 served by enhanced transit service such as passenger rail or Bus Rapid Transit. Development includes a mix of residential and commercial/office uses focused around transit corridors and stations. Transportation improvements include significant investments in bicycle, pedestrian, and transit.

[Full description](#)

Please rate this scenario:

1 star = least appealing, 5 stars = most appealing



Optional Comment:

You have not chosen any priorities. At random:

Grow in Undeveloped Areas



Access to Transit



Access to Jobs & Shopping



Homes on Large Lots



Walking and Bicycling



Preserve Rural Land



Less Driving



Worse than trend Better than trend

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Thank You!

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Thank you for sharing your time and opinions.

Your input will be presented to the MPO Board members to help them select a scenario, which may be a combination of Scenarios A, B and C. This will become the basis of our future transportation vision.

We hope you will stay involved as the Lee County 2040 Long Range Transportation Plan is developed.

Please share this with your friends using the "Share" buttons. For more information, please contact MPO Executive Director Don Scott at 239-244-2220, or email dscott@leempo.com.



Tell us about yourself:

[Privacy Policy](#)

What is your home zip code? (Required) Type...

Optional:

What is your age? Select: ▾ What best describes you? Select: ▾

Additional Comments:

 Type...

To receive updates from Lee County MPO, please provide your email address:

 Type... Submit

Share



Exhibit D: MetroQuest Written Comments

Comments on Priorities	
Priority	Text
Access to Jobs	Provide incentives to induce more infill, urban style, and mixed use developments. The continuation of ongoing suburbia is what needs to be eliminated!
Access to Jobs	Major highway access to developed shopping centers is very difficult to maneuver- Limited access creates confusion resulting in rear end accidents
Access to Jobs	young people would rather work nearer their home and have a better quality of life at home not as the previous generation that accepted long arduous commutes.
Access to Jobs	We need to develop the cross county north south connector roads so that Route 41 does not become a parking lot. Bring back 951.
Access to Jobs	By rezoning and renovating our current structures around "hubs" of employment and shopping it becomes clearer to track the inputs and outputs of our systems to find more sustainable alternatives while increasing property value and growth. The alternative is unsustainable expansion and development into our natural resources.
Access to Jobs	This goes back to needing mixed development so jobs, dwellings, shopping and recreation functions are close enough to allow walking. Density of two or three homes per acre will not support this type of development.
Access to Jobs	Please figure out traffic issues on fmb...put another bridge across to island soon. Hire trolley drivers with a personality....
Access to Jobs	Transportation infrastructure has always been an issue in SWFL. There needs to be more roadways more planning to accommodate the heavier flow of traffic and to reduce bottlenecks during peak usage times.
Access to Jobs	Not only with shopping we need more close dr offices in the cape/ft myers area. I can't take the bus all the way to Edison college (summerlin rd) to an appointment for my daughters asthma an allergies

Access to Jobs	This would be 5th.
Access to Jobs	Jobs and shopping to develop around housing. Build communities of mixed use like small towns do in Europe and the northeast
Access to Jobs	we need good well paying jobs and need a govt strategy to promote that and improve safety
Access to Jobs	What about measure the existing available employment options, their locations, and redevelopment incentives for existing neighborhoods. The current requirements do not incentive redevelopment of existing communities and they penalize new development by requiring vertical mixed use in suburban and rural locations which is not appropriate. This measurement need to be reconsidered to encourage businesses and jobs as well as residential redevelopment.
Access to Jobs	Support mixed use housing in the mix of jobs and shopping
Access to Transit	How about a bus route (or trolley) that runs along McGregor Boulevard to downtown Fort Myers? Lots of people that work downtown live along this corridor and would use this route if it ran frequently enough.
Access to Transit	Very concerned about the availability of good, frequent transportation for visitors to our area from the airport to popular tourist destination. Many visitors would prefer to use public transportation rather than rent a car, but our options for this are MUCH too limited.
Access to Transit	Transit in Lee County is woefully inadequate. The County needs to address an alternative funding source other than general revenue to expand transit throughout the County.
Access to Transit	The County needs to add additional transit routes, they can put more bus's on the road faster then they can build roads. More Bus routes are needed. The more bus's the less car's on the road.

Access to Transit	We could really use a modern monorail connecting downtown Fort Myers to Edison College/FGCU and other main destinations. Everyone loves the monorail at Disney. No one ever says it's a waste of money and the view while you're riding it is great. It would enhance our area to have something not every community has.
Access to Transit	Cease all financial breaks and incentives to developers who promote sprawl and diminish quality of life and ultimately cost the public more than they contribute.
Access to Transit	Current Public Transportation is laughable. This is a function of encouraging more urban type infill projects that warrant less trips and provide for more multiple means of access
Access to Transit	I would love to be able to live without a car, where all my needs - shopping, entertainment, access to medical, commercial, financial & business establishments could be reached by foot or by user-friendly public transportation.
Access to Transit	Transit is decent but areas are lacking. In particular I would like to see a bus travel along Iona and John Morris.
Access to Transit	Further focus should be on: <ul style="list-style-type: none"> - easy (!) access from residential districts, not just 'major corridors and commercial nodes' - provide long distance rail services to South-East and South-West Florida. This should help reducing long distance travel by car.
Access to Transit	Sanibel has become unmanageable for residents, those who work here and tourists alike....mass transit needs to be implemented for those coming to the island for a day
Access to Transit	I often thought a sky train like Vancouver, Canada has would work well here in Fort Myers. Have it run from downtown all the way to Naples and back. Then, expand and enhance bus service to Ft Myers beach, North Ft Myers, Cape Coral and Lehigh Acres. Build carpool lots and create commuter lanes to encourage car pooling.
Access to Transit	We need a bus to run on mcgregor Blvd

Access to Transit	We need reliable, frequent mass transit and we need to encourage use of it. You're heading in the right direction, but buses need to be on time and frequent in order for people to take advantage of them. We also need you to encourage the state to install light rail throughout, including through Lee County. Both North/South and East/West routes are needed. Inter-county tourism can be encouraged in this manner, if it is easier than driving. Also, jobs in bigger cities like Sarasota and Tampa, can be accessed by commuting via light rail. Florida has enough open space to make this happen (or just put it up the center of I-75).
Access to Transit	A lot of people I know do not have cars and depend on bus transportation. The bus system has been a lifesaver for so many people. More routes; more bus stops.
Access to Transit	The biggest threat to people's way of life and economic well being in Florida is continual pollution of our water ways, bays and the Gulf. Zero State income taxes depends on continued robust tourism. Polluted waters caused by big agriculture and fertilizers for all purposes cause Red Tide, Red Algae and the death of our rivers/bays/estuaries. This will result in a crash of robust tourism
Access to Transit	Need more bus stops so our elderly and children don't have to walk 2 miles to get to a bus stop. Some elderly can't bike to the next stop or don't have enough to spend on transportation.
Access to Transit	Bus system is bad, you have 3 buses that all travel down the same route daily. It is very hard to go to stores on Palm Beach because it skips a major portion of that road. Then you have Ballard that's another main area I had to walk over 6 blocks every morning just to a bus. I know a lot of people that would be riding if they didn't have to walk that far. Then you have bus drivers that yell at you because you have them call the bus ahead to wait for you. The way the buses run at the moment is terrible.
Access to Transit	There needs to be bus access on Lee Blvd between Williams and Homestead. I am with Compassionate Care 1154 Lee Blvd, many of our patients come by bus and they have to get off on Homestead and walk to our clinic, we also send them to Williams and Lee Blvd for tests.
Access to Transit	I added a priority historic preservation and cultural (archaeological preservation) but then I could not include it on the top five list
Access to Transit	Transit is often needed by people who can't drive... I appreciate the photo of the fit man getting on a bicycle but what about the special needs population how do we accommodate them
Access to Transit	I'd take the bus to work if it was convenient. I used to, but the route got too long. (from San Carlos Park to FGCU)

Access to Transit	hi - I am not sure what "homes on large lots" means - for or against ... does this mean less density in new building codes?
Access to Transit	I work weekend's grave yard shift there's no bus I have to bike or take a taxi to work. Please add route 70 North and South to Sundays.
Access to Transit	This would be 4th.
Access to Transit	not enough bus service, does not cover large enough area and service needs to be at least until 11:00 pm
Access to Transit	the top priority above all else is a decent light rail transport system. not a bus: light urban rial. go and look at Dublin.
Access to Transit	more and better public transit would reduce cars on the road, significantly increase tax on car licensing for florida residents, tax cars more, through gas tax and tire tax and license tax
Access to Transit	Need trolley transit down McGregor to downtown Ft Myers. Many workers on McGregor corridor would use transit. Cleveland Ave transit has too many stops & is too far a walk from most neighborhoods.
Access to Transit	Light rail system (park & go) like in Denver, Co.
Access to Transit	I am a senior citizen in Sanibel and I am stuck in the house. The county refuses to send ADA bus to Sanibel and the City does not allow public transit. This is discrimination. Clear and simple.

Diverse Housing	A variety of housing types is extremely important as we become more diverse and age as a community. Multi-family and single-family units at varying price points will be necessary.
Diverse Housing	Introduce new measures such as number of energy efficient vs conventional construction houses both for existing and new housing
Diverse Housing	I mean mixed use housing, intertwined with business development in small community areas where people can live, work and play.
Diverse Housing	Why must we have a monoculture of housing types in separate locations. Towns of old had mixes of housing types and commercial also. Why must everything be apart?
Diverse Housing	Better hurricane routes
Diverse Housing	More openings for low income families or single parents.
Diverse Housing	This measurement is also narrow. Multi-family is not the only affordable option. Two family attached and townhomes are technically single family options due to the ownership and lot layout they accompany them. They are also typically included in affordable housing studies and reviews of housing types. This measure needs to be reconsidered to appropriately capture housing types.
Grow in Undeveloped Areas	If the county would add more Transit routes (more Buses) we would not have to have more roads. We don't need more roads, just more buses. They should add more bus routes to the rural areas.
Grow in Undeveloped Areas	Matthew Simmons give me a call 2398105706

Grow in Undeveloped Areas	By undeveloped I mean Lehigh Acres not rural uplands, the cost will be greater than the tax revenue at first but it is the chicken or the egg theory, without the roads we can't get the businesses to generate taxes or without the tax revenue it's too expensive for putting in the roads...So, our past 50 year solution, do nothing. That is no longer acceptable, we must grow and growing is painful but will pay off in the end. Keep in mind that full build out of Lehigh is 350,000 people!
Grow in Undeveloped Areas	Generally, we should have mobility fees that encourage infill development and the new areas would pay more. This would generally mean that they are higher priced homes also, which probably can or do pay their way, especially since those developments have to extend their own roads and utilities. If we don't accommodate that growth in Lee County, it will just jump to the surrounding counties, making the road situation worse - with no revenues to this county.
Grow in Undeveloped Areas	Need large box stores in Lehigh Acres and better clothing than outlet stores.
Grow in Undeveloped Areas	The additional cost to extend roads extra can be addressed by the amount of VMT used to calculate impact fees.
Grow in Undeveloped Areas	Please do not build in the undeveloped areas. Let the wildlife and farm lands, hedge rows and scenic vistas be a part of our existence in Florida. We need pathways to ride amongst these type of natural environments.
Grow in Undeveloped Areas	The development of new areas must be: 1) on high ground 2) encouraged to be concentrated, contiguous, and controlled to conserve.
Grow in Undeveloped Areas	While there can be negatives as mentioned, there also can be positives of more cost effectively implementing new ideas. Retrofitting older areas with new ideas is often very expensive also.
Grow in Undeveloped Areas	Four distinct town areas for each section of Cape Coral SE, SW, NE , NW to foster a sense of community. Emphasis on our 400 miles of canals. Cape Coral lacks charm.
Grow in Undeveloped Areas	Require developers to put roads in then donate them to the county. Require 2 additional lanes for every 500 additional dwelling units. 1-500 two lane rd; 501-1,000 four lane road, etc.

Grow in Undeveloped Areas	We need some undeveloped areas. All land does not need to be covered by housing. We do not have and cannot afford the infrastructure.
Grow in Undeveloped Areas	Driving delays from traffic light stops create frustration and waste fuel. Traffic light controllers should be capable of multiple programs. Example, traffic lights for vehicles going west on Colonial should stay green longer in the morning and reverse in the afternoon. Three intersections of my concern are, intersection of Ortiz and Colonial, Gunnery and Colonial, and Gunnery and 82. They are all really BAD.
Grow in Undeveloped Areas	We do NOT have to cover every square inch of Lee County with 'growth'! Unabridged growth in the body is called CANCER! Greed has no limits!
Homes on Large Lots	I am concerned about overdevelopment.
Homes on Large Lots	Better utilizing lot spaces attracts more affluent populations which helps promote the economy
Homes on Large Lots	As in the northeast large lots with accommodate larger houses or less density w/smaller houses always equal higher valuations better quality of life, including schools, volunteerism, community pride and involvement in government.
Homes on Large Lots	We have enough of this type of development already, time to build up instead of out, utilizing old shopping centers that are vacant or run down.
Homes on Large Lots	Quality of life is about having not only services but access to a healthy lifestyle, clean air, clean water, access to nature trails and preserves are important to a balanced life.
Homes on Large Lots	add lanes to Brant Street road. There is a lot of traffic on this road & it goes to I75. needs to be widened.

Homes on Large Lots	No more agrowth
Homes on Large Lots	Unnecessarily loud motorcycles, trucks and cars make you feel tense, tired and create a negative feeling about the area. All vehicles should have the minimum noise possible.
Homes on Large Lots	Good idea. Less homes equals less people and less cars.
Less Coastal Development	As a taxpayer, it is frustrating to see government permits issued for developing coastal communities that are at risk for massive destruction from hurricanes, flooding, erosion. I simply do not want to fund someone's lovely water views. A moratorium placed on coastal development and renovation is needed to save tax dollars.
Less Coastal Development	More high rise living on the coast and less individual houses. The buildings can withstand storm impact better and ultimately house more people in less space.
Less Coastal Development	Mangroves are THE most efficient carbon sinks on the planet. They also help with erosion control and help to lessen the impact of hurricane force waves. Let's plant more of them and not remove any more.
Less Coastal Development	Florida coasts and beaches should be for all persons, they should not be developed. to much poor planning and to much palm greasing
Less Coastal Development	Continued excessive development and too many people is destroying our waters, aquatic life and will destroy our tourist based economy.
Less Coastal Development	Growing to another 400,000 people will take a combination of increased density in non-coastal areas, including well-planned developments in outlying areas. It will be both.

Less Coastal Development	Rising sea level means rising risk tol coastal development. Let the investor bear that risk: pay the price or stay on higher ground.
Less Coastal Development	It has been sad to watch over the past 35 years of working in this area State officials pushing for 'in-fill' along the coast. As stated already this puts more people in harm's way. It also has come to bite in the cost of flood insurance. I doubt the State planners will help to pay for the ever rising cost of insurance.
Less Coastal Development	stop anyfurther development of undeveloped lands NOW keep for the future for all to enjoy by making undeveloped land a public park or preserve
Less Coastal Development	More Public access needed to beach areas for locals, tourists, parking, for hurricane protection of the coastline, environmental benefits of clean run-off, and reduced need to renourish beaches and reduce property damage associated with hurricanes.
Less Coastal Development	Preserve Sanibel, cut on personal traffic to the island. Provide shuttle services.
Less Coastal Development	You can't restrict new homes in CHHA its a taking. But you can put in place more stringent building requirements such a freeboard, no enclosures under base flood, etc that improve conditions when properties are redeveloped. Florida's number one industry is still tourism.
Less Coastal Development	Continued coastal development will turn us into Miami and Ft Lauderdale. If you think that is a good thing, please move there and leave our shores in relative peace. I shudder to think where Lee County expects to put another 400,000 residents. I have watched government backslide on promises to protect our water recharge areas. Will you do that with our shores?
Less Coastal Development	The government shouldn't have to bail our people too stupid to live near the coast when a storm can happen at any time.
Less Coastal Development	If you want to build on the coast, realize that is flood prone. I don't want to pay YOUR flood ins.

Less Coastal Development	Cape needs ownership not snowbridship.
Less Driving	If the county could add more transit buses, we would have less car on the road and a lot less traffic. we don't need more roads, just more transit buses.
Less Driving	Our southwest population consists of tourists and retirees. Both groups struggle with driving issues. Tourists are not familiar with the area and retirees are losing driving skills, eyesight, quick reflexes, hearing etc. Many of these people reside in gated communities, where there is no public transportation access from inside the communities to out of the gated area shopping. There needs to be an incentive to encourage these communities to provide intra and inter community transit.
Less Driving	Promote developments with better connectivity to minimize the needs to access collector and arterial roads
Less Driving	emphasis on safety
Less Driving	This includes more walking and bicycle paths as well as bus connections.
Less Driving	This is not just about compact neighborhoods. It is about locating housing near jobs. Too much emphasis on compact neighborhoods equaling TND type development.
Less Driving	i was using the bus system for a while but i don' tolerate heavy perfumes or people smoking or the smell i tried to get on the Pass Port service but was never sent the paper work on it. My doctor was going to fill it out but never got it, i waited 3 months for it. I don't like to drive
Less Driving	I HATE that Florida, and Lee County are built for cars and not people. Please change this as quick as possible!

Less Driving	As a senior and not getting younger it would be helpful to have an alternate to driving especially in season.
Less Driving	transit is a must! also, build out downtown ft myers and clean it up. provide a safe and livable urban environment.
Less Driving	Reduce or eliminate gridlock on Estero Blvd in Ft Myers Beach
Less Driving	Planning communities within easy reach of groceries and household needs,worship and schools always makes life easier for all involved.
Less Driving	what is needed to help Ft.Myers Beach with traffic is a monorail.have parking and main station on Pine Ridge behind CVS the train comes out and goes down San Carlos toward Ft Myers Beach with platform stops along the way.The train then goes over the bridge and then turns left heading to Lovers Key with stops along the way.At Lovers Key is another parking lot with a train turn around.Our great government loves projects like this and may pay for much of it.Disney could help with planning.Think outside of the box. I winter here from Ohio. Louis Farr 19681 Summerlin Rd.K-542 Ft.Myers Fl.33908 440-463-1640
Less Driving	Add a bi-coastal train service thoughout FLorida
Less Driving	Eliminating School Choice will extremely reduce the number of school buses on the road. Even more importantly, would keep kids off busy roads during heavy traffic hours, which I believe is a waste of time, when the children could be at home with their families.
Less Driving	Keep our 20/20 program intact.....do not use for county budget. Definitely restore to 100 percent the impact fees. It is an outrageously move to shortchange everyone that currently live here to bring in more people.
Less Driving	Please no more reasons to come Sanibel. It is nearly impossible now.

Less Driving	I think a light rail system would be great in busy areas to reduce traffic congestion.
Less Driving	City units and municipalities like Sanibel need to do more to regulate the traffic and protect the rights of legal residents to freely commute in their communities.
Less Driving	Eliminate the left turn going west on Colonial past Summerlin. Extend the left turn/U-turn on Colonial at Summerlin on east lane. The turn lane is too short and at rush hour the turn backs up and backs up the east lane of Colonial. Its too dangerous to take the left hand turn past Colonial & Summerlin to go into Royal Palm Plaza. Drivers should go under the bridge at MacGregor and U-turn under the bridge.
Preserve Rural Land	Preserving and conserving agricultural, natural areas, wetlands, wildlife habitats are THE most important thing to a healthy community and quality of life. We will not sustain economic development if we don't have clean air, water, and open space. Transit will certainly aid in the development of this healthy foundation.
Preserve Rural Land	Areas like North Fort Myers, North Cape Alva and Buckingham have rural qualities that should be respected and preserved. Instead of sprawl, why not just go with the best qualities these areas have and develop planning that doesn't try to turn them into Lehigh Acres. Those days are over, people want bikeable walkable areas in the downtowns with easy access to libraries and stores and work. People in rural areas should not have to worry you'll put a highway next to them or a McMansion. Also, the trend is moving to sustainable green farming, with people wanting to purchase locally grown food-so you don't waste oil trucking in food from Chile.
Preserve Rural Land	Current Planning & Development Policies only encourage more suburban sprawl which compound a myriad of other problems. Provide incentive to allow for more urban type higher density infill and mixed use projects that will centralize more services.
Preserve Rural Land	This is tremendously important to the eco system of Lee County. The more paved streets, sewers, electricity, the more fragile this area becomes. Actually, if less space is available, the price of homes will rise, taxes accordingly and we may experience a richer, fuller community, with the precious heritage of land.
Preserve Rural Land	Wonder why the black bears are coming into towns? The habitat they need is being encroached upon and they have nowhere to go. They were here long before we were. We need to respect and preserve their space.
Preserve Rural Land	Through preservation of rural land we will maintain critical habitat for animals such as the Florida Panther.

Preserve Rural Land	Preserve land
Preserve Rural Land	Bigger is not better, control growth or the counties problems will grow with the population
Preserve Rural Land	400,000 more people? That's not progress. That's inviting disaster. There are already too many people here.
Preserve Rural Land	Stop using Conservation 20/20 money for other things.
Preserve Rural Land	Time to work with City officials and bring back the Flyover Proposal off Santa Barbara.. the high volume of evening traffic demands it..
Preserve Rural Land	Preserve land by incentivising farmers moniterily to continue operations. restrict wetlands building. Cannot be done retroactively.
Preserve Rural Land	Where do the animals go, their land and home is less and less when we build. We have old building, recycle them.
Preserve Rural Land	Our economic and physical health is dependent on conservation of open spaces
Preserve Rural Land	It occurred to me yesterday while driving to Naples on 75, that too many cars were on the roads, emitted gh gases. My suggested-do to the millions who come here yearly would be to build a transit (train/tram)system connecting Ft Myers to Estero to Bonita to Naples and back-having stopping points with a small fee. If their were one in place-it would elevate so many issues.

Preserve Rural Land	I feel that it is important to keep in mind here that our rural land is land by which we might sustain ourselves in the future. Our rural communities retain a Florida culture that laid the groundwork for where we are today.
Preserve Rural Land	Our surface waters will determine our well-being. Recharge of ground waters, preservation of wetlands, pre-estuarial control of phosphorus and nitrogen, and restoration of natural surface flows are essential to our future.
Preserve Rural Land	Do not let Mr. Scott et. al. exchange one preserved tract for another. Don't raid our conservation 20 20 funds for other uses!
Preserve Rural Land	SHOULDN'T DEVELOP RURAL LANDS--LEAVE THEM FOR POSTERITY
Preserve Rural Land	County should provide tax benefits to individuals who own and maintain natural habitat. Properties zoned H with 50% natural area, 5 to 50 acres, 1dwelling and up to two out buildings.
Preserve Rural Land	US 41 in Lee County is a nightmare!
Preserve Rural Land	they are not making any more so lets keep what we have now
Preserve Rural Land	Identify existing natural habitats and preserve them for the future. Encourage developments on properties that are already cleared or otherwise impacted by other uses, but maintain agricultural interests also.
Preserve Rural Land	I have been a resident since 1995 and am overwhelmed by the unchecked growth. I will be the last generation to see the old Florida, the one wiped out by a too-cozy relationship between builders and a county government that sees all growth as good. Just look at I-95 in Dade County. That is our future unless some real curbs are put on future growth.

Reduce Greenhouse Gas	some states have DEQ's Department of Environmental Quality, when you renew your vehicle tags you go through a process to make sure your vehicle is not emitting more pollutants than allowed. Florida should not renew tags each year, instead maybe every other year and have a DEQ where they check the vehicles to make sure they are not polluting the environment exponentially, just a thought.
Reduce Greenhouse Gas	The county can fix this, if they added more transit buses, there would be less cars on the road. The best fix would be to add more transit buses. Why cant the county realize this.
Reduce Greenhouse Gas	All county vehicles should switch to low mpg and electric/and run on solar stations on the county roofs.
Reduce Greenhouse Gas	Keeping our beaches and nature clean and protected should be a priority
Reduce Greenhouse Gas	reducing greenhouse emissions is something we just have to do. plain and simple. otherwise, our state will disappear.
Reduce Greenhouse Gas	Seems like truck and bus emmisions add so much pollution to the air. I think they should be a priority in reducing greenhouse gas.
Reduce Greenhouse Gas	county vehicles should all be electric.....taxis should be more readily available--not just at the airport ..
Reduce Greenhouse Gas	We can't ruin our Southwest Florida Paradise through continuing to pollute our air and water which will have greater implications for health and tourism.
Reduce Greenhouse Gas	Excessively pumping any type of gas into the atmosphere can't be good for human health.

Reduce Greenhouse Gas	Preserving the natural environment of Lee county as much as possible
Reduce Greenhouse Gas	We need better mass transit options in Lee County to alleviate the need to pave more roads. Paving gets in the way of sheet flow. Encourage use of mass transit instead of using one's own vehicle. Less vehicles means less carbon emissions.
Reduce Greenhouse Gas	Have emmission on all vehicles.
Reduce Greenhouse Gas	More full time jobs with benefits..Too many companies in Lee county are only offering part-time jobs without medical, dental etc....
Reduce Greenhouse Gas	It's most important to open the roads throughout the population centers to bicycles and pedestrians first!
Reduce Greenhouse Gas	Goes hand in hand with less driving.
Reduce Greenhouse Gas	Encourage SOLAR energy as our primary goal for reduction of greenhouse gas. Subsidize to encourage homeowners to add solar.
Suggest a Priority	Stop lights timed better so you do not have to stop and go at each light. This way we can conserve gasoline.
Suggest a Priority	More infill development instead of greenfield development.

Suggest a Priority	Park and Ride facilities...using existing parking lots/garages create MOA's with other businesses to use otherwise underutilized parking lots
Suggest a Priority	Redevelopment, incentivize it as well. Idea: look at existing parking lots that are VERY LARGE and build on it, footprint is already there.
Suggest a Priority	multi modal transporation
Suggest a Priority	Transportation disadvantaged programs. For the elderly or people with disabilities.
Suggest a Priority	<p>For 30 years I have driven to work over the South CC Bridge. East-West roads are minimal and crowded. You have developed north-south roads (I-75; Metro; Treeline), but driving across town is difficult, especially in season (Gladiolas; Cypress Lake/Daniels; College Pkwy) used for South Cape; South Ft Myers; Sanibel. For N Cape & N Ft Myers you have Hancock Bridge; Old 41; Pine Island). These roads are all lined with businesses and many access/cross roads and traffic moves slowly.</p> <p>The mid-point bridge made a significant difference in 1997, but almost 20 years later it's time to look at new East-West traffic patterns.</p> <p>Thank you for this opportunity. Janet Ullman 4341 Country Club Blvd. Cape Coral FL 33904</p>
Suggest a Priority	Florida is the 3rd largest state for the most 50+ population--we have to have some kind of initiative that provides human services so that aging in place can happen
Suggest a Priority	#1 Traffic signalazation
Suggest a Priority	Traffic light signalazation
Suggest a Priority	Reduce government waste

Suggest a Priority	I would like to see a casino development near the Forum shopping area that was originally discussed a year or so ago. This should be on the ballot and not left to the commissioners to decide. They are biased against it even though people who live here want it.
Suggest a Priority	More use of already empty buildings that are a detriment to any community.
Suggest a Priority	Less government
Suggest a Priority	Additional road interconnects to spread out traffic vs. everyone having to use the same road to get from A to B. For example; a mid-point bridge to get on & off Estero Island. Similarly, more east/west interconnects within Cape Coral. Also, parking is always an issue at key tourist destination locations and in light industrial areas. A few strategically placed public parking lots and parking garages would be beneficial. The Cape Coral CRA area comes to mind along with the Central Cape Industrial Park as being challenging places to park, especially during the boom years.
Suggest a Priority	Encouragement of non-big-box businesses and government services, through regulations or incentives--for example, smaller specialty stores, post offices, and libraries incorporated into or near transportation hubs. At a bus or rail station, you could buy flowers, check out or return a library book, or have lunch.
Suggest a Priority	Stop building overpasses, synchronize traffic signals instead
Suggest a Priority	Define a Higher Quality of Development
Suggest a Priority	More local business, less franchise development
Suggest a Priority	reducing the traffic on causeway. what about raising the causeway fees

Suggest a Priority	UTILIZE 20/20 TO ACQUIRE CONSERVATION LAND
Suggest a Priority	A roundabout at the entrance onto Sanibel at Periwinkle and Lindgren Dr. to keep seasonal traffic moving in all directions.
Suggest a Priority	Take over big sugar land. Pay them and let that land return to its natural state. Stop the pollution of our waterways.
Suggest a Priority	Making another lane of bridge for people leaving Sanibel, traffic is a nightmare!
Suggest a Priority	<ul style="list-style-type: none"> 1. Less regulation 2. Less permitting 3. More lenient laws to build 4. Make signage easier to Great use of greenspace, but it obscures visibility.
Suggest a Priority	See former suggestion
Suggest a Priority	Grow in undeveloped areas
Suggest a Priority	After sitting in an ER with my mom for 19 hours so far now I find that Lee County's rejection for another hospital to be built is ridiculous!!!! Not one hospital has ANY available beds for patients who need to be admitted. BUILD ANOTHER HOSPITAL SOON. THIS IS A NUMBER ONE PRIORITY. These hospitals are playing with fire. They are short staffed and no space to accommodate the huge population of snowbirds who choose not to return up north.
Suggest a Priority	Keep Sanibel Sanibel. Never allow taller buildings and, definitely, no more McMansions, especially when no one is living in them 11 months in a year.

Suggest a Priority	Try to achieve a realistic balance of transportation modes reflective of Lee County (and not reflective of some other place, such as Boston, Chicago, etc).
Suggest a Priority	Redevelopment of the Resort Housing District
Suggest a Priority	Lower taxes
Suggest a Priority	less traffic on Sanibel
Suggest a Priority	Staggered work hours. More public transportation.
Suggest a Priority	Preserve Wetlands
Suggest a Priority	Reduce and avoid traffic congestion
Suggest a Priority	Reduce the number of multi-family dwellings and look to increase the number of single family homes.
Suggest a Priority	Improve and widen roads.

Suggest a Priority	protections of wildlife habitat
Suggest a Priority	Stop flushing bad water down the Caloosahatchie River
Suggest a Priority	Attracting new,clean business. Encouraging the growth of technology businesses in Lee County
Suggest a Priority	Traffic calming
Suggest a Priority	Light rail or equivalent with dedicated ROWs and routes designed to be within a few blocks of everyone and frequent service, free (as in metro Orlando) to entice people out of their cars
Suggest a Priority	MORE and SAFER bike paths/or trails - especially in Ft Myers and Cape coral business areas. Bike racks provided.
Suggest a Priority	build more flyovers for traffic.....
Suggest a Priority	less development
Suggest a Priority	Expand into Cape Coral which represents that largest city between Tampa and Miami.

Suggest a Priority	Preservation of Water Quality
Suggest a Priority	Commercial access to waterways.
Suggest a Priority	Develop a 'fly-over' from the Colonial Junction point with the Midpoint bridge to route 75
Suggest a Priority	Flyover midpoint bridge to route 75
Suggest a Priority	Redevelopment of existing urban settings.
Suggest a Priority	Water quality from Lake O and the adverse affects it has on our bays
Suggest a Priority	Redevelop areas--infill development rather than suburban sprawl
Suggest a Priority	incentives for participants or nay sayers to understand your decisions
Suggest a Priority	Sidewalk from Carefree to new Publix..I am 80 years old and could drive my golf cart...or bicycle as I have no car.Most of the 300+ people in the community would use this

Suggest a Priority	Better transit connectivity. The ability to take one route from the beach to downtown or the airport. Connect origin to destination.
Suggest a Priority	Infill development
Suggest a Priority	Infill development
Suggest a Priority	Safety
Suggest a Priority	Consider people who would like to use public transportation to get to work. Many people are unable to use the bus to down town Fort Myers due to lack of convenient/early bus times.
Suggest a Priority	Change law: Have bicycles ride against car traffic, or No bicycles on roads at all.
Suggest a Priority	More lifelong-learning opportunities (non-credit more important than credit) in connection with local institutions of higher education and taking advantage of the experience/knowledge of local retirees to teach them.
Suggest a Priority	development of roadways that reduce traffic on US 41. Such as: Metro Pkwy Development of east/west corridors
Suggest a Priority	Enforce right of way for bicyclists. 3 feet signs on roads

Suggest a Priority	Reduce auto traffic congestion
Suggest a Priority	Developing and implementing a first class mass transit system throughout Lee County. Traffic is making this a horrible place to live.
Suggest a Priority	On Sanibel, less traffic congestion; perhaps develop an east-west route north of periwinkle.
Suggest a Priority	reduce county staff
Suggest a Priority	Mass Transit in the high season
Suggest a Priority	Why is that amount of growth necessary? It appears that there is a grand desire to make Lee County, the "Miami of the West Coast". We do not need that type of growth and expansion. It only leads to more crime and costs to the County that we already can't afford.
Suggest a Priority	Better synchronized traffic flows
Suggest a Priority	Balance growth and economics with a great standard of living by not making mistakes other towns have made. Appreciate the opportunity to do this right.
Suggest a Priority	more high end high tax coastal development. single family big expensive. Add to county tax revenue

Suggest a Priority	Control overall development
Suggest a Priority	Reduce Fertilizers
Suggest a Priority	protection of wildlife
Suggest a Priority	Train or trolley connecting Naples, Fort Myers and Tampa.
Suggest a Priority	Infill development versus sprawl.
Suggest a Priority	Preserve small town atmosphere free of "big development" pressures
Suggest a Priority	Water quality, as in less Lake Okeechobee to Caloosahatchee River fresh water releases. Less sewage from Septic systems on cape Coral, etc.
Suggest a Priority	SPEED RAIL SYSTEM TO GO TO OTHER AREAD OF FLORIDA.
Suggest a Priority	historic and cultural resource (archaeological) preservation

Suggest a Priority	Continue to attract business to Lee County that are not tourist season-related and will provide professional jobs. We are grateful for all the work to attract Hertz to Lee County. Thank you!
Suggest a Priority	Replace traffic lights and fly-overs with roundabouts
Suggest a Priority	Urbanization of Fort Myers
Suggest a Priority	Create a few six-lane interstates, but keep non-interstate roads limited to 4 traffic lanes and speeds of 45 mph or lower.
Suggest a Priority	Implement planning for sea level rise into comprehensive plan.
Suggest a Priority	#1 priority Preserve rural lands 32 priority Walking and biking
Suggest a Priority	Health services and preventive medicine
Suggest a Priority	Schools! We need better education in Lee County, this is the only reason I want to move to Collier County and honestly I'm not very excited about it because Estero is great.
Suggest a Priority	1 mile around Lee schools should have sidewalks.

Suggest a Priority	Us a commuter train between Charlotte Lee and Collier that connects to buses.
Suggest a Priority	Historic Preservation
Suggest a Priority	Environmental Conservation
Suggest a Priority	More bus routes on Lee Tran. Especially one going all the way down ballard rd.
Suggest a Priority	Improve bus stop waiting areas
Suggest a Priority	Tap the creative potential of local schools and universities in designing solutions
Suggest a Priority	More roads
Suggest a Priority	public transportation
Suggest a Priority	More sidewalks

Suggest a Priority	Public transportation to SW Florida International airport
Suggest a Priority	Preserve Wild Lands
Suggest a Priority	More Mass transit options
Suggest a Priority	Assist traffic flow by eliminating single use traffic lights e.g. Shell Point and Summerlin by increasing assess roads
Suggest a Priority	Less development overall....improve the quality of life for those who already live here!!
Suggest a Priority	Expand public transportation
Suggest a Priority	Control river releases which is ruining our gulf.
Suggest a Priority	Control the Calusahatchee River releases
Suggest a Priority	controlled development, water, sewer and lighting in Lehigh Acres.

Suggest a Priority	Preserve wildlife habitat
Suggest a Priority	Reduce congestion.
Suggest a Priority	Reduce cost to taxpayers.
Suggest a Priority	Increase allowable density in select urban areas through density exchange/swap to cut sprawl, concentrate County service areas, and help preserve natural resources.
Suggest a Priority	Redesign EXISTING roads to carry more traffic
Suggest a Priority	Landscaping of Roadways
Suggest a Priority	Underground utility projects
Suggest a Priority	Flyover from Midpoint bridge to 41.Traffic seem to get congested at this area.
Suggest a Priority	Better hurricane routes

Suggest a Priority	Better hurricane routes
Suggest a Priority	Traffic flow. Limit access to prevent congestion. Roads on Sanibel are like parking lots. Unhealthy as well as stressful.
Suggest a Priority	Maintain the existing roadways and bridges to specifications of the DOT. Most secondary roads that would become primary roadways are in serious need of repair.
Suggest a Priority	Parks & Recreation
Suggest a Priority	More roads for better access
Suggest a Priority	Main roads should be 4 lanes to enhance safety such as Burnt Store Road. Include bike lanes
Suggest a Priority	Main throughfares should be 4 lanes to enhance safety. Reference Burnt Store Road
Suggest a Priority	Focus on Infrastructure such as roads, Utilities and parks.
Suggest a Priority	End suburban sprawl

Suggest a Priority	Preserve rural lands Raise impact fees Reduce tourism advertising
Suggest a Priority	What about Lee County (& the State of FL) developing a railway system???
Suggest a Priority	more trolleys during "season"
Suggest a Priority	120 lee tran bus that runs sundays could have longer route to run to the cape coral hospital so i wont have to walk to the coral wood mall Thanks
Suggest a Priority	Rapid transit running from Naples- Bonita Springs, Ft Myers and North. Can have a few lines spoking out from the city center of each town and to the SW airport. Need to figure a way to limit traffic on the roads which creates pollution, more wasted gasoline and so forth.
Suggest a Priority	Expand and develop more main arteries in Lehigh. Example State Road 82 needs to be widened. Homestead Road needs to be widened. More options to get into Lehigh need to be explored.
Suggest a Priority	Access to High Paying Jobs
Suggest a Priority	more capacity
Suggest a Priority	montarail transportation for local

Suggest a Priority	WOrk on cleaning up crime including sale of drugs
Suggest a Priority	Reduce congestion
Suggest a Priority	Transportation corridor east of RSW that provides for alternative traffic flow from State Road 80 (Palm Beach Blvd) to meet 951 in Collier County. This would relieve a lot of the congestion currently experienced around I-75.
Suggest a Priority	roadway improvements that help with traffic congestion so our business workers can do their jobs and our family members can travel safely and efficiently; improve freight corridors; responsible growth that allows for more diverse community and housing options throughout Lee County
Suggest a Priority	Lee County needs a living wage policy
Suggest a Priority	Improve Existing Transportation Network/Reduce Congestion
Suggest a Priority	Improve interconnectivity between existing major transportation corridors
Suggest a Priority	Improved freight corridors - rail/waterways, etc.
Suggest a Priority	Encouraging economic development

Suggest a Priority	Professional, rational decision-making on the part of elected leaders
Suggest a Priority	Providing jobs
Suggest a Priority	Preserve existing Florida style housing stock.
Suggest a Priority	Mixed used developments
Suggest a Priority	Interconnected Greenspace
Suggest a Priority	<p>I feel as though Lee County has adopted a xenophobic attitude. Small groups, made up mostly of transplants who claim they speak for the public moved here to get their piece of paradise. Now they want to preclude anyone else from achieving the same by stifling growth and development. They are "closing the door" to Lee County. Yet, local people who participated in the very development and community growth that attracted the transplants here, cannot find work; and if they can, they cannot get to work safely because of road congestion.</p> <p>PRIORITY: Allow responsible growth and development to occur more than just as infill. New development along the I-75 corridor and east, will create an enormous economic impact for the region though job creation and an increased the tax basis which can be used for Road improvements and creation (not just another wasteful flyover) to help congestion to allow people to get to their new found employment safely. Instead of demonizing those who made this region the best place to live, lets embrace them and, in turn, remind the transplants in T-shirts and commissioners what, and who, attracted them here in the first place.</p>
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	best place to live, lets embrace them and, in turn, remind the transplants in T-shirts and commissioners what, and who, attracted them here in the first place.
Suggest a Priority	Better roads with more lanes
Suggest a Priority	Bus service area and later service
Suggest a Priority	Medical and business development
Suggest a Priority	Senior housing and assisted living communities in Lee County!
Suggest a Priority	Senior housing and Assisted Living facilities
Suggest a Priority	Prohibit cars, buses in wildlife refuges
Suggest a Priority	Prohibit cars, buses in wildlife refuges
Suggest a Priority	Create town centers: Nodes of mixed development linked by a light rail system.

Suggest a Priority	Create a better roadway system that moves people to destinations faster. This could include better intersections, traffic light systems, bike lanes, etc.
Suggest a Priority	IMPROVE ROADWAYS FOR BETTER HANDLING OF MORE TRAFFIC
Suggest a Priority	limit growth and force more density (highrises, rowtown houses, less sprawl) in fort myers
Suggest a Priority	Small buses on Sanibel and Captiva with a daily fee and transfers for rides around the islands to accomadate the seniors no longer able to drive safely
Suggest a Priority	Improved fuel efficiency through timed and controlled street lights and Cape Coral freeway access.
Suggest a Priority	Reduction of traffic
Suggest a Priority	Ferry service to islands
Suggest a Priority	Invest in beach access transportation
Suggest a Priority	Protect wetland areas

Suggest a Priority	traffic in lee county is obscene. we have to stop deliberately attracting more and more people to visit here. no one enjoys our traffic snarls - visitors OR residents - and they are a deterrent to both.
Suggest a Priority	Individual property rights
Suggest a Priority	Job creation
Suggest a Priority	New tourism amenities (ie. local gambling hub, modern convention center)
Suggest a Priority	School districts by location (Cape Coral no school choice)
Suggest a Priority	connected sidewalk system
Suggest a Priority	Schools closer to homes.
Suggest a Priority	REPAIR THE CALOOSA HATCHET RIVER - IT IS DEAD!
Suggest a Priority	Limit the number of cars allowed onto Sanibel each day. The density of tourists and traffic is completely out of control. Over-use of the beaches, natural areas, and roadways is destroying the environment that Sanibel has worked so hard to preserve.

Suggest a Priority	Preserve the beaches. Forbid digging with those huge shovels sold on the islands. Children with sand shovels are OK.
Suggest a Priority	Bus or train routes that make it feasible to get from large metro areas to areas within Lee County for a nominal fee and with little hassle. The biggest issue is to be sure to have transport available once the rider arrives.
Suggest a Priority	High speed rail. ANY rail to connect Florida's coastal cities and towns.
Suggest a Priority	Beach preservation
Suggest a Priority	Raise fee on causeway to Sanibel for tourist. Many drivers bring their quests and drive from end of Sanibel to end of Captiva then turn around and exit island without spending a dime!! but create a traffic jam.
Suggest a Priority	Widening roads
Suggest a Priority	Preserve the loveliness of the beaches
Suggest a Priority	Reduce traffic congestion in season
Suggest a Priority	Stimulate small locally owned business.

Suggest a Priority	Remove the DRGR for East Lee County
Suggest a Priority	congested roadways - adding new roads
Suggest a Priority	Water quality issues with caloosahatchee and run off into San Carlos bay and other bodies of water.
Suggest a Priority	allow more traditional master planned communities
Suggest a Priority	Provide jobs
Suggest a Priority	Traffic is a nightmare during season. Roadway improvements must be considered to relieve the congestion. Otherwise, the growth is not sustainable, and we will lose out to more transit friendly areas.
Suggest a Priority	Economic development along major transportation corridors. We need to support the expansion of business community through efficient and accessible redevelopment opportunities rather than the appearance of stifling them as demonstrated by the pre-giving priorities.
Suggest a Priority	Incentives for appropriate growth/transportation within the Tradeport (around the airport). Our International airport and its surrounding lands are an under utilized resource that could quickly and efficiently accommodate job growth, multi-modal transportation will existing nearby housing and future permitted develop already.
Suggest a Priority	Clean preservation. Stop the Okeechobee Lake water releases into the west coast of Florida. This will have a major effect on businesses and people moving to this area

Suggest a Priority	Improve Existing Roads / Traffic issues
Suggest a Priority	Reduce polluting discharges in the Caloosahatchie River.
Suggest a Priority	Veterans Parkway overpass at Santa Barbara to allow for better traffic flow and relief from this failing intersection.
Suggest a Priority	Widening of Alico Road east to allow for the develop of I-Hub as well as housing development on south side of Alico Road.
Suggest a Priority	I prefer the way Lehigh Acres is now without the many regulations Cape Coral and Fort Myers has. I like not having a sewer and water bill, plus prefer no sidewalks and curbs or street lighting. This keeps taxes low and cheaper living for us lower income people. I would prefer two family homes to be owner occupied in one unit so their is some pride for the neighborhood.
Suggest a Priority	REAL traffic survey to find where problem areas can be improved or rerouted.
Suggest a Priority	More efficient traffic flow
Suggest a Priority	clean water, clean water and clean water
Suggest a Priority	Stop making more regulations and let supply and demand decide what is done. There are too many idealistic tree huggers wanting to save an earth that can do just fine by itself. People are more important than some snail or bird.

Suggest a Priority	Public transportation
Suggest a Priority	Noise reduction
Suggest a Priority	less traffic congestion
Suggest a Priority	Sorting out known traffic problems in Fort Myers.
Suggest a Priority	move traffic more efficiently. I come from a metro area which has more traffic than here but moves it much better. They use a combination of timing and sensors. No waiting through three to five waves of traffic for the light to turn green only to have the next wave stop when side traffic could have moved and the light turn green for the next wave.
Suggest a Priority	diversify the economy to lessen the impact of peak tourist season
Suggest a Priority	sequenced traffic flow
Suggest a Priority	allow major roads like st. rd. 82 and 80 to have extreme bias over feeder roads to keep traffic flowing
Suggest a Priority	Time stop lights better. Very annoying and slowing to have to stop at every light. Lots of emissions given off sitting at red lights.

Suggest a Priority	traffic lights in this town are terrible, many cities have them time if you do the speed limit you keep moving. Not here!
Suggest a Priority	Awareness of our stewardship of the conservation lands
Suggest a Priority	Efficiency of road systems: better coordination of traffic lights along high traffic corridors, providing options on parallel roads for overflow.
Suggest a Priority	Enhance existing transit and grow premium transit opportunities
Suggest a Priority	more double right turn lanes at major intersections
Suggest a Priority	Traffic congestion on Corkscrew Road....particularly just west of I-75 where you turn into car dealerships.....dangerous....need a no-u-turn sign there DESPERATELY!!
Suggest a Priority	Build that bridge discussed 30 years ago from Williams Road to Black Island/Lovers Key. Oops, now you have a major hotel in the way. Move Wms Rd a bit and get it done. The residents near the Midpoint Bridge have their bridge to look at and listen to. The Black Island/Wms Rd bridge would do a lot to help the FMB/San Carlose Blvd traffic. Along with this, condemn a bunch of land and four lane San Carlos on Estero Island. You know these two things have got to be done....
Suggest a Priority	Instead of growing into undeveloped areas, why not give business owners tax breaks or incentives to move into already developed (but vacant) buildings.
Suggest a Priority	Timed stop lights - heavy traffic in a single direction should catch green lights one after another instead of hitting red after red.

Suggest a Priority	More recreation area ie volleyball, basketball, playgrounds
Suggest a Priority	ample free parking
Suggest a Priority	CONTROLLING TRAFFIC ON SANIBEL
Suggest a Priority	traffic jams on Sanibel.... should have water taxi...free open sm bus so that people could experience island shops' better signs for business....can't see the opening for CVS....bikers should be on bike paths, instead of san cap road...dangerous
Suggest a Priority	Less Fresh Water Flow into the San Carlos Bay & Pine Island Sound
Suggest a Priority	Water Quality
Suggest a Priority	Focus infrastructure improvements in the Research Diamond area.
Suggest a Priority	Provide for a direct connect to the RSW airport to the south (in the Airport Haul Road area) so as to be able to significantly increase freight into and out of the airport.
Suggest a Priority	Traffic Congestion Fixes

Suggest a Priority	Outdoor health and fitness opportunities
Suggest a Priority	another bridge onto estero island
Suggest a Priority	rail service to tampa, miami, and orlando
Walking and Bicycling	Very concerned about bike safety in our community. I believe we have a long way to go/grow in this area.
Walking and Bicycling	desperately need sidewalk for bicycles and pedestrians along US 41 in North for Myers so that folks in the sections north of Del Prado and US 41 can access the new Publix and Walgeens. Someone soon is going to get killed riding or walking on the side of US 41 trying to access these stores. Over 1000 people live north of that intersection, and less than 2 miles to the stores and cannot safely get there without using a car.
Walking and Bicycling	I am sooo frustrated that the bridges here have no safe bike/pedestrian covered walk/bikeways. Even the Brooklyn Bridge has a great walk/bikeway and that was built in the 1900s! It is so unappealing to stay here. I would consider staying if Lee County invests in bridges with covered/shaded pedestrian/bikeways separate from cars. The cars here go way too fast. The cape bridge has a tiny ledge with cars flying by at 50 mph, and the midpoint is worse with no protection between you and cars flying past at 60 mph. Ugh! Very poor planning for a tourist destination. The cape bridge could even appeal more to tourists if it had a separate walkway, people could bike and walk it at sunset.
Walking and Bicycling	The current and planned infrastructure for Walking & Bicycling in Lee County is beyond POOR and must be better addressed.
Walking and Bicycling	Biking is a great goal in Lee County but there needs to be regular education on the part of drivers and bikes. All bicyclists need to realize they need to obey the rules of the road. I suggest ticketing those that do not. Colorado did this when I was in clooege (believe me I got ticketed, and well deserved). If bikes would be respectful, drivers might be more tolerant.
Walking and Bicycling	please connect the existing sidewalks in North Fort Myers so we can actually get somewhere.

Walking and Bicycling	It's not really about small block sizes. This is just a planner's idea. It is about creating walkable communities and new sidewalks and paths that lead somewhere. We need to look at our major bike-way system to provide linkages.
Walking and Bicycling	Where i stay it's not safe to walk or ride a bike you have no side walks for us to walk on so you can't really teach your kids to stay off the road
Walking and Bicycling	It would help me lost weight too!
Walking and Bicycling	Slowing traffic and road diets are a must in the local areas. If we need main roads keep them to a minimum and concentrated in specific areas while leaving plenty of opportunities to be physically active and neighborhoods with a sense of place and worth living in.
Walking and Bicycling	drivers tend to not stop at crosswalks...very dangerous, need viable ways to make them pay attention, stop, and understand traffic rules.
Walking and Bicycling	This is only practical if the is mixed development. The number of intersections is immaterial if there is no place to work or shop close to the residences.
Walking and Bicycling	BIKEING SHOULD BE SAFER FOR BICYCLEISTS NOT CLOSE TO CARS WHERE ACCIDENTS HAPPEN
Walking and Bicycling	More dedicated and maintained bike and walking paths with rest stops. Water and cover would help as would safe and secure access to down town as well as bike parking racks. The recent designated and marked routes are good but riding on cc parkway and other unavoidable major roads are an impediment to using bikes.
Walking and Bicycling	Lee county has done a great job providing bicycle trails but the roads are still to hazardous in mixed vehicles. Is there some way to build a safer,separated bike lane?

Walking and Bicycling	Walking and bicycling between nodes of mixed residential commercial and retail development - i.e. town centers
Walking and Bicycling	this would improve health, reduce traffic and pollution
Walking and Bicycling	I would expand this comment to include major roadway facilities. Treeline has become a fantastic biking corridor without more intersections per square mile. This priority seems too narrow. Walking and bicycling is more than just casual exercise, its also a 'transportation' option. more intersections don't translate to higher density and a smaller walkshed or bikeshed
Walking and Bicycling	Bicyclists, particularly groups of cyclists, do not observe either traffic laws or reasonable speed on bike/pedestrian paths. Law enforcement should target these offenders.
Water Conservation	I'm very disappointed that there have been cuts to the Lee Ext program. They were doing excellent work on water conservation through native landscaping and other projects. Shame on the BOCC.
Water Conservation	I am deeply concerned about Water Quality. If something doesn't happen with the run-off of lake Okeechobee, there will be less growth and less tourism.
Water Conservation	The Caloosahatchee is dying, mostly due to releases from Okeechobee. Either get them to stop doing that, or get them to pay us for killing our natural environment, which generates tourism income for Lee citizens. Not smart to kill birds and fish in a place where birding fishing is supposed to attract birders and fishermen!
Water Conservation	I live in a community with no lawn natural indiginous vegitation. No you dont have to water nor have high density housing to achieve a goal of less water use.Say no to lawn!
Water Conservation	Was recently in Washington DC. Although I realize we are not as "metropolis" as them the subway system is functional and affordable

Water Conservation	we cannot live without water and it must be clean too!
Water Conservation	Water is a constant. I feel we need to be mindful of limitations imposed upon us by the environment as this will keep us from growing outside our means. Less water quantity means less water quality both for our urban and rural areas.
Water Conservation	In European major cities all transit is accomplished w/o a huge problem to both govt. and public. They buy a pass and that is swiped in bus so driver is not responsible for any money xchange. It works!!!!!!
Water Conservation	We are already paying for water an it will only get higher Do not want to become a country like Africa has where folks cannot get it in their homes but walk miles for it daily.
Water Conservation	Not enough bus service and service stop to early. Need to cover larger area
Water Conservation	it will get worse
Water Conservation	This measure does not appear to take into account central systems which have been demonstrated to use less water than individual systems. It also does not adequately characterize multi-family and single family. Townhomes use less water but are considered single family and often provide more public or community accessible open space. This measure needs to be reconsidered.
Water Conservation	We should implement enforceable year round water use restrictions on irrigation of residential yards (and all irrigation in town) and make the SFWMD do their jobs to enforce them
Water Conservation	Emphasize zero-scaping to planned landscaping; charge consumers extra who use excessive amounts; also golf courses must use only recycled water and/or should find turf that requires less water.

Comments on Scenarios	
Scenario (Positive/Critical)	Text
Trend (Positive)	ok
Trend (Positive)	Does this take the Horizon plan into consideration?
Trend (Positive)	makes sense due to current investment in infrastructure
Trend (Positive)	great planning
Trend (Positive)	Hopefully the development will have a positive impact on the county
Trend (Positive)	need more protected areas
Trend (Positive)	This looks positive.
Trend (Positive)	do not make exceptions to land use that create more traffic. honor the community developed plans.

Trend (Positive)	By improving bicycle and pedestrian access within the population core areas, you automatically improve lifestyles, reduce greenhouse gases, improve health, reduce long-term spending on road maintenance and improve the economic future of the area.
Trend (Positive)	sensible
Trend (Positive)	good
Trend (Positive)	This is unclear and I have a master's degree!
Trend (Positive)	SW FL & the Ft Myers area is a highly desirable area. Growth is going to continue whether we like it or not. Careful planning is required to manage it the best that we can.
Trend (Positive)	After working for a Civil Engineering firm, I cannot stress the fact that the water supply is of utmost importance.
Trend (Positive)	Water quality is key to our development - without it our growth will be a problem
Trend (Positive)	Traffic, congestion and inadequate road maintenance could be better handled
Trend (Positive)	Much healthier and less traffic. Hugely important for our society to walk and bike more than use cars.

Trend (Positive)	Trend ok but do not allow baseball ruin our city. Spread out stadiums and the times they start. Make teams pay for traffic control and better planning.
Trend (Positive)	Focus on Rail and Autos. Forget Bus (to many empty now) don't add more!! Also why build more Bicycle paths, They still will ride on the road. Look at the Sanibel situation !! Nice bike paths, mega money for them and you still can't safely drive a car on the roads because of the Bicycles. Spend less on Bicycle trails OR change the law and force them to use the trails !!!!! Remove them from Scenario C and I will award 5 Stars
Trend (Critical)	I see a lot of sprawl.
Trend (Critical)	I think part of this trend is due to poor planning. Too much sprawl due to changes in zoning. The county and cities should have focused their efforts and finished areas like downtown Cape Coral, rather than push for development in North Cape and out. Sprawl is out.
Trend (Critical)	Current approach allows too much development in outlying areas ... particularly large gated communities, but also single family home sprawl in Lehigh and Cape Coral.
Trend (Critical)	Unimaginative and a cave-in to sprawl. A reason to move.
Trend (Critical)	Use laws should be revised to ensure a slow rate of growth and development and a search to find more areas to be designated preserves or open space.
Trend (Critical)	Just because it is the trend does not make it the best solution
Trend (Critical)	Not strongly though.

Trend (Critical)	Current county plans are terrible. Poor use of lands and way too much urban sprawl.
Trend (Critical)	Too much sprawl. Need to concentrate on infill and making the most of those already under developed areas.
Trend (Critical)	The trends do not seem to favor environmentally sound options.
Trend (Critical)	More control over development in all of lee county
Trend (Critical)	there is too much growth and sprawl being permitted
Trend (Critical)	too much development and urban sprawl being permitted. limit growth and improve transit
Trend (Critical)	we need to contract, in order to preserve
Trend (Critical)	limit development west of 41.
Trend (Critical)	growth should be limited - we're already too crowded.

Trend (Critical)	Spot zoning and scattered development requires more government resources (especially police and fire) to serve efficiently. Lets develop centers and then grow in graduated rings around these centers
Trend (Critical)	meaningless; no information usable
Trend (Critical)	I came here from NYC. I don't want this place to become as congested as that.
Trend (Critical)	I moved here from NYC. Do you think I want this place to become like NYC? Do not encourage more people to come here. There are no jobs here. Let's work with what we've got.
Trend (Critical)	wont' take my comment
Trend (Critical)	Development as in the past needs to be examined, as urban sprawl will not improve the quality of life
Trend (Critical)	There needs to be less development.
Trend (Critical)	Certain portions of the DRGR should be developed - like The Fountains area along Daniels, the former Alico property east of FGCU and the Bonita area east of I-75. these are closein areas and better for growth to go there than further away from services.
Trend (Critical)	Too much devlopment in DRGR in Bonita.

Trend (Critical)	One can't reduce such complex issues to a one word description. Also, how does water quality & Lake Okeechobee releases miss the list?
Trend (Critical)	UNSAFE BICYCLING. NOT ENOUGH PATHS TO COMMUTE BY BICYCLE
Trend (Critical)	We do not need to develop on more rural land when there are several new, empty or almost empty or help developed areas within urban Lee county already. We should be improving our roadways and facilities with our developed boundaries not continue the urban sprawl.
Trend (Critical)	Don't understand what I am to do in thiis
Trend (Critical)	This is fuel dependency, traffic jams and traffic related deaths, and an unhealthy unsustainable trend that is currently occurring. We need to eliminate single use and low density property use.
Trend (Critical)	Creating a growth plan and sticking to it is essential.
Trend (Critical)	to much urban sprawl and no centralized business district has been established
Trend (Critical)	County needs to encourage mixed levels of housing in the same areas. Make suburban areas walk friendly
Trend (Critical)	no one gain anything from this

Trend (Critical)	To continue as anticipated is not sustainable both environmentally and economically.
Trend (Critical)	What trend is used? Local or somewhere else. We have to accommodate the area and the businesses here.
Trend (Critical)	Create quasi-Green Zones in East County, (east of North-South line from Joel Blvd between S.R.80 and S.R.81. Restrict density to 1 dwelling unit per 20 acres. Make at least half the area Habitat (H) which requires maintaining 50% of property as natural habitat. Give tax credit for Zoned H.
Trend (Critical)	All in corridors, less out to the communities
Trend (Critical)	Need higher commercial and residential densities near existing public facilities.
Trend (Critical)	The parameters of this growth are clearly established by an "anti-growth" mentality. It's more of the same.
Trend (Critical)	I want more focus on public transport and mixed neighborhood land use
Trend (Critical)	growth in Lee County has gotten out of hand - it must be slowed or halted.
Trend (Critical)	Lack of focus

Trend (Critical)	We only want to look at trends that make money, what about those that preserve our environment.
Trend (Critical)	The trend does not stop coastal development.
Trend (Critical)	Trends not being addressed
Trend (Critical)	The map does not accurately reflect the existing development within the County and is misleading. There are numerous lands identified as open, rural, etc. that are NOT they are existing industrial or commercial activities that can be supported to promote redevelopment and economic development.
Trend (Critical)	We must slow down the paving over of the region.
Trend (Critical)	Much development sits vacant in Lee Co., both residential and commercial, due to economy meltdown. Until these properties are occupied there should be a moratorium on new construction.
Trend (Critical)	Large empty lots areas of North Cape Coral should be improved with trees or farms until the owners are ready to build.
Trend (Critical)	Need to make traffic move with less stops. Long red lights cause people to run them so they don't have to stand and wait for 3 mins...especially when lights are not timed properly and you have to stop for every light,
Trend (Critical)	FEEL THE TREND IS BEHIND GROWTH

Trend (Critical)	confusing question and I can't move anything.
Spreading Out (Positive)	I see a big increase in the commercial/office area north of Cape Coral. I feel that this would actually reduce driving moreso than the "arrows" indicate because it would provide more jobs closer to the Cape Coral area. I'm currently a Cape Coral resident commuting to Naples - not fun!
Spreading Out (Positive)	Okay if developed compactly, preserving important natural features etc.
Spreading Out (Positive)	Helps provide new jobs with new development, construction, new appropriate growth, positive influx of population as opposed to tourism and seasonal; more year round and solid tax base.
Spreading Out (Positive)	There appears to be much room for expansion in this scenario and it is unlikely to clog existing traffic arteries.
Spreading Out (Positive)	Ugh - same old, same old
Spreading Out (Positive)	great
Spreading Out (Positive)	Urban & industrial development should be encouraged to occur east of I-75.
Spreading Out (Positive)	Create several self sustaining nodes so that residents have access to all their immediate needs close to home. Becoming crowded in just what is existing will make us an "inner city" environment that is too crowded and unhealthy (because we really do not have a true waterfront that people can enjoy like Sarasota for example)

Spreading Out (Positive)	Lets expand our area of growth. More jobs and a better economy will follow.
Spreading Out (Positive)	This plan seems to generally reflect existing development trends and seems to control the undesirable "spreading out" effect to a large degree while not placing excessive pressure on existing road systems.
Spreading Out (Positive)	I believe this provides for the most accommodation of growth and development, which still maintaining some conservation.
Spreading Out (Critical)	We say we don't want to Broward County; but we sure do build our roads to head it that direction. Instead of making short-term budget cuts, we should be focusing on the long-term financial impacts of constructing more roads and expanding services. Especially since those 'green' lands are better utilized in their rural character rather than single family homes.
Spreading Out (Critical)	This seems like urban sprawl
Spreading Out (Critical)	We cannot continue on this current path...it isn't sustainable and it's increasing the cost of services for everyone.
Spreading Out (Critical)	Disappointing. We need officials to utilize planning to focus on downtown areas and reduce sprawl. I'm not happy with changes in zoning that promote sprawl. For example, downtown Cape Coral was never finished and now they want to spur development off Burnt Store and push rural people out in rural areas with unnecessary paving, etc.
Spreading Out (Critical)	Rural land needs to be preserved, and growth should occur in already-developed areas only, using green technology.
Spreading Out (Critical)	This scenario would have us burning more fossil fuel, require greater investment in road building, and destroy the character of rural areas. It would not be attractive to younger workers, who want to be closer to work and recreation and who want transportation options.

Spreading Out (Critical)	Still too much sprawl. Still no rail transportation. What about a green belt?
Spreading Out (Critical)	No change to multi-family and commercial. Too much drain on natural resources.
Spreading Out (Critical)	This is exactly what we should be working against! Promoting more density to the core is the better direction. Anyone who's read Planning 101 knows this!
Spreading Out (Critical)	Seems to be a poorer use of terrain and does not promote common transportation.
Spreading Out (Critical)	More sprawl and worse traffic conditions leading to more pollution
Spreading Out (Critical)	Where is the wildlife supposed to go if we keep moving in on them? If we move out, then people need to stop crying when they wind up with a bear or alligator in their pool.
Spreading Out (Critical)	Lee county should not get into a position of extending utilities, etc, for the benefit of developers/builders. Infill is the best way to go.
Spreading Out (Critical)	Totally unacceptable 'business as usual'. Where are the innovative concepts, which blend priorities in all peoples best interest?
Spreading Out (Critical)	Hate sprawl

Spreading Out (Critical)	Limit commercial development and encourage urban living
Spreading Out (Critical)	We need to protect the features that we all enjoy. There is enough land approved today to give residents the choice of a large lot gated community.
Spreading Out (Critical)	focus must be made to protect undeveloped land from being built on
Spreading Out (Critical)	We need to contract, not grow
Spreading Out (Critical)	Car-oriented transportation to these areas is costly
Spreading Out (Critical)	limit growth west of 41
Spreading Out (Critical)	undeveloped land should be preserved - we don't need any more development.
Spreading Out (Critical)	With this scenario we lose what I love most about SW FL, open space and environment
Spreading Out (Critical)	This appears to allow more driving, fewer preserved spaces.

Spreading Out (Critical)	STOP SPRAWL PLEASE!!!!
Spreading Out (Critical)	I didn't even want to give this one star. We have no jobs. I don't understand building more housing and retail space because we already have a lot of empty housing and retail space. Why encourage people to move here when there are no jobs? Are you listening? THERE ARE NO JOBS HERE.
Spreading Out (Critical)	Need more mixed-use areas and less dependence on car-oriented transportation and more transit investments.
Spreading Out (Critical)	spreading out has little benefits other than to the developers who hold rural land
Spreading Out (Critical)	Spreading out will only make the current traffic issues worse
Spreading Out (Critical)	Little regard or consideration for traffic and congestion caused by cars. Little consideration of changing needs of population. e.g. mixed use lifestyle options. You are paving paradise.
Spreading Out (Critical)	This is a leading statement that spreading out causes all negative results. We can't be any more spread out than what Cape Coral and Lehigh have caused. Obviously no one would like the statement as described.
Spreading Out (Critical)	car oriented only not good must have transit investments
Spreading Out (Critical)	this promotes urban sprawl and increased traffic and destroys even more of nature.

Spreading Out (Critical)	Wasteful and non sustainable.
Spreading Out (Critical)	Residential areas should mainly stay residential. Living in Alva I chose that rural like setting for a reason. I would not want commercial buildings out there.
Spreading Out (Critical)	dumb
Spreading Out (Critical)	We have too much land sprawl already!
Spreading Out (Critical)	This option will perpetuate the traffic problems that already exist. It is absurd!
Spreading Out (Critical)	We have a ton of infill land available. There is no need to grow outward. If we had a better transit system, then developers would be encouraged to build on infill lots. We need to conserve our land, not ruin it!
Spreading Out (Critical)	more of the same....really?
Spreading Out (Critical)	I don't want to see rural land developed. It's disappearing fast enough.
Spreading Out (Critical)	Bad idea

Spreading Out (Critical)	Again, there is so many for sale signs on empty lots within developed Lee County and even more half filled or completely empty strip malls and commercial properties. Stop the urban sprawl and increased time spent in a car. Create communities with everything in close proximity, like cities up north.
Spreading Out (Critical)	Too car oriented
Spreading Out (Critical)	reduces rural space, causes more traffic and pollution. Terrible option.
Spreading Out (Critical)	Cities are built around vehicles. If we want to create sustainable growth we need more towns built for people to walk, bike and socialize.
Spreading Out (Critical)	Provide adequate public transportation for everyone. Dependency upon cars is unattainable in this day and age.
Spreading Out (Critical)	save rural areas as much as possible or there won't be any. The Everglades as such is a good rather example of bad
Spreading Out (Critical)	Following the template set by the East coast of Florida is a poor idea.
Spreading Out (Critical)	this is not wise and leads to urban sprawl
Spreading Out (Critical)	Coastal land isn't preserved, nor is rural land.

Spreading Out (Critical)	We need to develop a better functioning mass transit system to give everyone access to commerce
Spreading Out (Critical)	Obviously, there are better opportunities as seen in the next two options - so why continue down this path? Smart Growth will pay off in the future, both financially and in environmental benefits. Let's change course now.
Spreading Out (Critical)	By taking people farther away from central, mixed use area we: increase traffic, raise the costs of getting infrastructure/utilities, etc. to these areas, harm rural landscapes, and discourage people from walking, biking, and using public transit. Small, segregated cookie-cutter neighborhoods emerge away from grocery stores, offices, shopping, entertainment, etc.
Spreading Out (Critical)	moving to Rural areas is normally due to wish not to be in congested area.
Spreading Out (Critical)	Our environment is one of the primary draws of our area. If we do not continue to protect our wetlands and wildlife, we will lose that which makes SW Florida special.
Spreading Out (Critical)	again, it is making transit less of a priority
Spreading Out (Critical)	This is the worst possible option, the one I fear could happen. It ignores the benefit of mixed-use areas, which provide easy-to-access jobs and shopping and reduce motor-vehicle-transportation. It would be most damaging to our precious natural resources.
Spreading Out (Critical)	This option is more of the same and is not sustainable.
Spreading Out (Critical)	This is not a sustainable or economically viable pattern of growth.

Spreading Out (Critical)	Underdeveloped areas need not be rural or coastal.
Spreading Out (Critical)	This scenario outlines growth in undeveloped areas yet also outlines less driving as a low priority. It is important to understand the balance that this blatantly contradicts.
Spreading Out (Critical)	starting to show some growth where it should occur, but not much.
Spreading Out (Critical)	Traffic is already horrible in Lee County - this scenario appears to only make it worse.
Spreading Out (Critical)	Diverse housing will hinder development in our area!
Spreading Out (Critical)	Makes things much worse
Spreading Out (Critical)	This has been the source of many of Florida's biggest problems, and should be avoided at all cost
Spreading Out (Critical)	this is going away from mixed use and I think we should be moving toward it--as in the new urbanist vision
Spreading Out (Critical)	We need to be realistic and meet our needs as they will be not as we would like them to be

Spreading Out (Critical)	This is the traditional Florida model of development, which has created many of the problems we're working to correct today.
Spreading Out (Critical)	Again, this scenario assumes families want to have multi family homes next to single family homes, most do not. Also it assumes that we have local community schools, which with school assignment we do not, so this is not a realistic scenario at all. Plus many areas have absolutely NO access to transit, that part is accurate and needs to change.
Spreading Out (Critical)	This destroys what's left of the county.
Spreading Out (Critical)	Again the map is wrong. It also labels residential areas as commercial. Areas that are designated as Urban as Rural. This is misleading and will create biased results. The scenario needs to be redone to accurately reflect existing and future development based on the Lee County Comprehensive Plan and/or the EAR. This base doesn't match either.
Spreading Out (Critical)	spreading out increases car use, encourages new developments in areas that are undisturbed now and promotes sprawl. We should concentrate on infill projects and upgrading existing infrastructure to meet needs instead of building more infrastructure that will require more maintenance \$\$
Spreading Out (Critical)	I think some land needs to be developed in Lehigh for multi use. Otherwise we will all continue to drive into Fort Myers for shopping and restaurants. Lehigh has much land to develop and will only continue to grow with single family homes. We also need more multi family units.
Spreading Out (Critical)	A do nothing plan
Spreading Out (Critical)	Important to preserve the habitat that has drawn us all here
Spreading Out (Critical)	Would increase VMT and energy costs, and drive up infrastructure costs. Inefficiency all around especially when focussing on development on coastal areas

Spreading Out (Critical)	Driving up VMT, infrastructure costs, and less energy savings. Inefficiency all around especially when focussing on growth around coastal areas
Spreading Out (Critical)	I don't want all of Lee County to feel like the US 41 corridor.
Spreading Out (Critical)	I am not totally convinced the rail is a solution in this situation or that the 41 corridor is where the emphasis is needed.
Spreading Out (Critical)	We can't develop the coast. Whoever "we" is.
Spreading Out (Critical)	We cannot continue urban/suburban sprawl. It costs us too much in transportation funds, taxes, reduced wildlife habitat, and clean drinking water. We don't want to look like the East Coast, but we're building and allowing development to look just like that.
Filling In (Positive)	Would like to see the county and city address the empty building situation. it's an unused resource and cannot be ignored much longer. Before more buildings are even permitted perhaps the old buildings should be dealt with. This is what people want our local government to do, solve existing issues, not so much about spending OUR money for future issues. Though this metroquest is a good idea, we need more of this to make our elected officials understand that this is NOT the main problem, that spending, tourism and maintaining our environment are the real issues at hand.
Filling In (Positive)	Both the "filling in" and "transit-focused" scenarios are favorable over the "trend" or "spreading out map". One that combines elements of both would be even better.
Filling In (Positive)	I think we should certainly focus on filling in before or rather than spreading out. However, this filling in map appears to have fewer multi-family areas than the "spreading out" map does. If that is the case, you should consider increasing multi-family areas as increased populations on the same urban footprint will likely require more of these opportunities. We should have more multi-family and affordable housing available now anyway.
Filling In (Positive)	Okay if infrastructure is updated to handle the increased density

Filling In (Positive)	growth along transportation corridors makes sense.
Filling In (Positive)	Makes the most sense, but you don't have all areas shown for filling in completely, as not all the vast areas of single family on the map will be single family.....
Filling In (Positive)	Yes, this is a common sense approach to our future...
Filling In (Positive)	Seems to be a good blend of the various scenarios and conditions. Provides more flexibility for residents with better choices.
Filling In (Positive)	Makes sense.
Filling In (Positive)	important to preserve the character of fort myers/lee county. do not want to see urban sprawl. AMoved here to get away from that.
Filling In (Positive)	Preferred to scenario A but still not good enough.
Filling In (Positive)	Would like to see mass transit and/or light rail around lee/collier to limit car traffic to waterfront areas e.g. sanibel, esero, etc.
Filling In (Positive)	yes focus on filing int

Filling In (Positive)	I like this and the transit-focused plan, but I wish there was more focus on building housing above retail shopping areas in places such as downtown Fort Myers.
Filling In (Positive)	If growth is a given, this is the only sensible choice. However, I maintain that we need to contract, not grow
Filling In (Positive)	Better for business and resident alike!
Filling In (Positive)	expansion/renewal in existing transportation corridors.its senseless to build in new areas at more expense than to renew/redevelop old deteriorating areas ..
Filling In (Positive)	Cape Coral has a lot of undeveloped property that is near shopping and other services.
Filling In (Positive)	Jobs and services must be accessible to reduce driving time and emissions.
Filling In (Positive)	More driving means more traffic congestion, and more emissions.
Filling In (Positive)	Protect our beautiful beaches for recreation and tourism dollars.
Filling In (Positive)	We need to take responsibility for our health and for that of our children. Air pollution would also discourage tourism which we depend upon for tax revenue.

Filling In (Positive)	good result
Filling In (Positive)	Based on the previous situation, this scenario appears to have the best chance of preserving our beautiful area.
Filling In (Positive)	INFILL INFILL INFILL MAKES THE MOST SENSE!!!!
Filling In (Positive)	This should be the first priority vs spreading out
Filling In (Positive)	this will help lessen traffic and preserve open area while capitalizing on existing infrastructure
Filling In (Positive)	Could still reduce coastal development by planned relocation landward.
Filling In (Positive)	Utilize land and areas that need redevelopment and rejuvenation.
Filling In (Positive)	This is the best overall scenario taking cost and outcome into consideration. It should include slowing motor vehicle traffic and increasing space for bicycle and pedestrian traffic. This will improve lifestyles, health, economic outcomes and attitude about the value of living in our population centers.
Filling In (Positive)	Yes, this is the way to go. The county should place its funds into improving areas that already exist so that they don't become blighted and infill growth is encouraged.

Filling In (Positive)	Better!
Filling In (Positive)	This is far more sensible than the "spreading out" scenario
Filling In (Positive)	I like the emphasis on bicycle, pedestrian and transit transportation.
Filling In (Positive)	Would prefer filling in away from preserves and coastal areas
Filling In (Positive)	We already have so many transportation and traffic issues, by filling in we naturally eliminate many of issues associated with spreading out!
Filling In (Positive)	better except reduce coastal development
Filling In (Positive)	Seems like best balance between keeping rural space, promoting non-car travel and does not need massive transit capital investment that may never break even.
Filling In (Positive)	some good possibilities here 3 star
Filling In (Positive)	okau

Filling In (Positive)	this is a wise option
Filling In (Positive)	It is critical we continue to use our brown field sites and we must do whatever we can to encourage re-development in these areas.
Filling In (Positive)	While I think this is an excellent opportunity to build more walkable and transportation focused communities in existing developed areas, I am concerned that this proposal pulls away from Downtown and from the most valuable real estate we have on the river. I think a combination of options 2 & 3 might be considered.
Filling In (Positive)	Utilize and beautify currently available resources! Why build new office buildings when there are plenty of existing (empty) buildings already built? Invest in the developed areas (Downtown, Downtown 41, Summerlin) to make them appealing and safe. Encourage people to use public transit to travel from their homes, to work, to entertainment. Use expansion funds to grow the already developed areas.
Filling In (Positive)	Prefer development along I-75
Filling In (Positive)	This is better, but not ideal; the kind of compromise-measure Central Bucks County, PA has been doing. It does improve bicycle-access and reduce some development pressures on sensitive areas. But it is not ideal, and, in my experience, does not significantly alleviate traffic congestion.
Filling In (Positive)	Very sustainable
Filling In (Positive)	This scenario is better than spreading out.
Filling In (Positive)	Access to transit will need to keep up with growth in outlying areas of the county.

Filling In (Positive)	This is a more environmentally-friendly mode of growth
Filling In (Positive)	A step in the right direction, but not certain if allowing growth in the southeast corner is prudent
Filling In (Positive)	Unfortunately, biking and walking are not good options, the weather, either to hot or rainy and with traffic there are too many pedestrians and bicyclist hit by cars, not safe to use either of those modes of transportation as a daily way to get to and from places.
Filling In (Positive)	This seems to be headed in the best direction; it appears to protect the county.
Filling In (Positive)	Utilize existing property within developed areas to meet demand for growth and upgrade existing roads, bridges, etc to meet increased load
Filling In (Positive)	I like the emphasis on bicycle, pedestrian and transit to reduce the amount of cars and drivers.
Filling In (Positive)	Some serious planning and money needed to deal with traffic.
Filling In (Positive)	There are too many scattered areas of development. It's like there was a free for all with little urban planning. Let's please work to fill in undeveloped areas, hopefully without adding too much congestion.
Filling In (Positive)	Like the scenario. However, you cannot really leave Lehigh Acres as a bedroom community, w/out promoting mixed use housing, commercial areas, office space. You will be driving up VMT for Lehigh residents.

Filling In (Positive)	There is not one 'city' in Lee County. A 'city' has sidewalks, high-rises, both business & residences. This place is almost as spreadout as L.A. A lightrail system would never work here; people are and want to be too spread out!!
Filling In (Positive)	Developments that include houses, apartments, and groceries, pharmacies, and green space for parks. Bike paths and sidewalks also.
Filling In (Positive)	I think we need to leave land for large lots...like North Fort Myers. Some people want space.
Filling In (Positive)	Less automobile traffic and more transit based options are a win-win situation for everyone. More emphasis on East West corridors is an unfulfilled need.
Filling In (Positive)	Infilling with mixed use development whereby individuals and families have nearby access to work, education and recreation which may limit auto transporation
Filling In (Critical)	Filling in should include improvements in old areas of the county, like downtown fort myers/41 and downtown Cape Coral. Where is our 5th avenue? We can have that too if the county would focus planning in those areas and stop allowing sprawl up burnt store and into rural areas.
Filling In (Critical)	Growth should occur only in already developed areas. With new flood regs, redevelopment should rule -- not new development. With only 16 percent preservation land, Lee County cannot afford to develop more area.
Filling In (Critical)	Still no rail transport. What about hopping on rail and going to Miami?
Filling In (Critical)	these areas are already overdeveloped.

Filling In (Critical)	I don't want to see any more growth until I see a) the existing empty retail and residential spaces filled, and b) MORE JOBS
Filling In (Critical)	Keep working!
Filling In (Critical)	We have to do both - infill and some spreading out. Otherwise new growth will jump our boundaries. This already started during the 2005-2006 boom years and will pick back up if restrictions are too tight. High density is good along existing corridors but it only serves a portion of our market demand. Look at any other metro area and this pattern is confirmed.
Filling In (Critical)	We have a terrible problem with existing pedestrian transportation. Fix what we have before you plan expansion.
Filling In (Critical)	biking has proved to be very dangerous with our current design. Transit bus seems to accomodate non working persons just fine. The working participants must accommodate the transit schedule instead of vise versa.
Filling In (Critical)	Do not prefer development along U.S. 41
Filling In (Critical)	This scenario only marginally gets the county to an economically sustainable growth pattern. It does not provide enough energy around any one area to concentrate development.
Filling In (Critical)	Filling in the existing will only make things worse because most jobs are happening south and north of us. People use fort Myers to access Naples and Sarasota. Unless there is new development, there won't be any jobs here.
Filling In (Critical)	Lee county needs to grow in a responsible manner, not infill - which is not growth, it is redevelopment. To not grow around the University, a driving economic force, and where all the commercial, retail, residential activity is occurring is an absolute waste.

Filling In (Critical)	This plan is more centralized which to me appears to lead to more traffic congestion and the need for expensive urban road improvement projects. The Veterans/Colonial corridor is currently a large inconvenience for commuters. In addition this plan appears to be as sparsely developed as the "spreading out" plan.
Filling In (Critical)	Same comment as the Spreading Out map. It doesn't accurately reflect existing or envisioned development within the Comprehensive Plan. There are numerous urban community areas that are now rural. These areas have viable businesses - large and small - that should be supported to meet growth management goals.
Filling In (Critical)	There are many empty commercial and office spaces that need to be filled. Traffic is unable to freely enter and depart from many of the businesses.
Transit-Focused (Positive)	I like this better than the others, but honestly, I'm not crazy about any of them. I expected to read something about the continued development of the city of Ft Myers, to make it more self-contained, providing options for people to easily meet their needs without the current dependence on cars. If that's what's meant by option 3, but placing it in separate "downtowns" thru the county, then I believe that's the best way to go. It would also better meet the needs of a growing elderly population who won't be able to rely on cars (or bicycles).
Transit-Focused (Positive)	We need to add more routes in the rural areas.
Transit-Focused (Positive)	I like the idea of bringing back the railway and connecting it with a modern monorail system to the colleges and shops and downtown areas. It would be nice to someday get a railway link to the cape so tourists can enjoy easy travel without the hassle of a car. I would like to see more concentrated planning/development in old areas to revitalize them, creating wider sidewalks and bikeways with shady trees, reducing lanes from 6 to 4, so people want to stay in those areas instead of driving away from them. Once that is done, developers will want to invest and people will want to live and work in those areas rather than drive all the way out to places like North Cape or Lehigh Acres.
Transit-Focused (Positive)	This alternative appears to focus on already developed areas. Redevelopment is needed; not new development.
Transit-Focused (Positive)	The idea of transitioning the rail corridor to some type of public transit is great, as is the increase over trends in multi-family and mixed-use development. The map could also depict other transit corridors that would be needed to support the new BRT or passenger rail (i.e. routes to airport/JetBlue Park, FGCU/Miromar Outlets/Gulf Coast Town Center, Beaches, Cape Coral, etc.)
Transit-Focused (Positive)	Definitely the best of the scenarios.

Transit-Focused (Positive)	A focused transportation issue also along the McGregor Corridor connecting downtown to the Beaches. Other transportation solutions besides a railway would be to look towards the river and use water taxis to decrease congestion from mainland and barrier islands. I love the focus on the current railway system as possible use for transportation and light rail. Keep this focus going!
Transit-Focused (Positive)	Transit services will be helpful to aging population.
Transit-Focused (Positive)	I do not see any definition of what constitutes coastal development. Is the definition related solely to proximity to coast and/or other waterways? Is it linked to flood zones?
Transit-Focused (Positive)	Would like but unrealistic financially and not feasible for approximately 40 or so years.....very difficult to fund even in Orlando and Miami with their densities, so not fully viable in this market.
Transit-Focused (Positive)	Good plan, inn general, but provides transportation in too limited an area. This forces residents to live along too narrow a corridor.
Transit-Focused (Positive)	always best to find ways to transport other than the internal combustion engine
Transit-Focused (Positive)	Best of the 3 scenarios, but rail or bus rapid transit should be extended to/from Cape-Coral, Leigh High, the Intl. Airport (RSW) and Fort Myers Beach (as pretty evident from the map provided on the left).
Transit-Focused (Positive)	Really like the light rail aspect, but you also need to have a rail line from Lehigh to Fort Myers.
Transit-Focused (Positive)	once its gone its gone

Transit-Focused (Positive)	Florida unwisely forfeited funding for rapid transit. Let's realize the mistake and move forward with eco-friendly transportation options
Transit-Focused (Positive)	More user-friendly for the aging and youth of the community to have non-automobile transportation linkage
Transit-Focused (Positive)	Protect the DR/GR. Object to fracking in SW FL.
Transit-Focused (Positive)	This scenario preserves why I came to SW FL. It preserves the open space.
Transit-Focused (Positive)	In 20 years or so I will be without a car and off the road along with half the population. Please provide us with alternatives.
Transit-Focused (Positive)	best result, best future plan
Transit-Focused (Positive)	Rail corridor is there, yes go for passenger between points and definately develope the rest of the bicycle path south.
Transit-Focused (Positive)	I like this development scenario best.
Transit-Focused (Positive)	PUBLIC TRANSIT PLEASE GET PEOPLE OFF ROADS

Transit-Focused (Positive)	This is the best scenarios!
Transit-Focused (Positive)	This approach may have produce the best case situaion for growth and transportation
Transit-Focused (Positive)	The best of the three scenarios however, I really want to see a focus on the transit options as opposed to a concentration on bikes/pedestrians.
Transit-Focused (Positive)	most of the idea sounds good except for more development along Pine Island Road - it is already a traffic debacle.
Transit-Focused (Positive)	more jobs and more focus on US 41
Transit-Focused (Positive)	I woudl have less devleoment east of the Interstate than this shows.
Transit-Focused (Positive)	This is what we need. SWFL has an unsustainable infrastructure system. More mass transit will inevitably lead to more businesses like Hertz moving to SWFL. We need those jobs!
Transit-Focused (Positive)	This is the most logical of the three scenarios, but could be costly because of including rail when existing rails would need to be expanded to serve the community well.
Transit-Focused (Positive)	This appears to encourage choices of transportation, moving away from the classic FL drive everywhere in your car.

Transit-Focused (Positive)	Transit is the way to go with a growing population, but infill development is equally important.
Transit-Focused (Positive)	Now you're talking! Utilize something that already exists to make our area more accessible to non-drivers.
Transit-Focused (Positive)	This is the best scenario of the three!
Transit-Focused (Positive)	best bet
Transit-Focused (Positive)	This area has such poor public transportation that any improvement is welcome. I like the mixed use, also. This area has long been limited to SFR section/multifamily section/commercial section/industrial section. Land could be used much more efficiently by mixed use applications.
Transit-Focused (Positive)	Yep..but I would move it away from 41 and out towards 75
Transit-Focused (Positive)	Best option
Transit-Focused (Positive)	Best choice!!!! Develops within the what is already planned area but the investment in alternative transportation is key to living in Lee County. Driving now is almost impossible during season, with growing development this is key. Sprawling across Lee will ultimately lead to more cars on the road. Rail transportation would be amazing, especially with the growing interest in high speed rails from Orlando to Naples. But it is extremely important to improve bus stops, they need shade from the sun and rain you need yo "create a space". Bus transportation is not appealing right now, it is only a necessity.
Transit-Focused (Positive)	YES - best

Transit-Focused (Positive)	Great! There should be community centers for small local business and small restaurants for lunch and breakfast. These areas should promote year round residential not seasonal visitors.
Transit-Focused (Positive)	3 star
Transit-Focused (Positive)	More transit keep car traffic down.
Transit-Focused (Positive)	No further comment.
Transit-Focused (Positive)	this makes sense and will attract business to our community as well as a strong workforce
Transit-Focused (Positive)	Eventually the road system will not support the number of cars on the road, so it will be needed to invest in mass transit.
Transit-Focused (Positive)	This is a great idea. Free Transportation to the Elderly.
Transit-Focused (Positive)	LOVE! We have so many seasonal residents and a high demographic of elderly drivers. Every year we hear terrible, tragic stories of elderly drivers involved in vehicular incidents when in reality they have no alternative. Without access to safe, affordable public transit, they are forced to drive on crowded roads with drivers who don't always give regard to them and their safety. Young adults and students would also take advantage of increased public transit. Without the need of a car to get everywhere, people would spend less on gas, car maintenance, and insurance costs by reducing their risk of incidents. People save money and in turn invest it back into the transit system. Park and Go systems could also encourage people. If an event or festival were happening downtown, people could park their cars and take a trolley in. This increases the number of patrons because people are not discouraged by traffic or lack of parking.

Transit-Focused (Positive)	It is a great way to manage growth while preserving the natural environment. Also, it makes better use of different modes of transportation.
Transit-Focused (Positive)	this would be awesome; however this has been a goal for years. Has not happened yet.
Transit-Focused (Positive)	Mass transit is noticeably lacking in Lee Co.! A light rail system along the U.S. 41 corridor would provide many benefits & would be a scenario that is likely to receive federal funding assistance, thereby reducing the tax burden on residents.
Transit-Focused (Positive)	I would still like to see more protections for our very sensitive coast. But otherwise, it's a great plan, with emphasis on public transit and mixed-use development.
Transit-Focused (Positive)	This is, by far, the best option. It concentrates development along an area that can be served by public transit; and it provides for significant improvement/enhancement of such transit. I would love to see rail service in the area. It also makes real improvements/investments in terms of bicycle and pedestrian travel, something the area is well-suited for, if provided, being flat, with good sight-lines.
Transit-Focused (Positive)	This will only work with Density, Destinations and Dedicated funding source
Transit-Focused (Positive)	This is, by far, the best economic scenario. It allows for higher end development along corridors and protects the natural environment the best.
Transit-Focused (Positive)	Build local/express elevated maglev rail above US41 to Tampa
Transit-Focused (Positive)	Rural Areas are a part of our history and should not be developed.

Transit-Focused (Positive)	I wonder if people will actually use mass transit. It's not been terribly popular outside of large cities.
Transit-Focused (Positive)	Growth in nodes of mixed development served by a light rail system
Transit-Focused (Positive)	This is by far the best scenario to preserve Lee County for future generations and limit pollution and sprawl
Transit-Focused (Positive)	Using the rail corridor for light/commuter rail is a big plus. Can't just keep building more roads. Plus, the rail corridor runs near Coconut Point, the new Hertz headquarters, Chico's HQ, the school board, and close to downtown, which are all major employment centers.
Transit-Focused (Positive)	This seems the best alternative, assuming we have the population density to make transit work and provide a level of service necessary to make it attractive
Transit-Focused (Positive)	Transit is necessary, but it is not a high priority. It should include outlying areas such as Estero and Punta Gorda too.
Transit-Focused (Positive)	Except for coastal development, this plan gives me most of what I would like to see
Transit-Focused (Positive)	I like the idea of building up mass transit types. Even with widening our roads, we can't keep up with car traffic. But buses take too long to get where you want to go.
Transit-Focused (Positive)	Light rail!

Transit-Focused (Positive)	There should be more development of commercial areas in Lehigh Acres, probably more than shown in current plans. Regarding transit, I wish there was a link to a map/table showing future transit expansion. You would think Leetran is not into premium transit which is not true. Lehigh acres residents should have some way to see there is a express bus service planned along 82 and route expansion to Lehigh on Daniels
Transit-Focused (Positive)	We need to leave plenty of space for rural neighborhoods. Not everyone wants to live in a gated community. Some people want traditional neighborhoods (like the Villas) but in more rural areas (like NFM) but safer than Lehigh Acres.
Transit-Focused (Positive)	I am in total agreement that individual automobile traffic needs to be reduced as much as possible. More efficient ways to improve traffic flow need to be found and implemented.
Transit-Focused (Positive)	accomplishes appropriate scenarios
Transit-Focused (Critical)	I don't think the bus line is efficient now. I don't think adding even more inefficiencies will work. Maybe we can try using "express" bus lines and park and ride facilities before we build out rapid transit. Also improving bicycle and pedestrian areas. For example, I live in the villas and work downtown. I would be interested in riding my bike and I could ride to colonial via the linear trail but after colonial there are no safe alternatives to ride any further. I am not the person who will ride my bike on the road. I need sidewalks or riding trails because riding in traffic is not safe.
Transit-Focused (Critical)	Better than spreading out, but linked to the same symptomatic problems. Work on filling the core as a priority!
Transit-Focused (Critical)	too much development and not enough transit alternatives to driving
Transit-Focused (Critical)	bike lanes should NOT be taken from auto lanes. if bike lanes are demanded/indicated --then build Dedicated bike lanes..
Transit-Focused (Critical)	we don't need any more development - we are already overdeveloped.

Transit-Focused (Critical)	Not interested in a public/private partnership on private railroads.
Transit-Focused (Critical)	I like the part about providing rail transit. Don't want to see any growth in population UNTIL THERE ARE MORE JOBS AND NOT AT THE EXPENSE OF LAND AND WATER CONSERVATION.
Transit-Focused (Critical)	Transit is a good thing and we should try to utilize it as much as we can. Unfortunately, even the most dense areas of Florida only get maybe 10% of their trips by transit. So it is not an end-all, just another component.
Transit-Focused (Critical)	Need more access to transit in areas like Lehigh. Most areas you have to go 3 miles to even catch the bus
Transit-Focused (Critical)	'Build it and they will come scenario'. I believe this will take massive capital investment that citizens will pay for through taxes, and it will never break even.
Transit-Focused (Critical)	Ignoring the areas of new development from public transportation and focusing on major corridors ignores a major (mostly poor) population in Lee County.
Transit-Focused (Critical)	This one is a scary idea for anyone that has to use that rail to commute from Ft Myers to Naples. What happens when you arrive at the station? Another ride on a bus? It can take over an hour or two to arrive at your destination with all the stops the train and bus will have to make.
Transit-Focused (Critical)	Clearly no growth, status-quo, option. Without growth there is no change, without change there is not progress.
Transit-Focused (Critical)	Transit is good in theory, but will take higher fuel costs to get users. Do we want to invest in transit that will not be used?

Transit-Focused (Critical)	forget about growth - lee county already has too many people in it. find ways to discourage further growth
Transit-Focused (Critical)	I do not understand the relationship or anticipated benefits of proposed development to the transit system in this plan.
Transit-Focused (Critical)	Given the difficulties the East Coast is having with the CSX rail expansion to increase TriRail. I think it is inappropriate to show such a scenario without ANY groundwork being done to determine feasibility. This is misleading to the general public and will create biases results. Again the base map is in appropriate and doesn't reflect the existing or proposed Comprehensive Plan.
Transit-Focused (Critical)	Will the cost of developing rail or rapid transit be worth the investment and will people use it?
Transit-Focused (Critical)	I think concentrating transit on 41 is a start...but we need transit throughout the county. My house in Cape Coral is not by any transit stop and in order to get to work I would have to take 4 different busses and it would take 3 hours. This limits how people get to work and the areas that hourly employees can reach.
Transit-Focused (Critical)	Too restrictive of property owner rights.
Transit-Focused (Critical)	The eastern portions of the county in particular Lehigh Acres are very under served. Better service in this area would reap significant benefits for the entire county.
Transit-Focused (Critical)	My opinion is that mass transit is expensive and doesn't achieve its intended function; few people actually use it and the cost vs benefit doesn't make this option financially feasible. Marc G. Yelenich CCIM, PB
Transit-Focused (Critical)	While this is a great concept I think it is unrealistic for individuals to center their transportation habits around a single main mass transit artery. Add to this that much of the area surrounding the tracks, specifically in Fort Myers proper, are highly blighted I think while the proposed impacts are great the reality of these impacts are unrealistic.

General Comments	
Type	Text
General	THIS IS TEST DATA DELETE THIS ENTRY
General	Will be retiring down there in five years. Have already bought a home.
General	I am blind and am on SSDI. I would like to see LeeTran/Passport expand services!
General	Transportation, job creation, and a healthy environment all go hand in hand. The MPO did a good job in creating a survey like this. We, as a community, need to be very clear about what we want from our elected officials that make a lot of decisions about land use.
General	I prefer to walk or bike. I'd use public transit more if there were more routes and more frequent buses running.
General	Own a vacation home in cape coral.
General	I am a Florida Gulf Coast University employee, previously employed by the University of South Florida-Ft Myers Campus.
General	It's been my experience since moving to Cape Coral in February 2007 that these surveys and other activities to involve citizens in planning are usually conducted just to fill the square: "engaged residents". And, resident inputs are never considered and feedback is never provided.

General	It would be nice to not live in one of the most dangerous places in the country to walk or bicycle.
General	We have to keep things moving.
General	none
General	If routes and schedules were expanded I would prefer to use public transit (as I have when I lived in other metro areas) rather than my vehicle. The same is true of my bicycle, but it is just too unsafe here to ride a bike. I've lived here for nearly 20 years (not my choice), and the fact that this is STILL a "auto-reliant" community is VERY sad.
General	This was the worst survey that I've ever taken. Instructions were very poor. I doubt that you will get an useful information from it. Or the results will be skewed to the opinions already decided upon by the organization.
General	If the BOCC would have made improvements to the transit system as per their Long Range Plan from Years past, we would have a much better system, but they (BOCC) keeps cutting their monies and have been doing this the past 10 years. they the (BOCC) needs to start think more transit, and less roads.
General	A public transit system would solve many of our problems: Less road widening Aging population less house bound Pollution reduction Less traffic congestion Safer roads
General	Thanks for asking the citizens for their input in a way that's understandable and accessible from our computers in a user-friendly way. Kudos to the Lee MPO for doing this!
General	Focus on redevelopment, not new development. This county is already way overdeveloped.

General	My age and description is not relevant! Trends are not valid either. Last note: if we do not protect our environment NOW, not later or whenever, and it's destroyed due to continued development of roads, homes and businesses we will no longer have a place that others would want to visit. The weather is a draw, but the undeveloped lands excite enough of the locals and tourists to make it worth protecting. The use and re-use of already developed lands is the biggest issue we face in growing our communities.
General	Would prefer MPO Board to adopt something like a combination of Scenarios B and C.
General	A focus on growth in this community is very important and I thank your organization for tackling these issues.
General	My priority is protecting the eco-system as much as possible.
General	All agencies need to work together - you just cannot have different types of the same thing- such as complete streets projects-
General	Great survey; great concept and layout -- absolutely stunning, very impressive!!! Super job!
General	Thank you for the opportunity of providing input.
General	Thanks for the opportunity to provide input.
General	Currently spending winters in Sanibel but planning to move here full-time

General	I am a fully functioning retired person. I would like NOT to have as my ONLY realistic non-driving option, to have to live in an age-segregated retirement community - not even Shell Point Village - but rather to live in a functionally and demographically integrated community among people of all ages, those working and those not.
General	Wisdom shows that when resources such as land and water are gobbled up, traffic increases, police and fire issues zoom, and we become tied into the cycle of too much growth. It's alluring, but we have seen the shopping center concepts become just empty spaces as economies recede. I also do not believe in tax-relief for large incoming corporations. If they like it here, if the prospects for their business are good, they need to pay, just like small businesses do.
General	NOT A USER FRIENDLY FORMAT. I'M NOT REALY SURE MY VOTES REFLECT MY TRUE FEELINGS.
General	SW FL has much to offer but better transportation around town for the elderly would get them off the road and improve the area for all. Traffic in season is horrendous. If I could hop a bus I would, but it is at least a mile to any stop from my house. Two buses come close. It would not take much to divert one down Iona/John Morris and that would service a large community.
General	I am very much interested for Lee County to become /stay the most desirable place to grow-up, live, work and retire for people of all ways of life. This will entail to develop concepts for living, working and easy getting from A to B in an clean air/water compatible way.
General	All decisions must consider the environment. Environments that have been destroyed by overbuilding, fracking, drilling, pollution etc. cannot be brought back.
General	Too few scenarios and the scenarios are too extreme. Need more of a balance.
General	Very active volunteer helping immigrant women. Also work with League of Women Voters on various civic issues.
General	Given that new residents will come, a combination of answers is the best solution. Then let the new residents decide what they want for themselves. If we go with a one-size-fits-all nothing will be right. I actually think Lee County has already done an excellent job with parks, beach access, roads, zoning, schools, public services and public transportation. Keep up the good work!

General	I think a large area should be set aside for centralized parking so people can reach sanibel, ft myers beach, estero, etc. By bus/tram. And then they can use their bike or local bus/tram to get around the islands.
General	There is a great need for more efficient public transportation, especially for those that are unable to drive, those that cannot afford a vehicle and people with disabilities.
General	Preserve the environment.
General	this is a very poorly designed survey and it was very difficult to follow
General	A high-season trolley is needed to the Sanibel causeway islands to lessen the car traffic both through the toll booth and onto Sanibel and Captiva.
General	Plan on retiring here within 5 years
General	This was interesting! I'm glad to know that there are people thinking about and working on this!
General	Full time on Sanibel
General	lee county is moving in the LA direction of becoming One big Suburban spralll.....

General	I am concerned that some local Officials seem to want to encourage quick growth, especially in the Cape.
General	I moved to Sanibel 20 years ago and still see it as a model of ecological preservation. Obviously, we cannot and should not prevent further development of the county, but preserving this island, an international model, is most important to me.
General	this county, and all of florida, will be a complete sprawling mess by 2040 if no real planning is done; the developers want to take quick profits, will plead that they "create jobs" when great deal of it goes to underpaid illegals; the water will be very degraded by that time if the army corps eng./ u.s. sugar coalition continues to reign supreme; future planning is absolutely mandatory to prevent even more sprawl, biker and pedestrian deaths, and river-estuary degradation; wish you luck!
General	I believe bringing limited LeeTran service to Sanibel is a priority. One possibility would be to have a shuttle between the island and Tanger that would connect with LeeTran Route 50, which is so excellent serving places like Bell Tower and RSW.
General	need transportation to Ft. Myers area to go to doctors, and general shopping.
General	Florida attracts people for the warm weather and coastal waters. Both need to be preserved.
General	I've been a resident of Lee County since 1971 and have seen the county change/develop dramatically. I hope that through smart growth measures future residents and my children will be able to enjoy the outstanding lifestyle we have.
General	specific areas where tourism traffic is out of control now will be a challenge with additional growth in Lee County in the years to come...
General	Good luck! this is a big undertaking1

General	The high cost of urban sprawl must be analyzed before we consider additional resources.
General	The reason I work from home is that THERE AREN'T ENOUGH CORPORATE JOBS HERE. Please don't encourage population growth without the introduction of more jobs. And please don't pay any more companies to come here with my tax dollars, only to relocate their existing employees and not give Lee county residents those jobs. That's not right. Corporations are not charities. Either negotiate majority 90% of the jobs go to Lee County residents, or don't use my tax dollars that way.
General	Its time to step up the Smart Growth in Cape Coral. We have been dragging behind for the last 4 years and its been disheartening to see Estero and Bonita Springs moving forward. Hope that the Lee County Commissioners and the Cape City Leaders can work together in a Positive manner and bring back the Vision of Hope to our GREAT City..thanks
General	The accommodation of business growth is paramount. Thank you.
General	Active outdoors. Like to fish, golf, bike & enjoy the ocean. Children/Grandchildren/Friends love it here, Sanibel is the best! But water releases from the river have been horrible.. Totally frustrated by political inability to solve this problem. #1 threat to the quality of life on this Island.
General	Right now I own a car and commute to work. When I retire I want to have lower expenses....no car. I will be dependent on the Lee County Transit System. I can walk to the bus stop from where I live.
General	Most of the busses we see have few riders on them.
General	Why isn't the "abandoned" railroad track being considered for use as a transit solution. Casual observation would suggest it's use would be more cost effective than Empty Blue RUDE Buses.
General	we need to put the dr gr back in to lee county and put reasonable density not 1 to 10

General	Pine Island and Burnt Store will be building up quite a bit with the Sams Club not to far from this area and the Super Walmart that will be in the works after the expansion. There should be public transit in this area to help make it more accessible to more residents.
General	Traffic is horrific
General	I work from as well as outside of my home. Traffic is making this a most unpleasant area to live. Lee County, and particularly the Sanibel government's sole focus and on money, money, money seems to be reaching a point of "at any cost." The costs are showing. How soon before the Island and its surrounding areas are ruined to the point where tourists no longer want to come. What will you do then? Let's put some "strategic" in the planning process.
General	it is most important to develope a plan and be ready, rather than be left trailing the times have multiple attempts and still no resolution. Bravo for spending time on listening now and following a workable plan.
General	Reduce County staff. Discontinue current method of code enforcement. Community forums and public input can be helpful but its usefulness in the East Lee County areas has been unproductive and led to the exclusion of talent from property owners within those areas.
General	I feel that the MPO, is primarily involved in protecting their own jobs, even though they continue to pay outside 'experts' to devise plans, etc.. If the "in house" employees cannot handle the job then they should be terminated. Why pay them to do a job they can't do, only to pay outside contractors to do their jobs.
General	Do not ignore market forces and lessons learned in other areas of Florida. You cannot force people to live in a dense environment. That is why many move here from other large metro areas.
General	I was in the real estate & development business here in Lee co. Moved here in 1964 and watched this place grow from 50,000 to the current size. We need to be very careful how we handle the future. I spent 6 years with the Mariner Group. We need more mixed use, so people don't need to travel so far, and better synchronized traffic flows. Input from law enforcement who are on the road constantly reporting back to Lee DOT about signals and jams, would do wonders. Walk overs in areas to do away with traffic signals would help improve flows. My email is spam blocked, but if you care to send me your email address I will put it in my database. D. Markle, 12082 Siesta Dr, Ft Myers Beach, Fla,33931
General	do volunteer work

General	People must have a back-up plan for transportation. Have the buses run earlier, and more stops, in nicer areas.
General	The traffic in the area is horrible and getting worse. This is not good for the people who work here and not good for visitors. It seems like no thought was put in to the planning of Cape Coral with the urban sprawl and the way houses and businesses are placed: it just forces people to drive all over the place. Pine Island Road is a traffic disaster and can't handle the traffic now, but I see more and more businesses going up along it. The traffic has been literally at a standstill all the way from Matlacha to Burnt Store Road INTO THE INTERSECTION on several occasions this winter due to the bottleneck of Matlacha. PLEASE think about long term quality of life regarding clean air, water supply issues, natural areas, and the impact that all this development is having on Lee County's desirability as a destination and place to call home.
General	I work for Lee Memorial health system and our office is moving to Gateway. My commuting is going to increase a lot. I would love a more efficient public transportation system to help me get from the Cape to there everyday. Thank you
General	Too many seniors and disabled people are attempting to drive which is causing problems on the road, there needs to be more options for them to commute to different places
General	As a realtor all the preceding factors are of concern to me. I am glad for growth but hope that it is done wisely sparing as much of our natural resources as possible.
General	I ride a bicycle, can you PLEASE sweep the bike lanes And your intersections there is more glass and Junk than I have ever seen anywhere and I ride In many diff. States
General	I like the fact that when new roads are built shoulders or bicycle lanes are included. I would like to see more of this. There's a lot of existing roads that could use a shoulder or bike lane. I would also like to see continuing efforts to make Lee County more bicycle friendly. I think it would help tourism, the economy, and the health of our community.
General	Focus on train or trolley to connect Labelle and Fort Myers.
General	I volunteer several mornings at Compassionate Care on 1154 Lee Blvd. I need to drive a distance to shop mostly in Fort Myers because there are not a lot of stores and nice restaurants in Lehigh.

General	I appreciate participating, but feel Health care seems to have been grossly neglected. As well, what about broader electronic input, especially from those less accessible to internet.
General	Its time to plan for passenger rail
General	I have lived in Lehigh when I was younger, and am looking forward to moving back in a few years, and would really like to buy a cheap boat to live on it at the Fort Myers Yacht Basin off a mooring ball!
General	Thank you for the opportunity. I will sign up to receive updates.
General	Southwest Florida needs more multi-use development, including housing in walking distance to shopping. Transit, bike, and pedestrian use is greatly needed but infrastructure needs to be there.
General	I want to be able to stay in SWFL but the current plan seems to presume that people like me want to work in this service dominated economy (We Don't). I believe that retirees being the basis of the economy is unsustainable and should instead focus more on attracting better, financial sector businesses. The current trend is for businesses to move away from Wall Street towards more lifestyle centered places. If that doesn't say SWFL than what does? I also believe that it is very important that Lee County construct new, quick and practical mass transit systems such as light rail. Buses just aren't attractive enough for people who can afford alternative transportation but the traffic will cripple our growth unless we get more cars off the streets. Rail, as proposed in this survey is very attractive.
General	I live in Cape Coral and work in Fort Myers because there are inadequate job opportunities in Cape Coral. I despise the bridge toll set up as discriminatory and believe strongly that a bus depot on both sides of the bridges would alleviate much bridge congestion and facilitate bicycle and pedestrian combination commuter travel.
General	Cool stuff!
General	looking to move here...am concerned about water supply and quality. I will not buy property in Lee County if oil drilling is allowed

General	I'm a third generation Lee County resident. I've seen many positive changes over the years but I definitely feel we need more mixed use development, more and improved public transportation, and the preservation of rural areas and areas that affect water conservation.
General	Transportation, Sidewalks, and Green space (walking friendly communities) are essential and lacking in Lee County.
General	Mass transit is the wave of the future-If planning commission doesn't see it-they aren't up to date with the issues. Most importantly-fresh water will be the BIGGEST issue going forward-In addition, if you increase more bike trails,more and more deaths/injuries will occur because drivers here are crazy at the wheel-vehicle traffic needs addressed first. Keeping lands preserved does more than just keep the land precious, it also maintains the top soil, keeps lands from eroding and flooding and supplies plant life-that cleans our air. I can go on forever about ideas. But would I would like to say is it is important that furture leaders in this edeavor have vision and wish to do meaningful things to help our society-not just to pick pocket people out of their hard earned cash.
General	Mass transit is the wave of the future-If the planning commission doesn't see it-they aren't up to date with the issues. Most importantly-fresh water will be the BIGGEST issue going forward-if you increase more bike trails, more and more deaths/injuries will occur because drivers here are crazy at the wheel-vehicle traffic needs addressed first. Keeping lands preserved does more than just keep the land precious, it also maintains the top soil, keeps lands from eroding and flooding and supplies plant life-that cleans our air. I can go on forever about ideas. But would I would like to say it is important that future leaders in this edeavor have vision and wish to do meaningful things to help our society-and not just another reason to tax citizens-progress can be made without taxing us more.
General	I am a runner, so something I would like to see is well-lit running/walking paths that are easily accessable and not too far from my home.
General	everything is very spread out in Lee County. It takes too long to travel a distance of 5-10 miles. To get from one place to another there are not many alternate routes. The are only a few major streets to get around, (Colonial, Daniels, Alico, 41) and they become congested and dangerous (high traveling speeds, drivers not familiar with the area (tourist/seasonal), elderly or inexperienced drivers.
General	the colonial blvd/six mile cypress intersection is probably the most congested intersection in the county. it needs better traffic management as far as its signals
General	I hope to see Lee County MPO recognize the value of conservation lands and prevent 'spreading out' and all of the issues that come with it.

General	Please keep me involved if possible.
General	Lee Cty and Sanibel bike and car traffic gets heavier and heavier every year. Bikers need more education on crossing intersections.....stopping before crossing. The rules of the road apply to bikers as well as drivers
General	A somewhat awkward survey but a start.
General	I own a lot on SAnibel. The traffic is terrible in Lee CCounty. Why do you want to keep developing so more and more people will come n? When will it be enough? WHen we can't move due to traffic clogs? Where will Nature fit in? Will you not be happy until the whole of Nature is paved over?
General	I suggested involving local schools and universities to provide innovative solutions. I currently teach at Stanford and I am constantly amazed at how creative students can be when let loose with a goal for which they must devise a solution. The projects could be done for class credit; it gives the city "free" ideas.
General	I live in Fort Myers and work on Sanibel - almost to Captiva. The TRAFFIC is horrific - another bridge or ferry or something please!!!!
General	Semi retired. Would like to see sidewalks on Plantation between Daniels and Colonial. Ranchette Rd to Six mile Cypress . Steve Risvold 6596 Plantation Preserve Cir Ft Myers 33966 612-644-5163
General	More public transportation and lessened necessity of driving is critical but not simple given our mindset.
General	We need more mass transit options such as trains to transport people to and from RSW to points north and south.

General	Public transportation is the only logical solution to the increased demand on our resources. A rail system to allow movement to Tampa, Orlando and Ft Lauderdale without cars is where the smart money would be. We MUST wean ourselves off autos and carbon based fuels.
General	I've lived in east Lee County for 40 years and have watched our area be penalized to make growth in the south part of the county priority. I am not asking for more development, but more equitable use of resources to protect the river and rural aspects. Real "smart growth".
General	I would like to see an end to sprawl in Lee County. It requires a vehicle to get around Lee County and with rising gas prices, it would be better to have mixed use properties like downtown Fort Myers or Coconut Point where I could walk instead of drive everywhere. Seasonal automobile traffic is horrendous and we are facing too many automobile related crashes and deaths every year. Thank you.
General	Act now to stem the chaotic and overwhelming growth such as is occurring on Florida's southeast coast. The job of local government should be to maintain and improve the quality of life for existing residents, and not to accommodate the greedy desires of developers.
General	Why did the Lee County Commission not re-instate the impact fees? Who is going to pay for infrastructure?
General	The traffic, the high level of development, the big push for tourism is making southwest florida a less desirable place to live. The fact that we are not controlling sugar irrigation and water releases to the detriment of the our beautiful waters will come back to haunt us sooner than we want.
General	This survey was pretty much useless. It gave me zero perception of an attempt at a logical process. It does not give me warm feelings about how the MPO is spending money.
General	Move forward with Burnt Store Road expansion, including providing utilities to the area.
General	We need to update EXISTING roads to carry more traffic for less cost. Example- Cape Coral can be connected to Tuckers Grade & Bayshore FAR cheaper & sooner than waiting for proposed Del Prado Interchange!

General	Very confusing survey. After the first page, had no idea what you were asking or I was expected to do????
General	Maintain the present character and atmosphere. Eliminate the contamination of our waters from Okeechobee discharges.
General	High speed rail lines would be wonderful to add to our area. Perhaps lines could follow I-74 or other major roadways rather than adding new pathways. I also think it's disgraceful that we don't encourage the use of solar power in the "sunshine" state.
General	want to see more safe bicycle and pedestrian option to commute I feel N. ft myers area is being left out so far
General	i USE A LOT OF BUSES TO GO FROM IEHIGH aCRES TO CAPE CORAL fL. i BUY A \$20 BUS PASS MONTHLY. i HOPE THE BUSES ARE NEVER DISCONTINUED. i WORRY MORE ABOUT OTHERS THAN MYSELF AS PEOPLE CAN'T AFFORD CARS.
General	you should make this survey easier. Also you should look into the areas that have no busing and see if something can be done about that!!
General	We need more bus schedules for the elderly to get around and make their transportation to doctor visits free.
General	Looking ahead 25 years or so, I think we should look at the technologies just coming online. I would start a partnership with Google or some other high tech company working driverless buses. Ideally you could have pods available that would drive themselves to a person's location, then back to the mainline where it would attach itself to the "mother bus". This provides added safety and means less waiting for buses.
General	Enjoy bicycling & use bike lanes & shared paths.

General	Please consider the future of everybody, including our animals and plants. Global warming can kill us all. We have to address the traffic problem and the use of the car.
General	Paved safe bike paths are very important to me
General	We must respect the diversity of our community - students, families, elderly, and a high percentage of visitors. Let's make it affordable, accessible, and safe for everyone to enjoy our beautiful community!
General	There should be more lee tran trasit busses
General	Can't tell you i fully understood it. Not a car friendly survey.
General	Please consider having Sunday bus services!
General	Feel defeated that I have to walk close to two miles to find a bud stop. On Saturdays it becomes farther than two miles. A lot of times the routes don't link up so I end up waiting close to two hours to catch the next bus, in late spring and summer this wait becomes a torture because of the heat. There are a few very nice drivers but in all they are rude and very unhelpful. Also I have noticed that there are a lot of people that are aloud to ride for free, with varying tales of woe and what I would guess just all out lies.
General	I would ride bus if it accomodated my schedule. Instead I have to transfer twice to get to the mall and then I woul have to walk to work at Metro and Colonial or take a later bus.
General	transit, transit, transit. i would love to utilize the bus more but i just can't justify spending an hour on the bus to get somewhere that will take me 10 minutes to drive to. it would be fantastic if people that didn't need the bus system per se to have another option! but it just isn't the case in our current system.

General	native southwest floridian, would like to see us deal with the transporation issues we have now, very hard to travel to work from cape to ft myers in the morning, start testing these older drivers, becoming more dangerous than teenagers
General	Create new zoning cats gory that rewards people with 5-50 acres that maintain 50% or more as Natural Florida terascape. Give a substantial tax credit for this. Use of the land for grazing permissible at one steer per ten acres. Planting of non-natural grasses are prohibited. Use of fertilizer prohibited
General	Owner of Orange Grove Home & RV Park
General	I am active in many Volunteer venues and see the needs of the county through the eyes of the local Pine Islanders and Cape Coral residents. Pine Island is forgotten in Lee County.
General	I am a part-time Sanibel resident who is hoping to move there permanently in the near future; my current primary residence is in rural (or at least, formerly rural!) Central Bucks County, PA. I am an avid bicycle-rider/hiker, and I care deeply about the future of SW Florida; in particular, protecting and preserving what makes it unique and special, i.e., its wildlife and its natural beauty.
General	Lee County needs help, it is at least 30 years behind in progressive govt, educational opportunities, and "real" jobs-i.e. where is the "tech" jobs here, we have way to many handymen, gress cutters, and dryer vent cleaners....
General	If the suggested priorities can't become part of the scenarios or be reacted to, and only the listed priorities are used, the survey is slanted from the start.
General	Thank you for looking at these important issues!
General	Came to ft Myers to get away from the business of big crammed cities.

General	Laura H. Dodd -Ball State University: Urban Planning & Development
General	Cape Coral has a beautiful range of ways to travel without the use of a car. Biking, walking and public transit help us use less fuel and explore the city in a more positive way.
General	More mass transit and senior assisted living in Lee County!
General	Thank you the opportunity to participate in this survey ACMcG
General	ribbon development has been a disaster for Lee County: we need a master plan for town centers of mixed development served by light rail.
General	IMPROVE TRAFFIC CONGESTION - CRREATE MORE AND BETTER ROADS
General	Planning is secondary to enacting a plan.
General	There are no sidewalks where we live. This is a safety issue.
General	We spend part of the year on Sanibel and part in Connecticut. Excessive traffic is already choking our beautiful island, and anything that adds to it endangers all that is special about it and the south Ft. Myers area.

General	I think the approach you are taking is excellent. I hope that others will participate in completing the survey and I will share the info about its existence with my friends
General	Great visualization for growth patterns. Excellent!
General	A more integrated system would be beneficial to all age groups that utilize LeeTran. Also, many of us travel via the LinC into Naples, which would be strengthened with more ride times. Overall, more riding options between and within listed locations. Lehigh Acres, for example, often has travelers refused a ride in the morning due to their being no space for them to enter the bus. This is not acceptable, especially since most (if not all) of these people are traveling to work and not for anything non-mandatory. Please consider a diversity of ride options.
General	There's only once chance to protect the county from developers and over development just for the sake of money.
General	It was difficult to make decisions based on a one sentence description so these survey results must be viewed as quite random. I would not want to base what outcomes would occur based on my answers to something that I had little time to consider. But it's a start....
General	road congestions is not a year round issue and is a seasonal problem.
General	Rapid transit would eliminate some car use and help people easily visit coastal areas without moving there. Rail travel and city transport would eliminate so many problems - greenhouse gases, cars overtaking small coastal communities like Sanibel, Captiva, Gasparilla. I'm sure this is wishful thinking, but imagine rail service criss-crossing Florida and then available to Naples, Marco Island, Fort Myers, Sarasota, etc. Local transport would take over from there. One can dream! Good work!
General	Traffic (in season primarily) is awful. There is a need for more police patrol with people not driving speed limits, improper lane changes, u turns, etc. Seasonal residents, tourists, etc. are often dangerous. I drive a lot & see things everyday. Never a cop around. Enforcement of basic driving skills should be in place.
General	I think School Choice really needs to be looked at again. I see 0% positive results from requiring students to leave their safe home as much as an hour and a half early to have to sit on a bus for an hour driving through traffic, that i feel is unnecessary if they would attend the school closest by their home. This puts the risk of traffic injuries on children much higher since they are on the road longer.

General	Self Employed Real Estate sales mix of in the office and home work
General	We have two primary industries in Southwest Florida, tourism and homebuilding. We have just witnessed over the past seven years what happens when either or both slow. Tourism drives new home construction as well as provides thousands of jobs. Construction provides thousands of jobs. Let's not forget that.
General	This survey was very biased and did not consider supporting the expansion and integration of the business community to assist with multi-modal options. It instead seemed to penalize existing business for being in the wrong place. It also did not even consider our largest asset in mobility - the international airport. Treeline is an untapped corridor for all types of transportation due to its interconnection with regional commercial, potential research and development, office space, the university, and existing residential. Why was this left out?
General	We need to work on improving the existing roads, bridges adn infrastructure and slowly grow outwards from the core. We also need to preserve as much natural habitat as possible and reduce our water consumption or we won't have any left.
General	Preservation of wild areas, coastal and marine ecosystems is vital to the health and enjoyment of everyone in Lee County, and visitors as well.
General	I moved here from the Jersey Shore, Asbury Park area, four years ago. I purchased a foreclosure and love the low taxes and less regulation than NJ had to offer. I still miss Jersey but I have a better life here.
General	It will be important to continue to develop our transportation infrastructure ahead of the population growth. What a challenge!
General	Single female, have college degree
General	Too many vehicles.....who wants to spend their time sitting in traffic. Makes for not so kind drivers. I live here all yr. Love summer ! People are 75 percent nicer and happier in the summer. Can't wait.

General	This seems to be a purely biased survey concocted by some liberal tree hugger.
General	I think the 41 span is wonderful in what it offers, it could be prettier up though, made to feel less commercial with more culture and character. I would not want to slow down traffic at all on 41. It would be unbearable then. More public transport would be great - maybe open-air trolleys so it doesn't feel as commercial.
General	Shorten the red lights on the traffic lights. Encourage drivers to start immediately after the green light and not waiting until the car in front moved 20 yards. Provide especial parking for small economical cars and motorcycles to discourage the use of large trucks and SUV's in the downtown. Forbid trucks and big vehicles on the center lane at the traffic lights to improve the flow of traffic. Encourage the use of the left lane for passing only. Permit quiet motorcycles with a driver using an approved helmet, to split lanes like they do in California and move to the head of the <u>traffic light and avoid congestion</u> .
General	The only planning I've seen in Lee County is by the developers. To many gated communities too much waste of money with baseball stadiums; too spread out, too reliant on cars little greenspace that hasn't been bought and paid for by gated communities, and way too republican. A mmunities and way to republican.
General	Roads are a concern in the area, especially in season. We have 3 lanes and need 6! Behind the times for sure! Construction takes too long!! How can Colorado build new roads over the summer and it takes YEARS for Lee Co? I have lived here since 1964 and always knew it would be another east coast situation! Considering a move to CO.
General	I suggest looking at other municipal organizations like CAL-TRANS. LA has a significantly larger amount of cars on the roads and yet it seems to still move well.
General	again major roads should have much more green than red, the feeder roads should be allowed to back up to keep a vast majority of the cars moving. this saves on gas and it saves on air pollution not to mention nerves.
General	I love this area...but the amount of empty lots in Cape Coral, residential and commercial wise is depressing. Also the landscaping of The city also needs to be in serious consideration.

General	Please consider installing left turn lanes on John Morris Rd. on both sides of Summerlin. The lack of these turn lanes is making it a dangerous situation.
General	so funny that traffic lights are not on the list. add them and I bet the numbers that put it at a priority will astound you.
General	I really do not like Ft. Myers during the snow bird season. Too much traffic, too many people. I must go to work and leave early because of traffic over load. Why did they make baseball stadiums so close together? We do not go out during the season, too much effort and dangerous.
General	Thanks for asking!
General	We need to make sure we keep plenty of options for the variety of demographics in Lee County. Not all of us want condos, townhouses, etc.
General	We need more Playgrounds for kids, sports area. Volleyball courts.
General	Raise the Sanibel causeway daily toll to \$20 which would limit the day use vehicular traffic. Use the additional revenue to construct fishing piers and enhance county parks. Best Regards Marc G. Yelenich, CCIM, PB
General	I would like to see Lee County establish more of a community feel rather than wide spread growth. An environment promoting neighborhoods would establish a sense of belonging and not as much of a transient population.
General	Much can be done with very little effort to improve the environmental and societal impact of growth. A more efficiently run traffic control system for one would be a boon to both traffic issues as well as environmental impact.

General	I was unable to select a scenario because none of them fit what I believe will ultimately occur or should occur in Lee County. I expect that a combination of infill and outlying development will occur over time depending on the availability of infrastructure and other development necessities. I do not anticipate much vertical mixed use due to the lack of sufficient density in most areas of the County. While mixed use may be an attractive idea, the reality is that it does not do very well in Florida as a whole and specifically in Lee County.
General	We need better bus service now. One bus an hour and the need to take two or more buses to get somewhere is nonsense.
General	We need more separate bike paths all through Lee County, I have had many near misses and a couple of crashes with cars wandering into the bike lanes. Car drivers just don't see us and/or they refuse to slow down, they breeze past us with traffic coming the other way causing many near accidents.

Public Workshop #1 Summary

Lee County MPO

Lee County 2040 Transportation Plan

Public Workshop #1 (Needs)

Workshop Logistics

Date: Tuesday, June 16, 2015

Time: 5:30-7:30PM

Location: North Fort Myers Public Library; 2001 N. Tamiami Trail N.E., North Fort Myers, FL 33903

Attendees: Approximately 50

Meeting Format

The meeting was held in the later afternoon through the early evening on Tuesday, June 16, 2015. The room was set up to flow from the registration table to the information boards, activity boards and map, with presentation seating in the center of the room.

The presentation was given about 15 minutes into the official start time of the meeting. Many participants arrived early along with members of the media interested in getting footage of the display boards as well as an interview with Lee MPO Executive Director Don Scott. Before and after the presentation, attendees were invited to view the informational boards and participate in the two activities. Public workshop photos, display boards, activities, and responses are shown and described below.

The following photos show attendees interacting with the workshop activities, staff, and the media:

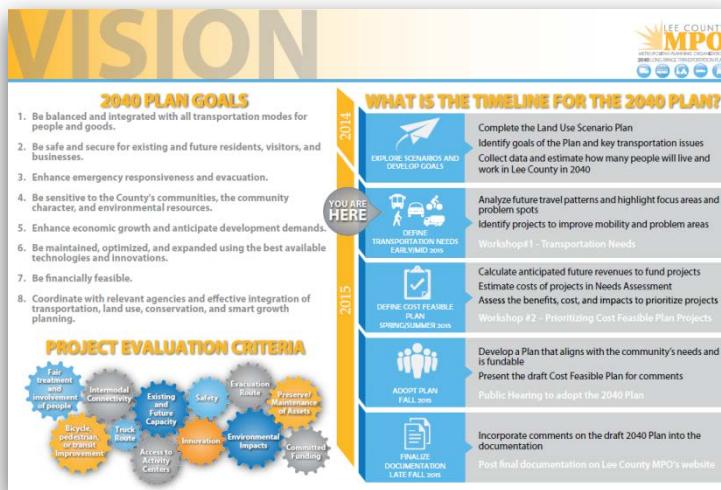


Public Workshop #1 Summary



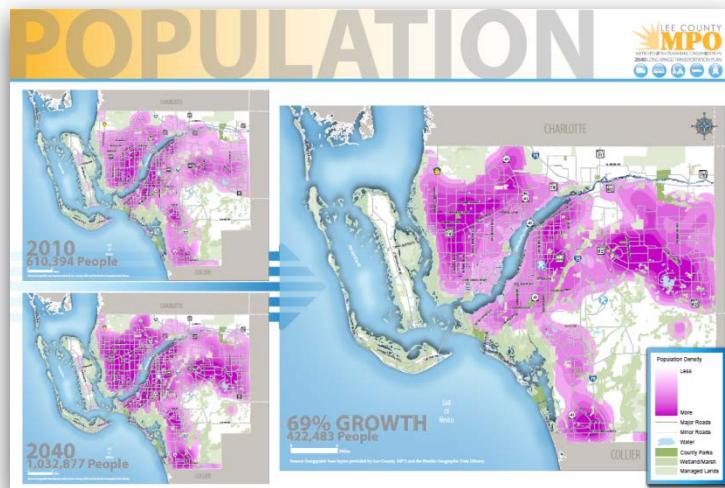
Public Workshop #1 Summary

The following boards presented background information:



Public Workshop #1 Summary

The following boards presented expected growth in population and employment for 2040 as well as constrained roadways:



Public Workshop #1 Summary

Activities

#1: What are your preferred transportation solutions?

The first activity allowed attendees to choose their preferences for improvements to the transportation system. The first board gave descriptions and examples of the improvement options, and a second board allowed them to vote for their preferred improvements using voting stickers.

SOLUTIONS

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN

New Alignments and Additional Lanes
New alignments and additional lanes increase the number of vehicles a roadway can accommodate. This can also be achieved by additional through lanes or other alternatives when road expansion is unfeasible

Technology to Address Congestion
Use strategies such as changeable digital message signs to warn motorists of incidents ahead, or computerized traffic timing to synchronize or adjust traffic signals as needed

Economic/Freight Development
Highway and rail infrastructure improvements to safely and efficiently deliver goods and serve businesses and customers

Bike Lanes and Multi-use Trails
Build bike lanes on the road outside of the car lanes specifically for cyclists to use, and multi-use trails separated from the road for cyclists and pedestrians

Sidewalks and Crosswalks
Build sidewalks along our major roads and neighborhood streets, and build crosswalks at intersections or "mid-block" (between intersections) with elements that make the crosswalks and pedestrian more visible to passing cars

Aesthetics
Use strategies such as landscaping, signs, arches, decorative railings, or other treatments to beautify an area, define a community, or provide shade to encourage active travel (e.g., pedestrians and cyclists)

Maintain Infrastructure
Preserve roads, sidewalks, and other transportation infrastructure already in place using strategies such as: refreshing markings, resurfacing, bridge replacement, filling potholes, fixing cracked sidewalks, or replacing transit vehicles

Transit Improvements
New and/or expanded transit routes, extended transit hours, more weekend service, and improved transit frequencies, connecting destinations throughout the county

Operational/Intersection Improvements

Roundabouts Circular intersection where all traffic enters the intersection yields to the vehicles in the roundabout; replaces stop signs and traffic signals	Completes Streets Streets designed to enable safe access and travel for all users regardless of age or ability - pedestrian, cyclists, drivers, and transit riders	Medians Replace or eliminate left turns between traffic signals by building landscaped medians; may include turn lanes to restrict left turns	Intersections Design intersections to improve safety may include elements such as raised medians for pedestrian or additional turn lanes

Public Workshop #1 Summary

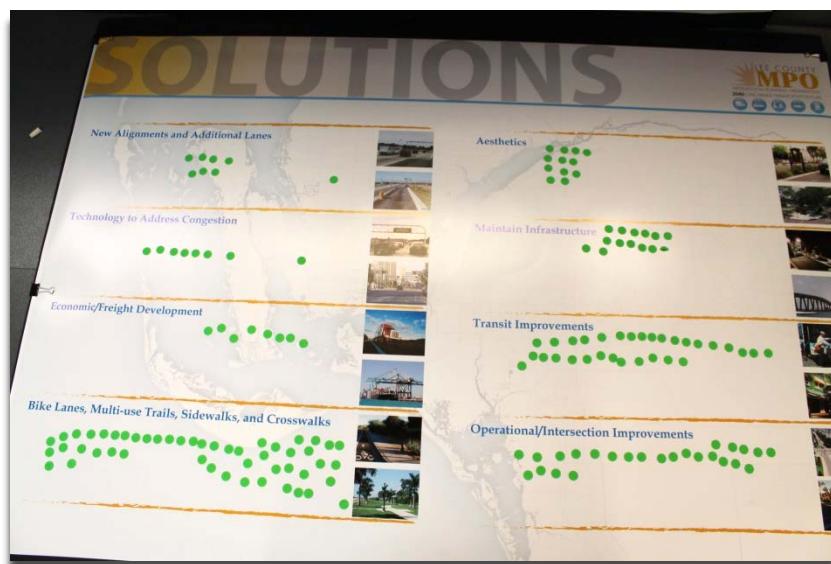
Activity Responses

#1: What are your preferred transportation solutions?

Responses included:

Transportation Solution	Percentage	# of Dots
Bike Lanes and Multi-use Trails	32.3%	52
Sidewalks and Crosswalks		
Transit Improvements	20.5%	33
Operational/Intersection Improvements <i>(Includes Roundabouts, Complete Streets, Medians, Intersections)</i>	15.5%	25
Maintain Infrastructure	9.3%	15
Aesthetics	7.5%	12
Economic/Freight Development	5.0%	8
New Alignments/Additional Lanes	5.0%	8
Technology to Address Congestion	5.0%	8

Each attendee was provided five green voting stickers (i.e. dots):



Public Workshop #1 Summary

Descriptions for each transportation solution:

Transportation Solution	Description
Bike Lanes and Multi-use Trails Sidewalks and Crosswalks	Bike lanes and multi-use trails: Build bike lanes on the road outside of the car lanes specifically for cyclists to use, and multi-use trails separated from the road for cyclists and pedestrians Sidewalks and crosswalks: Build sidewalks along our major roads and neighborhood streets, and build crosswalks at intersections or “mid-block” (between intersections) with elements that make the crosswalks and pedestrians more visible to passing cars
Transit Improvements	New and/or expanded transit routes, extended transit hours, more weekend service, and improved transit frequencies, connecting destinations throughout the county
Operational/Intersection Improvements (Includes Roundabouts, Complete Streets, Medians, Intersections)	Roundabouts: Circular intersections where all traffic entering the intersection yields to the vehicles in the roundabout; replaces stop signs and traffic signals Complete Streets: Streets designed to enable safe access and travel for all users regardless of age or ability - pedestrians, cyclists, drivers, and transit riders Medians: Restrict or eliminate left turns between traffic signals by building landscaped medians; may include turn lanes to restrict left turns Intersections: Design intersections to increase safety; may include elements such as raised medians for pedestrians or additional turn lanes
Maintain Infrastructure	Preserve roads, sidewalks, and other transportation infrastructure already in place using strategies such as refreshing markings, resurfacing, bridge replacement, filling potholes, fixing cracked sidewalks, or replacing transit vehicles

Public Workshop #1 Summary

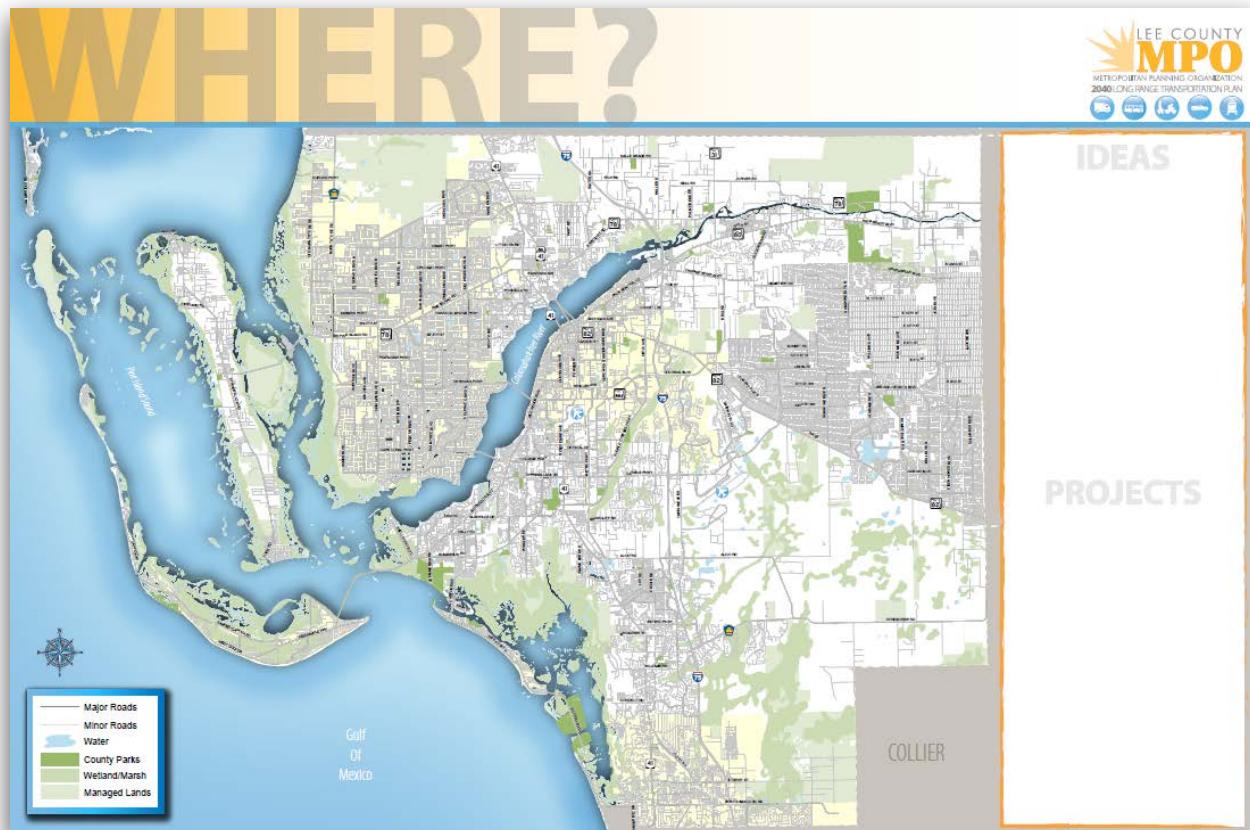
Aesthetics	Use strategies such as landscaping, signs, arches, decorative railings, or other treatments to beautify an area, define a community, or provide shade to encourage active travel (e.g., pedestrians and cyclists)
Economic/Freight Development	Highway and rail infrastructure improvements to safely and efficiently deliver goods and serve businesses and customers
New Alignments/Additional Lanes	New alignments and additional lanes increase the number of vehicles a roadway can accommodate. This can also be achieved by additional through lanes or other alternatives when road expansion is unfeasible
Technology to Address Congestion	Use strategies such as changeable digital message signs to warn motorists of incidents ahead, or computerized traffic timing to synchronize or adjust traffic signals as needed

Public Workshop #1 Summary

Activities

#2: Where do you want to see improvements?

The second activity allowed attendees to draw on a map to show where they want to see improvements. They could either draw on the map themselves or have a staff member draw on it for them. Attendees were provided with a variety of markers, highlighters, and pens, and could also write their suggestions on post-it notes. The board was placed on a round table so participants could easily approach the map.



Public Workshop #1 Summary

Activity Responses

#2: Where do you want to see improvements?

Responses included:

- **New alignments/additional lanes (roadway)**
 - ☒ Check capacity along SR 80/Palm Beach Blvd
 - ☒ Do not want CR 951 extended and going into Bonita Grande
 - ☒ SE quadrant of I-75 and Alico Road roadway connection to proposed Complete Streets project
 - ☒ 1st St (Palm Beach Blvd) & Second St
 - Downgrade to local/city streets west of the Seaboard intersection @ Palm Beach Blvd
 - Return them to two-way traffic
 - Increase pedestrian mobility & safety features on both
 - ☒ Keep Bonita Beach Road at-grade and rework turning movements (i.e., Michigan left turns)
 - ☒ Elevated express lanes on I-75, parts of US 41, Colonial & 75
 - ☒ Two-lane Palm Beach Blvd (as it approaches the bend/bridges)
 - ☒ Make connection between Luckett Rd and Tice St
 - ☒ Improve Williams Rd to 4 lanes
 - ☒ Improve access and interchange at I-75 & 850/Corkscrew Rd
 - ☒ Improve safety capacity on 850/Corkscrew Rd
 - ☒ Connect gaps in Road Network rather than widen roads. Distribute traffic.
 - ☒ Do not widen Ortiz & Luckett Roads from 2 to 4 lanes
 - ☒ Do not six-lane Bonita Beach Road
 - ☒ Do not build additional lane on Bonita Beach Road
 - ☒ Find solutions other than 951 extension
- **Operational/intersection improvements (roadway)**
 - ☒ Intersections:
 - Corkscrew Rd needs better traffic light at Bella Terra
 - Improve intersections for pedestrians and cyclists. Need no turn for red.
 - Ortiz Ave & Colonial Blvd
 - Ortiz Ave & Colonial Blvd (improve safety for bicyclists and pedestrians)
 - CR 850/Corkscrew Road
 - US 41 and Six Mile Cypress Pkwy (paint to make safe for bike/ped)
 - ☒ Roundabouts:
 - At all cross streets on Bonita Beach Rd
 - Spanish Wells (Golf & Country Club) light on Bonita Beach Road
 - Bonita Beach Road at Arrozo
 - Palm Beach Blvd & Tice St
 - Tice St & Ortiz Ave
 - US 41 and Bonita Beach Rd SE
 - Bonita Beach Rd SE and Vanderbilt Dr
 - ☒ Reduce the speed on McGregor Blvd
 - ☒ Herons Glen community needs traffic lights on Rt. 41
 - ☒ Herons Glen community needs sign for south bound traffic turning left; yield, stop here if another car in intersection

Public Workshop #1 Summary

- **Bike lanes and multi-use trails**
 - ☒ Separated/protected bike path:
 - On all existing parallel sections of Bonita Grande
 - Old 41 south of Bonita Beach Rd (into Collier County)
 - US 41 from Estero Pkwy & Bonita Beach Rd SE
 - Old 41 Rd south of Bonita Beach Rd and New 41 South
 - Bonita Grande between E Terry St & Bonita Beach Rd SE
 - Terry Street to Bonita Grande
 - Bonita Beach Rd from Bonita National (East) to Hickory Island west
 - Protected bike lanes everywhere
 - Develop a Bike Master Plan focusing on separated bike lanes in Bonita
 - On roadways over 40 mph
 - ☒ Shared-use/multi-modal path
 - US 41 from Estero Pkwy & Bonita Beach Rd SE
 - Old 41 Rd at Terry St south into Collier County
 - West side of Ortiz Ave
 - Between Cape Coral & Pine Island
 - Estero Parkway
 - Ortiz Ave from Tice St to Colonial; low impact drainage and no 4 lanes
 - ☒ Complete Streets:
 - Treeline Ave from FGCU north to Colonial Blvd
 - Estero Pkwy between US 41 and I-75
 - Williams Rd between US 41 and Three Oaks Pkwy
 - ☒ At Palm Beach Blvd south, parallel with Metro Parkway, to Six Mile Cypress Pkwy: finish 10-mile north south linear path; put in trailhead parking at southern most point of linear path
 - ☒ Make US 41 (from Caloosahatchee River to just south of Cypress Lake Drive) safer for bike/ped; have safe bikes on bridges
 - ☒ Bike and ped facilities on the bridges, esp for Cape Coral and Fort Myers to N Fort Myers
 - ☒ Have buffered bike lanes and wide sidewalks on San Carlos with roundabout coming onto Fort Myers Beach
 - ☒ Focus bike facilities/improvements in Transportation Disadvantaged neighborhoods such as Beacon Manor, Harlem Heights, Palm Beach Blvd
 - ☒ Bayshore Rd is unsafe for cyclists from Bus 41 to Hart and Slater Roads
 - ☒ Page Park - bike lane on Danley Dr & South Rd
 - ☒ Suncoast - bike lanes increase bus service and stops
 - ☒ Smarter bike/ped planning
 - ☒ Wider bike lanes (5 foot minimum)
 - ☒ Make FGCU more bike/ped friendly and use more transit
 - ☒ Rails to Trails or rail with trails for all of Lee County
 - ☒ Turn Old 41 Rd, south of Bonita Beach Rd SE, into trail
- **Sidewalks and crosswalks**
 - ☒ Better sidewalk alignments along Bayshore Rd from Bus 41 to I-75
 - ☒ Riverwalk from Edison and Ford Winter Estates to the Riverview Community Center
- **Transit**
 - ☒ Bus Rapid Transit at Treeline Ave from FGCU north to Colonial Blvd
 - ☒ Ortiz Ave to Colonial Blvd

Public Workshop #1 Summary

- ★ **Transit (continued)**
 - ❖ To the airport
 - ❖ Down McGregor Blvd
 - ❖ Connecting transit route SR 80 south
 - ❖ Pine Manor - more frequent service, more routes, bike lanes
 - ❖ Add bus service to US 41 from Charlotte County south
 - ❖ No current transit service on Palm Beach Blvd
 - ❖ Connecting bus route at Tice and Ortiz intersection south to Colonial Blvd, east to Treeline Ave S, south to Estero Pkwy
 - ❖ Not enough transit for transit dependent
 - ❖ More transit routes
 - ❖ More frequent transit service
 - ❖ Shorter head times, better service hours, better transit
 - ❖ Tourist rental cars are clogging our roads; tourists should use transit
 - ❖ Tourists from airport, get them out of rental cars and onto transit
 - ❖ Park your car or ride your bike to Treeline bus route from Lehigh or surrounding neighborhoods
 - ❖ Charleston Park has no bus service
- **Technology (to address congestion)**
 - ❖ Traffic light calming on US 41
 - ❖ Light timing
 - ❖ Traffic light timing
- **Other**
 - ❖ Buy CSX right of way
 - ❖ Protect rural areas in NE & SE Lee County
 - ❖ More greenways



Lee 2040 Transportation Plan Public Workshop #1 (6/16/2015) Activity 2 Comments (Where do you want to see improvements?)				
Comment Count	Comment/Project	Transportation Solution #1	Transportation Solution #2	Map Notes/Location
1	Finish 10-mile north south linear path; put in trailhead parking at southern most point of linear path	Bike lanes, multi-use trails, sidewalks, and crosswalks		Palm Beach Blvd south; parallel with Metro Parkway; ending at Six Mile Cypress Pkwy
2	Complete Streets/Bus Rapid Transit	Bike lanes, multi-use trails, sidewalks, and crosswalks	Transit improvements	Treeline Ave from FGCU north to Colonial Blvd
3	Complete Streets with bike lanes, sidewalks, safety	Bike lanes, multi-use trails, sidewalks, and crosswalks		Estero Pkwy between US 41 and I-75
4	Complete Streets with bike lanes, sidewalks, safety	Bike lanes, multi-use trails, sidewalks, and crosswalks		Williams Rd between US 41 and Three Oaks Pkwy
5	Make US 41 safer for bike/ped; have safe bikes on bridges	Bike lanes, multi-use trails, sidewalks, and crosswalks		US 41 from Caloosahatchee River to just south of Cypress Lake Drive
6	Bike & ped facilities on the bridges, especially for Cape Coral and Fort Myers to North Fort Myers	Bike lanes, multi-use trails, sidewalks, and crosswalks		Bridges in Cape Coral and Fort Myers to North Fort Myers
7	Have buffered bike lanes & wide sidewalks on San Carlos with roundabout coming onto Fort Myers Beach	Bike lanes, multi-use trails, sidewalks, and crosswalks		San Carlos Blvd from Estero Blvd to Summerlin Rd
8	Bike/multi-modal path	Bike lanes, multi-use trails, sidewalks, and crosswalks		West side of Ortiz Ave
9	Focus bike facilities/improvements in Transportation Disadvantaged neighborhoods	Bike lanes, multi-use trails, sidewalks, and crosswalks	Transit improvements	TD neighborhoods (Beacon Manor, Harlem Heights, Palm Beach Blvd)
10	Separated bike/ped path	Bike lanes, multi-use trails, sidewalks, and crosswalks		Old 41 south of Bonita Beach Rd (into Collier County)
11	Consider constructing a bike path on all existing parallel sections of Bonita Grande	Bike lanes, multi-use trails, sidewalks, and crosswalks		Bonita Grande Dr
12	Protected bike lane/shared-use path	Bike lanes, multi-use trails, sidewalks, and crosswalks		US 41 from Estero Pkwy & Bonita Beach Rd SE
13	Separate bike path	Bike lanes, multi-use trails, sidewalks, and crosswalks		Old 41 Rd south of Bonita Beach Rd and New 41 South
14	Consider separated bike path on Bonita Grande	Bike lanes, multi-use trails, sidewalks, and crosswalks		Bonita Grande Dr between E Terry St & Bonita Beach Rd SE
15	Separate bike path on Terry Street to Bonita Grande	Bike lanes, multi-use trails, sidewalks, and crosswalks		E Terry Street from US 41 east to Bonita Grande Dr
16	Inviting bike path on Bonita Beach Rd from Bonita National (East) to Hickory Island west	Bike lanes, multi-use trails, sidewalks, and crosswalks		Western most point is Estero Blvd, eastern most point is Collier County
17	Bayshore Rd is unsafe for cyclists from Bus 41 to Hart and Slater Roads	Bike lanes, multi-use trails, sidewalks, and crosswalks		Bayshore Rd from Bus 41 to Hart & Slater Roads
18	Develop a Bike Master Plan focusing on separated bike lanes in Bonita	Bike lanes, multi-use trails, sidewalks, and crosswalks		Bonita Springs
19	Page Park - bike lane on Danley Dr & South Rd	Bike lanes, multi-use trails,		Page Park area, Danley Drive & South Road
20	Suncoast - bike lanes increase bus service and stops	Bike lanes, multi-use trails,	Transit improvements	Suncoast (unsure where this is?)
21	Shared-use path	Bike lanes, multi-use trails, sidewalks, and crosswalks		Old 41 Rd at Terry St south into Collier County
22	Need shared-use path between Cape Coral & Pine Island	Bike lanes, multi-use trails, sidewalks, and crosswalks		SW Pine Island Rd from Burnt Store Rd to Stringfellow Rd
23	Make Estero Parkway a shared-use path	Bike lanes, multi-use trails, sidewalks, and crosswalks		Estero Parkway
24	Riverwalk from Edison and Ford Winter Estates to the Riverview Community Center	Bike lanes, multi-use trails, sidewalks, and crosswalks		Edison/Ford Estates to the Riverview Community Center
25	Multi-use path along Ortiz Ave; low impact drainage & no 4 lanes!	Bike lanes, multi-use trails, sidewalks, and crosswalks	New alignments/ additional lanes	Ortiz Ave from Tice St to Colonial Blvd
26	Turn Old 41 Rd, south of Bonita Beach Rd SE, into trail	Bike lanes, multi-use trails, sidewalks, and crosswalks		Old 41 Rd south of Bonita Beach Rd SE
27	Better sidewalk alignments along Bayshore Rd	Bike lanes, multi-use trails, sidewalks, and crosswalks		Bayshore Rd from Bus 41 to I-75
28	Smarter bike/ped planning	Bike lanes, multi-use trails, sidewalks, and crosswalks		
29	Separated bike lanes	Bike lanes, multi-use trails, sidewalks, and crosswalks		
30	Buffered/separated bike lanes on roadways over 40 mph	Bike lanes, multi-use trails, sidewalks, and crosswalks		
31	Wider bike lanes (5 foot minimum)	Bike lanes, multi-use trails, sidewalks, and crosswalks		
32	Protected bike lanes everywhere	Bike lanes, multi-use trails, sidewalks, and crosswalks		
33	Make FGCU more bike/ped friendly & use more transit	Bike lanes, multi-use trails,	Transit improvements	FGCU
34	Rails to Trails or rail with trails for all of Lee County	Bike lanes, multi-use trails,	Transit improvements	



Comment Count	Comment/Project	Transportation Solution #1	Transportation Solution #2	Map Notes/Location
1	Check capacity along SR 80/Palm Beach Blvd	New alignments/ additional lanes		SR 80/Palm Beach Blvd from I-75 east
2	Do not want CR 951 extended and going into Bonita Grande	New alignments/ additional lanes		CR 951 extension
3	Southeast quadrant of I-75 and Alico Road roadway connection to proposed Complete Streets project	New alignments/ additional lanes		I-75 and Alico Road (SE corner; area drawn on map was longer N-S than E-W; went as far west as Lee Road)
4	1st St (Palm Beach Blvd) & Second St * Downgrade to local/city streets west of the Seaboard intersection @ Palm Beach Blvd * Return them to two-way traffic * Increase pedestrian mobility & safety features on both	New alignments/ additional lanes	Sidewalks and crosswalks	1st St (Palm Beach Blvd) & 2nd St
5	Thanks for not proceeding with Bonita Beach Rd/US 41 Flyover; keep Bonita Beach Road at-grade and rework turning movements (i.e., Michigan left turns)	New alignments/ additional lanes		Bonita Beach Rd/US 41
6	Elevated express lanes on I-75, parts of US 41, Colonial & 75	New alignments/ additional lanes	Transit improvements	I-75, parts of US 41, Colonial & 75
7	Do not widen Ortiz & Luckett Roads from 2 to 4 lanes. The extended # of lanes makes it dangerous for pedestrians & bicyclists in the neighborhood.	New alignments/ additional lanes	Bike lanes, multi-use trails, sidewalks, and crosswalks	Ortiz & Luckett Roads
8	Do not six-lane Bonita Beach Road	New alignments/ additional lanes		Bonita Beach Rd
9	Do not build additional lane on Bonita Beach Road	New alignments/ additional lanes		Bonita Beach Rd
10	Find solutions other than 951 extension	New alignments/ additional lanes		CR 951 extension
11	2-lane Palm Beach Blvd (as it approaches the bend/bridges)	New alignments/ additional lanes		Palm Beach Blvd, west of Veronica Shoemaker Blvd, as it approaches the bend/bridges
12	Make connection between Luckett Rd and Tice St (commenter's note says the line work on the map appears they connect, but it's currently not connected)	New alignments/ additional lanes		Luckett Rd and Tice St
13	Improve Williams Rd to 4 lanes	New alignments/ additional lanes		Williams Rd between US 41 and Three Oaks Pkwy
14	Improve access and interchange at I-75 & 850/Corkscrew Rd	New alignments/ additional lanes		I-75 & 850/Corkscrew Rd interchange
15	Improve safety capacity on 850/Corkscrew Rd	New alignments/ additional lanes		850/Corkscrew Rd from I-75 east to just past the bend (at the Preserve at Corkscrew)
16	Connect gaps in Road Network rather than widen roads. Distribute traffic.	New alignments/ additional lanes		
1	Corkscrew Road - traffic issues; density/volume; mining trucks (a better traffic light at Bella Terra would discourage this)	Operational/ intersection improvements	Technology to address congestion	Corkscrew Road
2	Improve intersections for pedestrians & cyclists. Need no turn for red.	Operational/ intersection improvements		Daniels Pkwy & Treeline Ave S
3	1) At Herons Glen, gated community needs traffic lights on Rt. 41 (mostly senior drivers, some as old as 91). Many accidents & deaths.	Operational/ intersection improvements		Northern segment of US 41
4	2) Same location (Herons Glen community) needs sign for south bound traffic turning left; yield, stop here if another car in intersection	Operational/ intersection improvements		Northern segment of US 41
5	Improve traffic congestion at intersection of Ortiz Ave & Colonial Blvd	Operational/ intersection improvements	Technology to address congestion	Ortiz Ave & Colonial Blvd
6	Improve safety for bicyclists and pedestrians at the intersection of Ortiz Ave & Colonial Blvd	Operational/ intersection improvements	Bike lanes and crosswalks	Ortiz Ave & Colonial Blvd
7	CR 850/Corkscrew Road; high truck volume, high volume with construction, please keep this road safe	Operational/ intersection improvements	Economic/freight development	CR 850/Corkscrew Rd from I-75 to Alico Rd
8	Improve intersection at US 41 and Six Mile Cypress Pkwy; paint to make safe for bike/ped	Operational/ intersection improvements	Bike lanes, sidewalks, and crosswalks	US 41 & Six Mile Cypress Pkwy
9	Consider creating roundabouts at all cross streets on Bonita Beach Rd	Operational/ intersection improvements		Bonita Beach Rd
10	Consider roundabout at Spanish Wells (Golf & Country Club) light on Bonita Beach Road	Operational/ intersection improvements		Spanish Wells & Bonita Beach Road
11	Consider roundabouts on Bonita Beach Road at Arrozo	Operational/ intersection improvements		Bonita Beach Road & Arrozo
12	Roundabout at Palm Beach Blvd & Tice St	Operational/ intersection improvements		Palm Beach Blvd & Tice St
13	Roundabout at Tice St & Ortiz Ave	Operational/ intersection improvements		Tice St & Ortiz Ave
14	Consider replacing light at US 41 and Bonita Beach Rd SE with a roundabout	Operational/ intersection improvements		US 41 & Bonita Beach Rd SE
15	Roundabout at Bonita Beach Rd SE and Vanderbilt Dr	Operational/ intersection improvements		Bonita Beach Rd SE and Vanderbilt Dr
16	Reduce the speed on McGregor Blvd	Operational/ intersection improvements		McGregor Blvd from College Parkway to US 41



Comment Count	Comment/Project	Transportation Solution #1	Transportation Solution #2	Map Notes/Location
1	Consider creative solutions on side roads to ease traffic at US 41/Bonita Beach Rd intersection	Technology to address congestion		US 41/Bonita Beach Road
2	Traffic light calming on US 41	Technology to address congestion		US 41 from the river south to Alico Rd
3	Light timing!!	Technology to address congestion		
4	Traffic light timing	Technology to address congestion		
1	Transit down Ortiz Ave to Colonial Blvd	Transit improvements		Ortiz Ave to Colonial Blvd
2	Transit to the airport	Transit improvements		none provided
3	Transit down McGregor Blvd	Transit improvements		McGregor Blvd
4	Connecting transit route SR 80 south	Transit improvements		SR 80 south (along Ortiz & Treeline & Ben Hill Griffin & FGCU)
5	Pine Manor - more frequent service, more routes, bike lanes	Transit improvements	Bike lanes	Pine Manor (located off of US 41/South Cleveland Ave and Summerlin Rd)
6	Add bus service to US 41 from Charlotte County south	Transit improvements		US 41 south from Charlotte County (commenter drew the line south to the river)
7	No current transit service on Palm Beach Blvd	Transit improvements		Palm Beach Blvd (SW corner just before Collier County)
8	Connecting bus route	Transit improvements		Tice and Ortiz intersection south to Colonial Blvd, east to Treeline Ave S, south to Estero Pkwy
9	Not enough transit for transit dependent	Transit improvements		
10	More transit routes	Transit improvements		
11	More frequent transit service	Transit improvements		
12	Transit: shorter head times, better service hours, better transit	Transit improvements		
13	Tourist rental cars are clogging our roads. Use transit.	Transit improvements	Economic/freight development	
14	Tourists from airport, get them out of rental cars & onto transit	Transit improvements	Economic/freight development	
15	Park your car or ride your bike to Treeline bus route from Lehigh or surrounding neighborhoods	Transit improvements		
16	Charleston Park has no bus service	Transit improvements		Charleston Park is a census-designated place (CDP) in Lee
1	Buy CSX right of way	Other	Right of way	
2	Protect rural areas in NE & SE Lee County	Other	Land use	
3	More greenways!!	Other	Greenways	

Welcome!

Lee County 2040 TRANSPORTATION PLAN



What is the Lee County MPO?

- Transportation policy making board
- Board includes elected representatives from the Cities of Bonita Springs, Cape Coral, Fort Myers, Sanibel, the Town of Fort Myers Beach, and all five Lee County Commissioners (soon to officially add the Village of Estero)
- Based on State and Federal laws, the MPO is responsible for establishing a continuing, cooperative, and comprehensive transportation planning process for Lee County



Lee MPO Background



- Federal Aid Highway Act of 1962 required each urbanized area with a population of 50,000 or more to establish as a condition of receiving federal funds
- Lee MPO formed in 1977
- Current Federal Transportation Bill MAP-21 (Moving Ahead for Progress in the 21st Century) approved in 2012 has been extended again through July
- Twenty-seven MPOs in Florida



What is the 2040 Transportation Plan?



- 25-year vision for Lee County's transportation needs
- Updated every 5 years for the 25-year planning horizon (through 2040)
- Incorporates all types of travel including:
 - Driving
 - Biking
 - Walking
 - Public transportation
 - Freight



Why do we need this plan?



- Transportation needs change over time
- Required by the Federal Highway Administration
- Projects funded with federal and/or state monies need to be included and analyzed within the plan
- A building block for a desirable place to:
 - Live
 - Work
 - Play



What are the goals of the plan?



A multi-modal transportation system that is:

1. Balanced and integrated with all transportation modes for people and goods
2. Safe and secure for existing and future residents, visitors, and businesses
3. Enhances emergency responsiveness and evacuation
4. Sensitive to the County's communities, the community character, and environmental resources
5. Enhances economic growth and anticipates development demands
6. Maintained, optimized, and expanded using the best available technologies and innovation
7. Financially feasible
8. Coordinated with relevant agencies and based on effective integration of transportation, land use, conservation, and smart growth planning



What are projects evaluated on?

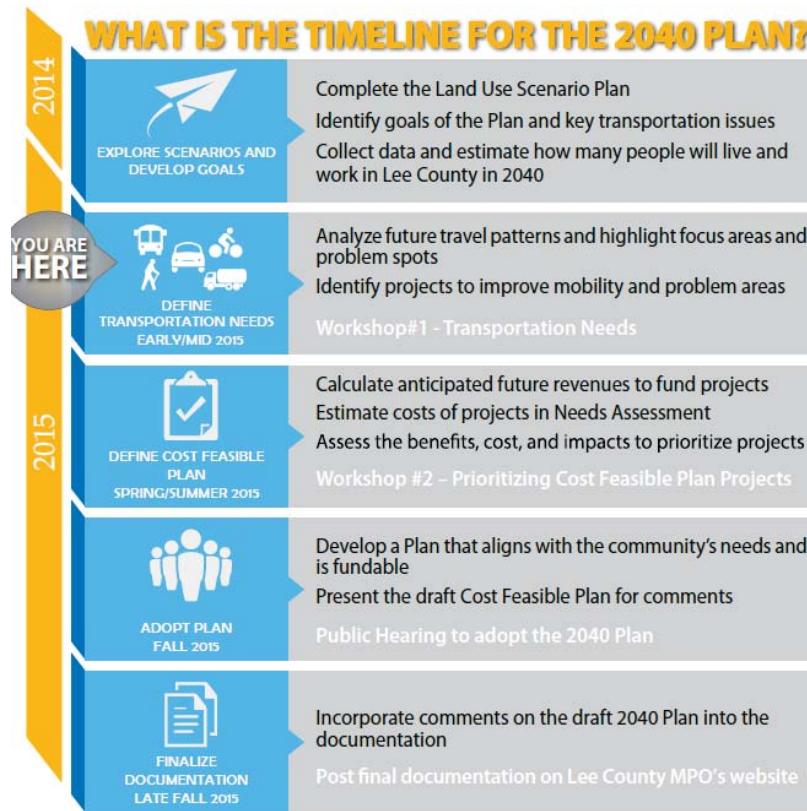


All projects relate to the plan goals and MAP-21 planning factors:

1. Existing capacity
2. Bicycle, pedestrian, or transit improvement
3. Future capacity
4. Safety
5. Preserve/maintenance of assets
6. Intermodal connectivity
7. Emergency evacuation route
8. Committed funding
9. Environmental impacts
10. Fair treatment and involvement of people
11. Access to major activity centers
12. Innovation
13. Truck route



Where are we in the plan development?



How much will Lee County grow by 2040?



- Current (2010) residents = **610,394**
- Future (2040) residents = **1,032,877**
That means we'll have **69%** more people
- Current (2010) jobs = **265,014**
- Future (2040) jobs = **490,230**
That means we'll have **76%** more jobs



We want to hear from you!



Tell us how you would make the
transportation system better



roads, bridges, bike lanes,
sidewalks, public transportation?



Would you add...



...car lanes?

...bike lanes?

...sidewalks?

...public transportation?



For our roads, would you focus on...



- ...improving safety?
- ...adding lanes to roads?
- ...adding new alignments?
- ...maintaining or fixing what we have today?



For biking and walking, would you focus on...



- ...improving safety?
- ...filling gaps in areas where people walk and bike already?
- ...building new sidewalks, trails, bike lanes, and crosswalks?
- ...maintaining or fixing what we have today?



For public transportation, would you focus on...



...new transit routes?



...expanded transit routes?



...extended transit hours?



...more weekend service?



...improved transit frequencies?
...improving Passport (ADA service)?



How will you help define the plan?



Coming Up Next



Interactive Online Collaboration Site

Mid-August through September



Cost Feasible Plan Public Workshop

August/September





Website

2040transportationplan.leempo.com



Thank you for being here!

Lee County 2040 TRANSPORTATION PLAN





2040 TRANSPORTATION PLAN



Johnny Limbaugh, 239-244-2220
jlimbaugh@leempo.com

Lee County Metropolitan Planning Organization to Host Workshop for 2040 Transportation Plan

Lee County, Fla. – The Lee County Metropolitan Planning Organization (MPO) will be hosting a Public Workshop to gather the public's ideas and suggestions on the 2040 Long Range Transportation Plan.

The workshop will be held **Tuesday, June 16, 2015 from 5:30 p.m. to 7:30 p.m.** at the **North Fort Myers Library, 2001 N. Tamiami Trail N.E., North Fort Myers, FL 33903.**

The Lee County 2040 Transportation Plan is the 25-year vision of how to meet our community's transportation needs and expectations through 2040. The plan will incorporate all types of travel including driving, biking, walking, public transportation, and freight movement. The MPO wants to identify the projects that will best serve the community. The meeting will afford participants the opportunity to ask questions and provide feedback on how state and federal fiscal resources should be spent in future years for all modes of transportation.

Your ideas and opinions are critical to create a successful plan. Please participate in this public workshop so your thoughts and ideas can inform the plan's development!

For more information about the plan please visit
2040TransportationPlan.LeeMPO.com.

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.



2040 Transportation Plan Sign In

North Fort Myers Library | 2001 N. Tamiami Trail, North Fort Myers
June 16, 2015 5:30-7:30PM



Name	Organization (if applicable)	Email (if you would like to be added to the mailing list)	Address
Jim Wurster		jim@snowbird.net	26312 Augusta Creek Ct Bonita Springs FL 34134
Stephanie Smart		SFSmart@CapeCorral.net	
Persides Zambrano		pzambrano@capecoral.net	
Paul Moreno	TICE	pmoreno@ticeglobal.com	329 Bellair Rd FT. Myers FL 33105
Jake Kistel	Bonita Springs Chamber of Commerce	jake.kistel@bonitaspringchamber.com	8928 Wellington Lakes CL Ft Myers FL 33108
Millie Babic	City of Cape Coral	mbabic@capecoral.net	1015 Cultural Park Blvd, Cape Coral
PAT HILTMAN	ECCL	PHILTHILTMAN@OLYMPIC.BONITA.SCHOOLS.FL.EDU	2339 1 CARENWAY LAKES Bonita Springs, FL 21130 PALESE DR ESTERO
ROBERT KING,	ECCL	BTNW@Comcast.Net	
Gene Gibson	Riverwatch	egibson@gibson.com	2090 West First St #100 Fort Myers, FL 33901
Andrea Haro	Lee Cty	a.haro@leegov.com	
Darlene Jekvinaan	BikeWalkLee	lentonrd@comcast.net	1679 Grenada Lane Sanibel, FL 33957



2040 Transportation Plan Sign In

North Fort Myers Library | 2001 N. Tamiami Trail, North Fort Myers
June 16, 2015 5:30-7:30PM



Name	Organization (if applicable)	Email (if you would like to be added to the mailing list)	Address
FRED FORBES		fwfht@cs.com	28280 Alfred Moore Ct. Bonita Springs 27250 E 31st Dr Ct Bonita Springs
Peter O'Flim			
Lee Combs	Lee Tran	lcombs@leegov.com	3401 Metro pkwy FM 33901
Wayne Gauthier	Lee Tran	wgauthier@leegov.com	,
Donald Lazari	Resident.	denlaz@bellsouth.net	20332 Black Rock Ln Estero, FL
Don Eslick	ECCL	doneslick@comcast.net	1001 Airport Lakes Dr #20: Naples 34134
John Wood	ECCL	johndw@comcast.net	12536 Wildcat Cove P Estero 33928
Julie Boudreaux	Lee Co Human Svcs	j.boudreaux@leegov.com	
Margaret Banyan	BikeWalkLee	mbanyan@comcast.net	4732 Tamnie Lane Fort Myers FL 33905
Gilberto Gil		gdg9333@hotmail.com	2012 SW 47th ter Cape Coral FL 33914
April Olson	Conservancy	Apr10@conservancy.org	



2040 Transportation Plan Sign In

North Fort Myers Library | 2001 N. Tamiami Trail, North Fort Myers
June 16, 2015 5:30-7:30PM



Name	Organization (if applicable)	Email (if you would like to be added to the mailing list)	Address
GREGG MAKEPEACE	NFM CIVIC ASSN	Bopnto@nol.com	15121 San Sneed Ln NFM 33917
WILL BOWERS	ATKINS	Will.bowers@atkinsglobal.com	JAX. FL 32202
Don Mayne	BPAC	don@mayneenvironment.com	1224 8th 8th PC Cape Coral FC 33991
Ynicole Johnson	CONSERVANCY	Nicolej@conservancy.org	1405 Smith Preserve Wa Naples 34102
GEORDIE SMITH	DOH-LEE	geordie.smith@flhealth.gov	
James Knoll		JHKRN@MAC.COM	1436 Rosada Way FT Myers 33901
Barbara Saxton	ECCL	info@barbarasaxton.com	19634 Tresoro Way FT Myers FC 33906
Al Giacalone	NFM Chamber of Commerce	Al@thegiacaloneteam.com	18550 Lynn Rd NFM 33917
Deb Giacalone		"	" "
Deb Chesna	FDOH-Collier	deborah.chesna@flhealth.gov	Naples
Hailey Amundson	FGCU	haileyamund@gmail.com	FGCU



2040 Transportation Plan Sign In

North Fort Myers Library | 2001 N. Tamiami Trail, North Fort Myers
June 16, 2015 5:30-7:30PM



Name	Organization (if applicable)	Email (if you would like to be added to the mailing list)	Address
Doug Saxon	BWL	dpsaxton100@gmail.com	19634 Tesoro Way Fort Myers, FL
John Podczewinsky	President, Dean Park	JohnPodczewinsky@gmail.com	2636 Michigan Ave Fort Myers, FL 33916
N Juan Marrs	FDOT	FDOT	FDOT
Mike Lang	NFM Civic Assn	MikeLang@live.com	10750 Tibbory Ln. NFM 33917
Steven Brodkin	CC&C	SteveB239@aol.com	17720 Durrance Rd. N.E.M.
Lenard Diane Blair			281 Kingston Dr 33905
Ron Masher		Ronmcr47@aol.com	



2040 Transportation Plan Sign In

North Fort Myers Library | 2001 N. Tamiami Trail, North Fort Myers

June 16, 2015 5:30-7:30PM



Public Workshop #2 Summary

Lee County MPO

Lee County 2040 Transportation Plan

Public Workshop #2 (Priorities)

Workshop Logistics

Date: Tuesday, August 25, 2015

Time: 5:00-7:00PM

Location: Estero Recreation Center, 9200 Corkscrew Palms Blvd., Estero, FL 33928

Attendees: Approximately 70

Meeting Format

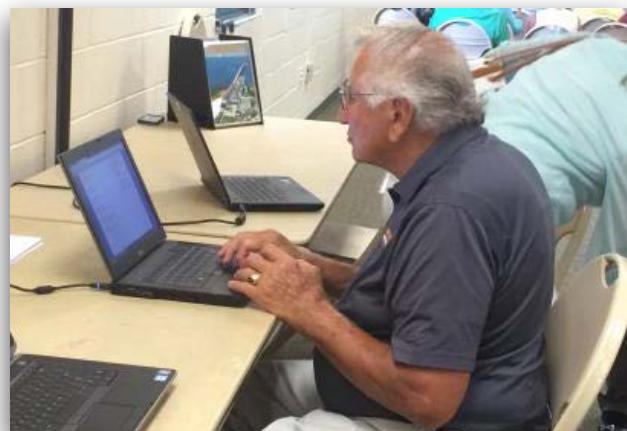
The meeting was held in the later afternoon through the early evening on Tuesday, August 25, 2015. The room was set up to flow from the welcome table to the information boards, transportation priorities boards (organized by bike and pedestrian projects, transit projects, and roadway projects), a web kiosk, and presentation seating in the center of the room.

The presentation was given about 15 minutes into the official start time of the meeting. Many participants arrived early along with members of the media. Before and after the presentation, attendees were invited to view the informational and priorities boards as well as test out the newly unveiled interactive online survey at the web kiosk. Public workshop materials, photos, display boards, and an online survey preview are shown below.



Workshop Photos

The following photos show attendees interacting with MPO and project staff as well as the web kiosk:



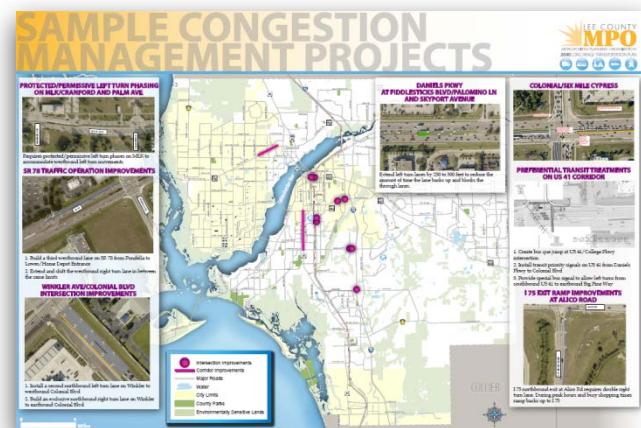
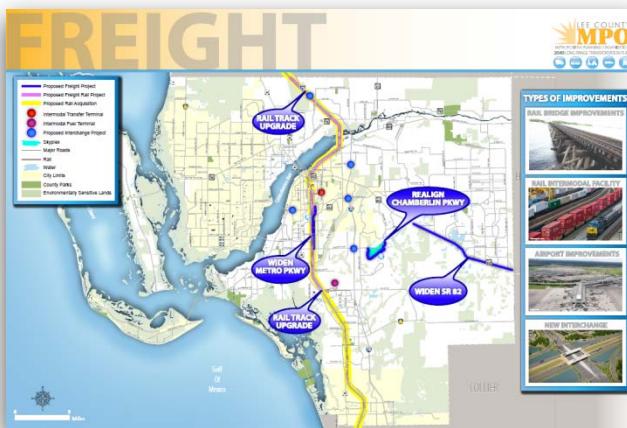
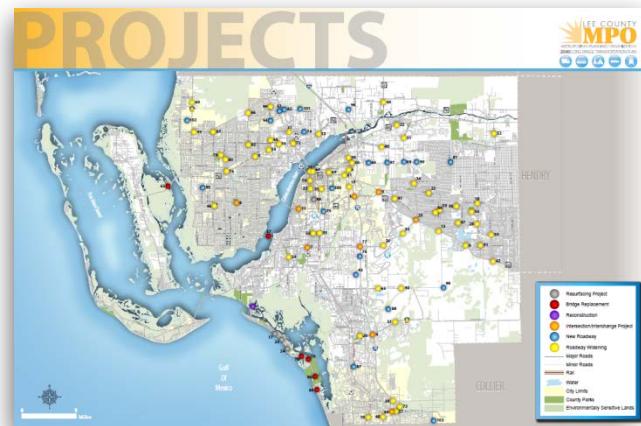
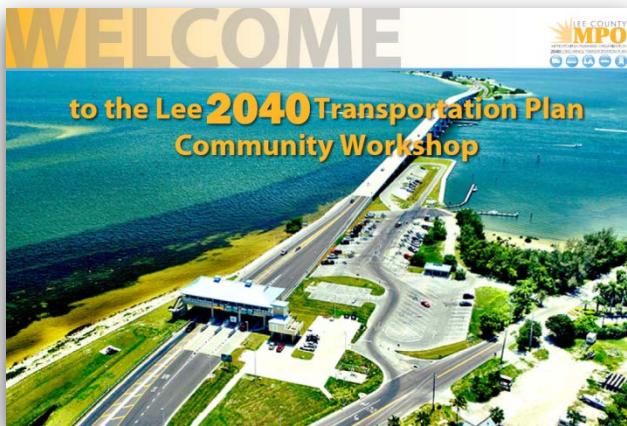
Public Workshop #2 Summary



Public Workshop #2 Summary

Workshop Display Boards

The following boards were on display at the public workshop as informational items regarding roadway “needs” projects, different congestion management strategies and sample projects, as well as freight projects and goods movement information for Lee County:



Public Workshop #2 Summary

The following three boards presented the transportation priorities that were also part of the online survey, www.lee2040.metroquest.com:

BIKE AND PED WHAT ARE THE HIGHEST PRIORITIES?

LEE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION 2040 LONG RANGE TRANSPORTATION PLAN

SHARED USE PATHS
Shared-use paths are facilities inside a road's right-of-way. They can be used by pedestrians and cyclists or all abilities and are typically 10 to 12 feet wide. Average cost is \$48K per mile.
Source: FHWA Report, Costs for Pedestrian and Bicycle Infrastructure Improvement, Oct. 2013.

SIDEWALKS
Sidewalks can be used by preference of all abilities and are typically 4 to 6 feet wide. Average cost is \$109K per mile.
Source: FHWA Report, Costs for Pedestrian and Bicycle Infrastructure Improvement, Oct. 2013.

PAVED SHOULDERS
Paved shoulders can be used by confident cyclists. They are typically 4 to 5 feet wide. Average cost is \$23K per mile.
Source: FHWA Report, Costs for Pedestrian and Bicycle Infrastructure Improvement, Oct. 2013.

OFF-ROAD TRAILS
Off-road trails are facilities outside a road's right-of-way, providing mobility options away from the roadway. They can be used by cyclists and pedestrians and are usually 8 feet wide or more. Average cost is \$461K per mile.
Source: FHWA Report, Costs for Pedestrian and Bicycle Infrastructure Improvement, Oct. 2013.

BIKE LANES
Bicycle lanes can be used by cyclists and are typically 4 to 5 feet wide. Average cost is \$133K per mile.
Source: FHWA Report, Costs for Pedestrian and Bicycle Infrastructure Improvement, Oct. 2013.

FACILITIES NEAR DESTINATIONS
Build more facilities near major destinations, such as the airport, downtown, the beaches, and popular entertainment locales and recreation spots.

FACILITIES NEAR SCHOOLS
Build more facilities near schools, elementary to college.

FACILITIES NEAR TRANSIT
Build more facilities near transit routes and stops.

TRANSIT WHAT ARE THE HIGHEST PRIORITIES?

LEE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION 2040 LONG RANGE TRANSPORTATION PLAN

EXPRESS BUS TO CAPE CORAL
Express bus from Downtown Fort Myers to Vero Beach via Cape Coral. Service would run every 45 mins. A new express bus terminal would be located at the intersection of US 41 and Cape Coral Pkwy.

EXPRESS BUS TO LEHIGH ACRES
Express bus from Downtown Fort Myers to Lehigh Acres. Service would run every 45 mins. A new express bus terminal would be located at the intersection of US 41 and Lehigh Acres Pkwy.

BRT SERVICE ON COLONIAL BLVD
The Rapid Transit (BRT) service will run on Colonial Blvd between the intersection of Colonial Blvd and US 41 to the intersection of Colonial Blvd and the Forum.

BRT SERVICE ON US 41
The Rapid Transit (BRT) service every 10 mins on US 41 between Fort Myers to Gladiolus Drive.

SPECIFIC PROJECTS
BUS RAPID TRANSIT (BRT)
Bus rapid transit (BRT) provides comfortable and high-quality bus service. This type of bus service has a dedicated bus lane, bus stops, off-board fare collection, and enhanced technologies to provide fast and frequent premium bus service. Service would be every 15 minutes.

EXPRESS BUS
Express bus is a type of commuter service that runs along park and ride transit stations with connections to local buses. Express bus service uses the latest in bus technology and design and provides faster travel times between key destinations. Service would be every 45 minutes during morning and afternoon rush hours.

IMPROVEMENT TYPES
EXTENDED HOURS
Buses run longer hours with existing routes adding earlier and later service.

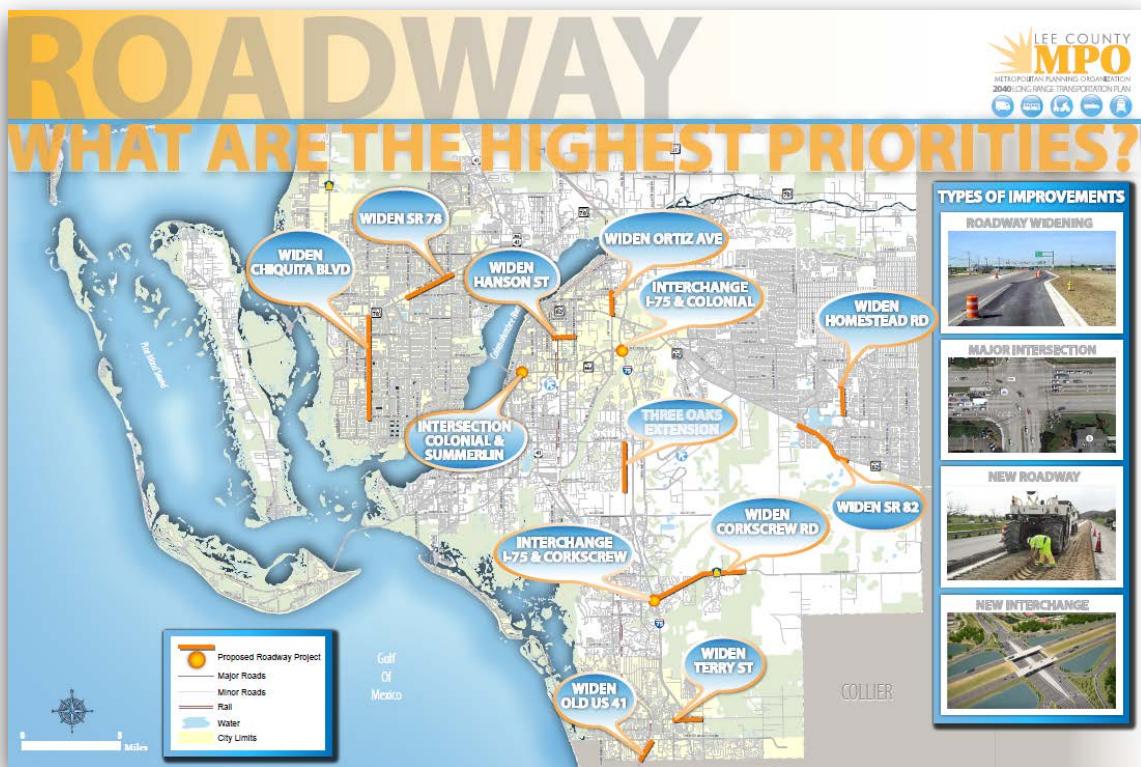
AIRPORT SERVICE
Provide more connections from the airport to Downtown Fort Myers and other key activity centers, attractions, and major destinations.

SUNDAY SERVICE
Sunday bus service on selected routes currently not running on Sundays.

IMPROVED FREQUENCIES
Transit routes will run with twice half the current Lee Tran routes arriving every 15 to 30 mins.

Legend:
Proposed BRT Service
Proposed Express Service
Proposed Park and Ride
Existing Transit Service
Existing Park and Ride
Major Roads
Water
City Limits

Public Workshop #2 Summary



Public Workshop #2 Summary

Online Survey (Web Kiosk)

As a reminder to visit the project website and take the online survey, stickers were provided to workshop attendees who signed in at the welcome table or visited the web kiosk.



If workshop attendees happened to take the survey while visiting the web kiosk or via their own smartphones, we provided stickers to remind them their voices count.



Public Workshop #2 Summary

Below is a sample of what each screen looked like in the online survey:

Lee County 2040 Transportation Plan

Welcome What's important

The Lee County MPO is updating investments should be made proposed solutions for our anticipated growth.

Please tell us which projects you think would make the biggest difference to getting around Lee County now and in the future!

Begin

MetroQuest

BIKE AND PED **TRANSIT** **ROADWAY** **STAY INVOLVED**

Lee County 2040 Transportation Plan

Bike and Ped Needs Which are most important?

Order your top 5 project types

- Bike lanes
- Facilities near destinations
- Facilities near schools
- Sidewalks
- Facilities near transit
- Off-road trails
- Shared use paths
- Paved shoulders

Build more bike lanes

Image Source: BikeWalkLee

Bicycle lanes can be used by cyclists and are typically 4 to 5 feet wide. Average cost is \$133K per mile.

Source: FHWA Report, Costs for Pedestrian and Bicycle Infrastructure Improvements, Oct. 2013.

Comment

Suggest project type or a specific project

Lee County 2040 Transportation Plan

Transit Needs Which are most important?

Order your top 5 project types

- Extended hours
- Express bus to Cape Coral
- Airport service
- Improved frequencies
- BRT on US 41
- BRT on Colonial Blvd
- Sunday service
- Express bus to Lehigh Acres

More bus service to airport

Image Source: Southwest Florida International Airport

Provide more connections from the airport to Downtown Fort Myers and other key activity centers, attractions, and major destinations. Estimated annual operating cost is \$358K.

Comment

Suggest transit improvement

ROADWAY **STAY INVOLVED**

Lee County 2040 Transportation Plan

Roadway Needs Where are the greatest needs?

Interchange at I-75 & Corkscrew Rd

Urban interchange at Interstate 75 & Corkscrew Rd in Lee County. Estimated cost is between \$65M and \$70M. Possible candidate for a diverging diamond interchange (DDI).

Click [here](#) to see a local example of a DDI.

Interchange at I-75 & Corkscrew Rd Does an interchange here make sense for Lee County?

Yes

No

Add Comment

Image Source: I-75/University Pkwy DDI Design, FDOT

0 / 5 Projects selected

WELCOME **BIKE AND PED** **TRANSIT** **ROADWAY** **STAY INVOLVED**

Lee County 2040 Transportation Plan

Stay Involved Tell us a bit about yourself

Final Questions (Optional)

Age? Select

What best describes you? Select

How do you get to work most days? Select

How long does it usually take? Select

What is your ZIP code? Zip code...

Optional comment Type...

Submit Optional Questions

Thank You!

Your priorities and comments provide valuable insight that will help guide decisions about the future of Lee County's transportation system.

If you would like to join our email list and be notified of future 2040 Transportation Plan news and events, please provide your email address in the box below.

Please visit our [website](#).

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

WELCOME **BIKE AND PED** **TRANSIT** **ROADWAY** **STAY INVOLVED**



ROADWAY PROJECTS

ID	Facility	From	To	Improvement
1	I-75		at SR 884	Intersection
2	San Carlos Boulevard		Reconstruction/Transit, Pedestrian, and Capacity Improvements	Capacity
3	SR 78	W. of Santa Barbara	East of Pondella	Widening
4	I-75		at Corkscrew Road	Intersection
5	Ortiz Avenue	Martin Luther King	Luckett Road	Widening
6	SR 82	Alabama	Homestead	Widening
7	US 41		at Daniels Parkway	Intersection
8	Veterans		at Santa Barbara	Intersection
9	SR 82		at Colonial Blvd	Intersection
10	Old US 41	Bonita Beach Road	Collier Co. Line	Widening
11	Colonial		at Summerlin	Intersection
12	SR 78	Business 41	I-75	Widening
13	SR 82	Shawnee	Alabama	Widening
14	Pine Island Road	Del Pine Dr	Hancock Creek Blvd (NE 24th Ave)	Widening
15	SR 78	Chiquita Boulevard	w/o Santa Barbara	Widening
16	SR 78	24th Ave	US 41	Widening
17	Estero		Segment 4	Resurfacing
18	Leeland Heights Boulevard	Lee Blvd	Bell Blvd	Widening
19	Ortiz Avenue	Colonial Blvd	SR 82 (MLK)	Widening
20	Corkscrew Road	US 41	e/o Ben Hill Griffin Pkwy	Widening
21	Hanson Street	Evans Avenue	Veronica Shoemaker	Widening
22	SR 80	SR 31	Buckingham Rd	Widening
23	Estero		Segment 5	Resurfacing
24	Estero		Segment 6	Resurfacing
25	Lee Blvd	Leeland Heights Blvd	SR 82	Widening
26	Daniels Parkway	Chamberlin Pkwy	Gateway Blvd	Widening
27	Bonita Beach Road	I-75	Bonita Grande Drive	Widening
28	Homestead Road	Milwaukee	Sunrise	Widening
29	SR 82		at Daniels Parkway/Gunnery Road	Intersection
30	Luckett Road	Ortiz Avenue	I-75	Widening
31	Littleton Road	NE 24TH	Business 41	Widening
32	Daniels Parkway	Gateway Blvd	SR 82	Widening
33	Hanson Street	US 41	Fowler St	Widening
34	Gunnery Road	Lee Blvd	Buckingham Rd	Widening
35	Metro Parkway	Daniels Parkway/Gunnery Road	South of Winkler Avenue	Widening
36	Homestead Road	Sunrise	Alabama	Widening
37	Corkscrew Road	Ben Hill Griffin	Alico Road	Widening
38	Ortiz Avenue	Luckett Road	SR 80	Widening
39	Terry Street	Bonita Grande Drive	West Imperial Parkway	Widening
40	SR 31	SR 80	Charlotte Co. Line	Widening
41	Leonard Boulevard	Lee Blvd	Gunnery Rd	Widening
42	SR 82	Homestead	Hendry County Line	Widening
43	Three Oaks Ext.	North of Alico Road	Daniels Parkway	New Roadway
44	23rd Street SW	Gunnery Rd	Beth Stacey Blvd	Widening
45	Beth Stacey Boulevard	23rd St SW	Homestead Rd	Widening
46	Chiquita Boulevard	Pine Island Road	Cape Coral Parkway	Widening
47	Alabama Street	SR 82	Homestead Rd	Widening
48	Livingston/Imperial Parkway	Collier Co. Line	Bonita Beach Road	Widening
49	Orange River Road	Buckingham Rd	SR 80	Widening
50	Sunshine Boulevard	SR 82	Lee Blvd	Widening
51	Buckingham Road	Orange River Blvd.	SR 80	Widening
52	Joel Boulevard	17th St	Palm Beach Blvd	Widening



ROADWAY PROJECTS

ID	Facility	From	To	Improvement
53	Bell Boulevard	SR 82	Leeland Heights Blvd	Widening
54	Winkler Road	Gladiolus Drive	Cypress Lake Drive	Widening
55	Crystal Drive	US 41	Metro Pkwy	Resurfacing
56	Edison Avenue	US 41	Fowler St	Widening
57	Cape Coral Bridge			Replace Bridge
58	Fowler Street	Metro/Fowler	SR 82	Resurfacing
59	Veronica Shoemaker	Michigan Avenue	SR 80	Widening
60	Burnt Store Road	Van Buren Parkway	Charlotte Co. Line	Widening
61	SR 82	Michigan Avenue	Ortiz Avenue	Widening
62	Little Pine Island Bridge			Replace Bridge
63	Alico Road	Ben Hill Griffin	Airport Haul Road	Widening
64	2nd Street	Fowler St	Palm Beach Blvd	Widening
65	Andalusia Boulevard	Pine Island Road	Tropicana Parkway	Widening
66	Andalusia Boulevard	Jacaranda Parkway	Kismet Parkway	New Roadway
67	Kismet Parkway	NW 18th Avenue	Chiquita Boulevard	Widening
68	NE 24th Avenue	Pondella Road	Garden Boulevard	Widening
69	I-75	at Bonita Beach Rd		Intersection
70	Little Carlos Pass Bridge			Replace Bridge
71	1st Street	Fowler St	Palm Beach Blvd	Widening
72	SR 78	US 41	Business 41	Widening
73	Bonita Grande Drive	Terry Street	Bonita Beach Road	Widening
74	Littleton Road	US 41/N. Tamiami Trl	SR 78	New Roadway
75	North Airport Rd Extension	Metro Parkway	Plantation Road	New Roadway
76	I-75	Collier Co. Line	s/o Caloosahatchee Bridge	New Roadway
77	I-75	at Daniels Parkway		Intersection
78	Big Carlos Bridge			Replace Bridge
79	Tropicana Parkway	Chiquita Boulevard	Nelson Road	Widening
80	Nelson Road North	Embers Parkway	Tropicana Parkway	Widening
81	Luckett Road ext.	Sunshine Blvd	Hendry County Line	New Roadway
82	Del Prado Extension	US 41	I-75	New Roadway
83	Del Prado Extension	e/o US 41	e/o Prairie Pines	New Roadway
84	Luckett Road	I-75	12th St	Widening
85	Big Hickory Pass Bridge			Replace Bridge
86	New Pass Bridge			Replace Bridge
87	Sandy Lane Extension	Strike Lane	Pelican Colony	New Roadway
88	East West	Ben Hill Griffin	Airport Haul Road	New Roadway
89	Luckett Road Extension	Buckingham Rd	Gunnery Rd	New Roadway
90	Luckett Road Extension	Gunnery Rd	Sunshine Blvd	New Roadway
91	Homestead Road	SR 82	Milwaukee	Widening
92	Alico Road	Airport Haul Road	Alico Connector	Widening
93	Kismet Parkway	Burnt Store Road	El Dorado Parkway	Widening
94	NE 24th Avenue	Garden Boulevard	Del Prado Boulevard	New Roadway
95	Surfside Boulevard	Trafalgar Parkway	Pine Island Road	New Roadway
96	Del Prado Extension	I-75	SR 31	New Roadway
97	Luckett Road ext.	e/o I-75	Buckingham Rd	New Roadway
98	Alico Connector	Alico	SR 82	New Roadway
99	Garden Boulevard	North of DeNavarra Parkway	NE 23rd Place	Widening
100	Hanson Extension	Veronica Shoemaker	Ortiz Avenue	New Roadway
101	Del Prado Extension	Mellow Dr	I-75	New Roadway
102	Jacaranda Parkway	Old Burnt Store Road	Burnt Store Road	New Roadway
103	CR 951 Extension	Corkscrew Road	Alico Road	New Roadway

Welcome!

Lee County 2040 TRANSPORTATION PLAN



What is the Lee County MPO?



- Transportation policy making board
- Board includes elected representatives from the Cities of Bonita Springs, Cape Coral, Fort Myers, Sanibel, the Town of Fort Myers Beach, and all five Lee County Commissioners (soon to officially add the Village of Estero)
- Based on State and Federal laws, the MPO is responsible for establishing a continuing, cooperative, and comprehensive transportation planning process for Lee County



Lee MPO Background



- Federal Aid Highway Act of 1962 required each urbanized area with a population of 50,000 or more to establish as a condition of receiving federal funds
- Lee MPO formed in 1977
- Current Federal Transportation Bill MAP-21 (Moving Ahead for Progress in the 21st Century) approved in 2012 has been extended again though July
- Twenty-seven MPOs in Florida



What is the 2040 Transportation Plan? Why do we need one?



- **25-year vision** for Lee County's transportation needs
- Updated **every 5 years** for the **25-year planning horizon** (through 2040)
- Incorporates **all types of travel** including:
 - Driving
 - Biking
 - Walking
 - Public transportation
 - Freight



What has already been completed in the plan development?



- ✓ Baseline Conditions & Maps
- ✓ 2010 Jobs & Population Data
- ✓ Land Use Scenario Planning & Outreach
- ✓ 2040 Jobs & Population Forecasts
(including adopted land use scenario)
- ✓ 2040 Transportation Plan Goals & Objectives
- ✓ Revenue Estimates
- ✓ Regional Model Runs
- ✓ Estimated Project Costs and Initial Evaluations



We are growing!



In the next 25 years, Lee County's population and jobs are expected to grow by about 70 percent.



We expect more than a million people will live here by 2040.



We expect near 500,000 jobs here by 2040.



We are growing!



2014



653,485 people

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We are growing!



2040



1,032,877 people

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MPO
METROPOLITAN PLANNING ORGANIZATION



We are expanding!



In addition to the population increase,
the movement of **freight** by trucks in
and out of Lee County will grow.



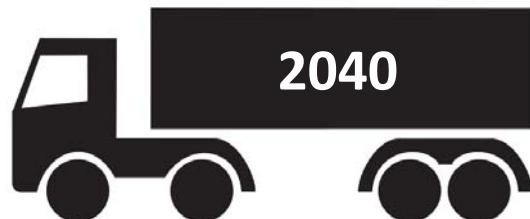
We are expanding!



11 million tons of goods



We are expanding!



18 million tons of goods



We have choices to balance



With decreasing transportation funding, our community needs to do more with less.

Choosing which projects to fund is a delicate balance between which projects align best with the future vision and which are most feasible.

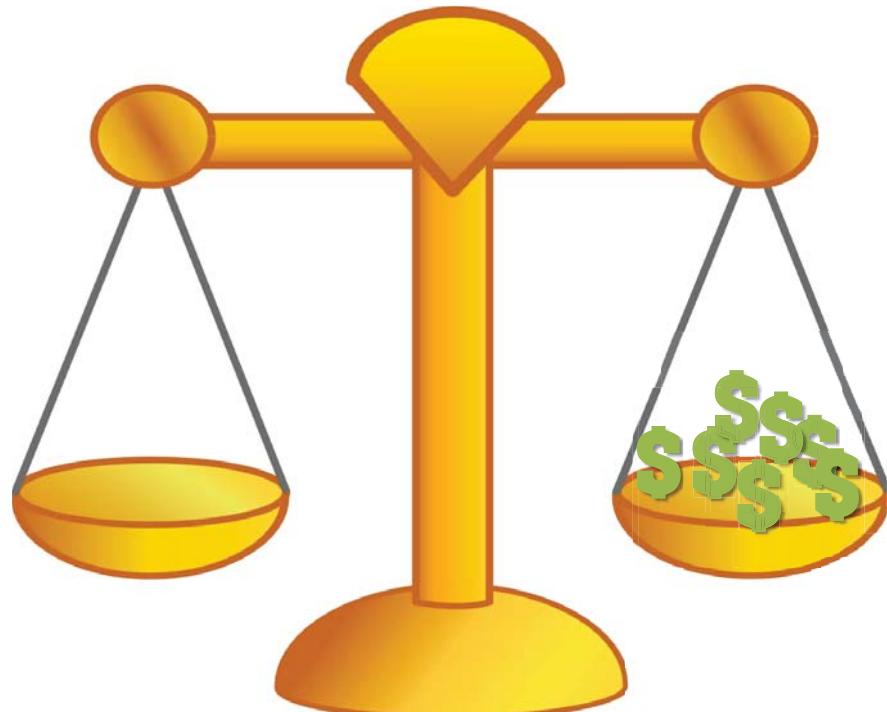


We have choices to balance



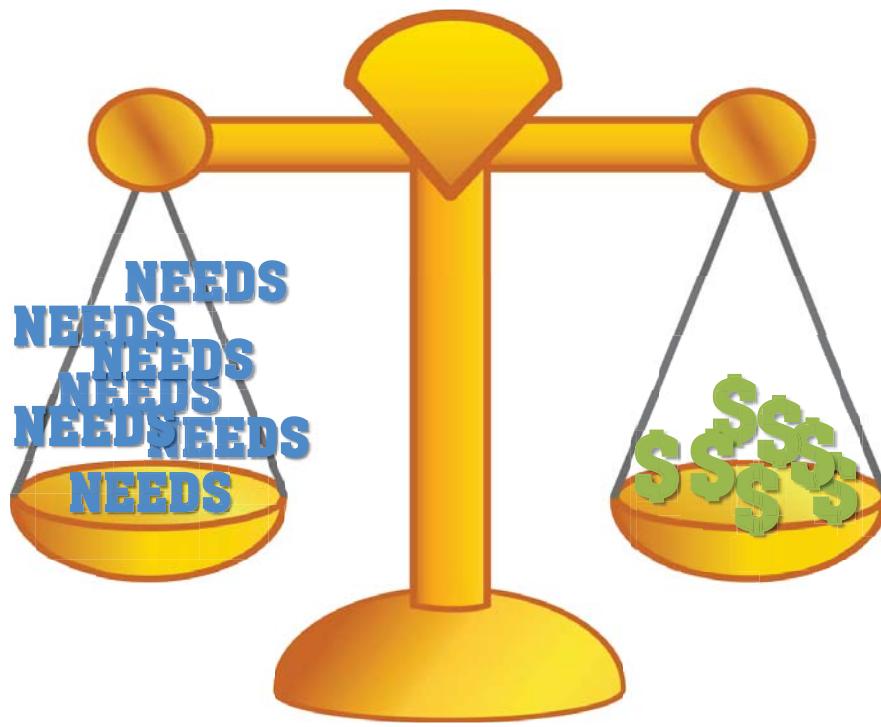
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We have choices to balance



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We have choices to balance



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We have choices to balance



What would you do?

We want to know!

And you can tell us here and now!

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What's important to you?



At the web kiosk, please tell us **which projects you think would make the biggest difference** to getting around Lee County, now and in the future!



What's important to you?



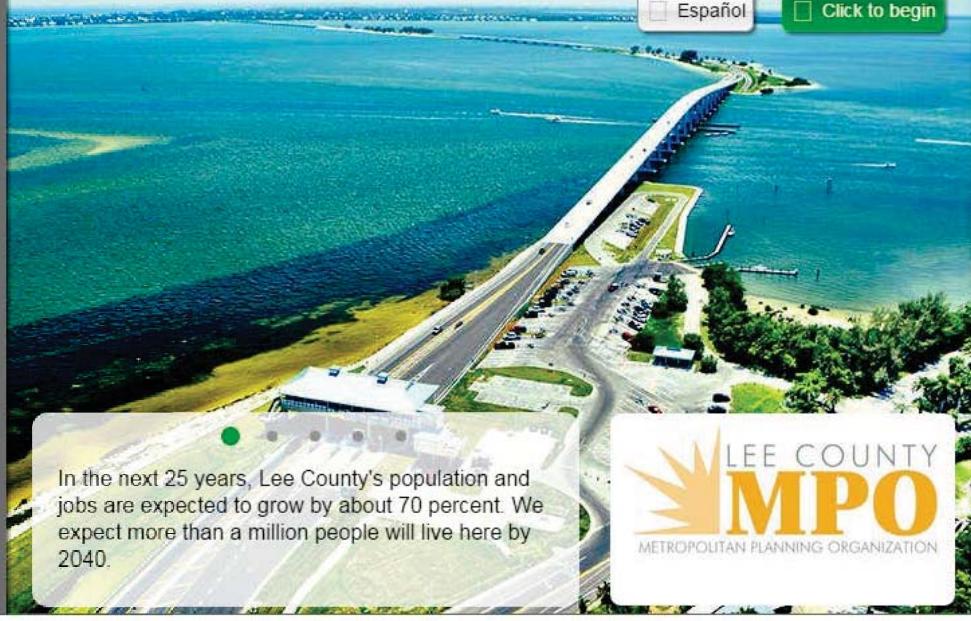
WELCOME

Welcome What's important to you?

The Lee County MPO is updating its transportation plan and wants to know where you think investments should be made to move people and goods. We've tested some proposed solutions for our anticipated needs, but which make the most sense?

Español

Click to begin



In the next 25 years, Lee County's population and jobs are expected to grow by about 70 percent. We expect more than a million people will live here by 2040.



BIKE AND PED
2

TRANSIT
3

ROADWAY
4

STAY INVOLVED
5

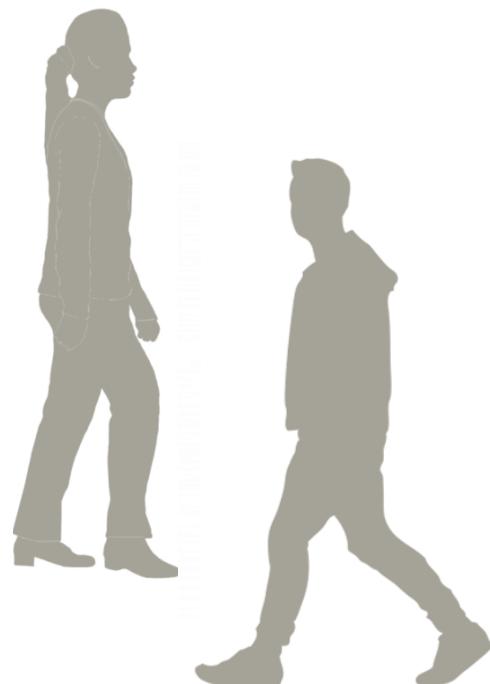
What's important to you?



Your choices include...



Bike and Ped Needs



Bike and Ped Needs

Which are most important?



Facilities near destinations



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Bike and Ped Needs

Which are most important?



Facilities near destinations

Bike lanes



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Bike and Ped Needs

Which are most important?



Facilities near destinations

Bike lanes

Facilities near schools



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Bike and Ped Needs

Which are most important?



Facilities near destinations

Bike lanes

Facilities near schools

Shared use paths



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Bike and Ped Needs

Which are most important?



Facilities near destinations



Bike lanes



Facilities near schools



Shared use paths



Paved shoulders



Bike and Ped Needs

Which are most important?



Facilities near destinations



Bike lanes



Facilities near schools



Shared use paths



Paved shoulders

Off-road trails



Bike and Ped Needs

Which are most important?



Facilities near destinations



Bike lanes



Facilities near schools



Shared use paths



Paved shoulders



Off-road trails



Sidewalks



Bike and Ped Needs

Which are most important?



Facilities near destinations



Bike lanes



Facilities near schools



Shared use paths



Paved shoulders



Off-road trails



Sidewalks



Facilities near transit



Transit Needs



Transit Needs Which are most important?



Airport service



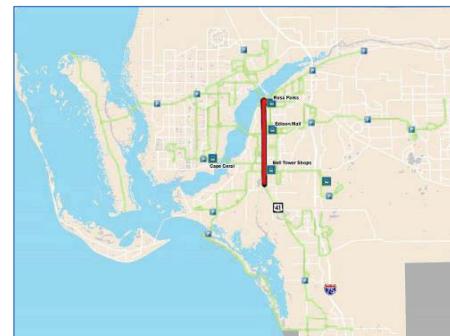
Transit Needs

Which are most important?



Airport service

BRT on US 41



Transit Needs

Which are most important?



Airport service

BRT on US 41

Sunday service



Transit Needs

Which are most important?



Airport service



BRT on US 41



Sunday service



Extended hours



Transit Needs

Which are most important?



Airport service



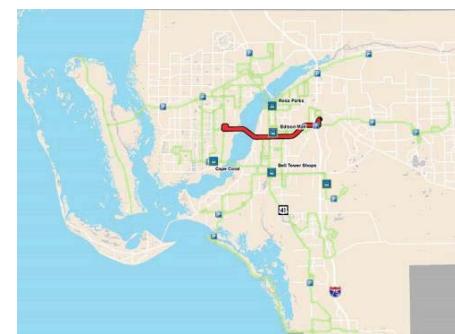
BRT on US 41



Sunday service



Extended hours



Transit Needs

Which are most important?



Airport service



BRT on US 41



Sunday service



Extended hours



BRT on Colonial Blvd



Improved frequencies



Transit Needs

Which are most important?



Airport service



BRT on US 41



Sunday service



Extended hours

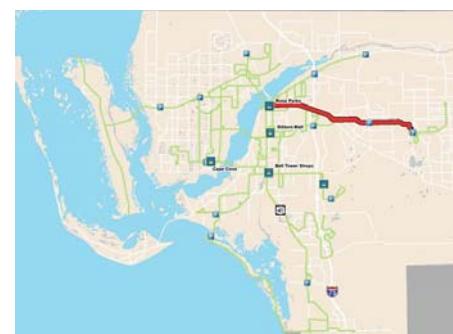


BRT on Colonial Blvd



Improved frequencies

Express bus to Lehigh Acres



Transit Needs

Which are most important?



Airport service



BRT on US 41



Sunday service



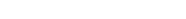
Extended hours



BRT on Colonial Blvd



Improved frequencies



Express bus to Lehigh Acres

Express bus to Cape Coral



Roadway Needs



Roadway Needs



All roadway projects were evaluated against the Lee MPO goals and, in turn, the eight federal planning factors.

The **roadway projects in the survey** are some of the highest ranking projects and include the following:



Roadway Needs Which are most important?



Roadway widening



Roadway Needs Which are most important?



Roadway widening

New interchanges



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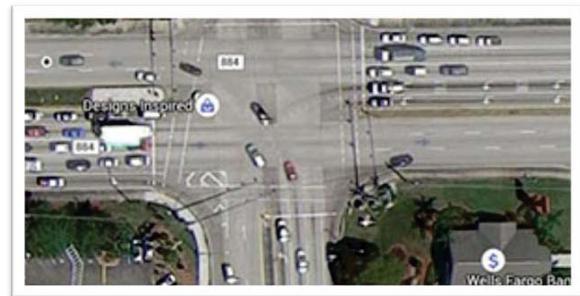
Roadway Needs Which are most important?



Roadway widening

New interchanges

Major intersections



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Roadway Needs

Which are most important?



Roadway widening



New interchanges



Major intersections



New roadways



Use Your Voice



1. Take the survey tonight!
2. Tell us what you think would help Lee County!
3. See how your choices compare to your friends and neighbors.



How else can you shape the plan?



Coming Up Next

Interactive Online Survey

Now through September

Lee MPO Bike/Ped Workshop

Late September

Plan Review and Adoption

November and December



How else can you shape the plan?



Other Opportunities

Speak to Staff about presentations to neighborhood or civic groups.



Project Website



2040transportationplan.leempo.com



2040 TRANSPORTATION PLAN



Home

Supporting Documents

Contact Us

Lee County MPO

You are here: Home



Take the survey
[CLICK HERE TO BEGIN](#)

The Lee County 2040 Transportation Plan is the 25-year vision of how to meet our community's transportation needs and expectations through 2040. The plan will incorporate all types of travel including driving, biking, walking, public transportation, and freight movement. To identify the projects that will best serve Lee County, the MPO needs a clear understanding of how people and goods move around the county now and how they expect to move in the future. Your ideas and opinions are critical to create a successful plan. Public meetings, workshops, and surveys will give you an opportunity to share your thoughts and add your voice to the discussion of transportation needs in the community.

Please stay in touch with us throughout the LRTP's development and make your voice heard.

Suggest a Project

If you have a project idea or suggestion for a transportation need, please contact Johnny Limbaugh at the Lee County MPO at (239) 244-2220 or jlimbaugh@leempo.com or fill out the form below.

Upcoming Workshop!

Please join the Lee MPO on Tuesday, August 26th at the Estero Recreation Center (9200 Corkscrew Palms Blvd, Estero, FL 33928). The August 25th public workshop will begin at 5:00 p.m. For more information, [click here](#).

Search

Search...



News/Announcements

- Save the Date: Second 2040 Transportation Plan Workshop Announced

Related Links

- 2035 Long Range Transportation Plan
- Agendas & Minutes
- Meeting Schedule
- Meeting Request Form



Thank you for being here!

Lee County 2040 TRANSPORTATION PLAN





2040 TRANSPORTATION PLAN



Johnny Limbaugh, 239-244-2220
jlimbaugh@leempo.com

Lee MPO to host August 25th Public Workshop on Lee County 2040 Transportation Plan

Lee County, Fla. – The Lee MPO is updating its transportation plan and wants to know which projects you think would make the biggest difference to getting around Lee County, now and in the future. With decreasing transportation funding, our community needs to do more with less, and choosing which projects to fund is a delicate balance. The Lee MPO has tested some proposed solutions for our county's anticipated needs, but which make the most sense?

Please join the Lee MPO on **Tuesday, August 25** at the **Estero Recreation Center (9200 Corkscrew Palms Blvd, Estero, FL 33928)**. The public workshop will begin at **5:00 p.m.** with a brief presentation by staff, followed by an opportunity for citizens to visit various display boards and talk informally with staff about your ideas, concerns, and questions. There will also be a web kiosk to visit the Lee MPO's interactive online collaboration site, set to be unveiled in mid-August. This is your chance to share your ideas about future investments in transit, bike and pedestrian facilities, specific road projects, and more.

If you would like to join the Lee MPO's email list and be notified of future 2040 Transportation Plan news and events, please visit the [project website](#).

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.



Lee County 2040 Transportation Plan Sign In

Estero Recreation Center | 9200 Corkscrew Palms Blvd. | Estero, FL
Tuesday, August 25, 2015 5:00-7:00PM



Name	Organization (if applicable)	Email (if you would like to be added to the mailing list)	Address
Dick SCHWEERS	EFR	SCHWEERS@ESTERO.ORG.	
Susan Prock	Bella Terra	Susanprock8@gmail.com	20400 Andane Ln Estero, FL 33928
M. K. Lane	Bella Terra	M.KL@LANEINSURANCEGroup.com	
Sherry Cohee	Grandezza	_____	_____
Burton Alturas	Bella Terra	bartonbella@gmail.com	
Bella Alturas	Bella Terra	" "	
Barbara Saxton	ECCL	info@barbarasaxton.com Estero	
Lal & Cindy Apicella	The Reserve	cindytoys071@gmail.com	
Peter Cangialosi	The Preserve	Pcangialosi@comcast.net	
Jim Varey	GRANDEZZA	jimvarey@comcast.net	
April Owen	Conservancy	Aprilowen@conservancy.org	



Lee County 2040 Transportation Plan Sign In

Estero Recreation Center | 9200 Corkscrew Palms Blvd. | Estero, FL
Tuesday, August 25, 2015 5:00-7:00PM



Name	Organization (if applicable)	Email (if you would like to be added to the mailing list)	Address
Riley Abshire	Bella Terra	riley_abshire@yahoo.com	21121 Bella Terra BCVJ, Estero.
William F Williams	CASCADES	WFWilliams48@comcast.net	20043 ALANA COUPL ESTERO, FL 33928
MERCEDES BALLOU	BRECKENRIDGE	balloumj@comcast.net	19870 BRECKENRIDGE DR #103 ESTERO, 33928
KEVIN TOLIVER	PRESERVE of CORKSCREW RIVER	kevintoliver44@gmail.com	20212 CYPRESS SHADOK
Jim Bokschit	Estero Council		
Gary Schaeff		gary.schaeff@rcor2.com	12588 Grand Canyon Cir Estero 33928
DON SWANINGER	PELICAN SNUK	dswaninger@gmail.com	20816 GENEAGLES LAKES ESTERO 33928
Steve Doane	The NewsPress		
Lyn Millner	FGCU		
Mitch Autzen	BEZAT TERRIT	MITCHA007@ AOL.COM	
Doug Saxton	BWL	dpsaxton10@gmail.com	19634 TROPICAL FARMERS 33927



Lee County 2040 Transportation Plan Sign In
Estero Recreation Center | 9200 Corkscrew Palms Blvd. | Estero, FL
Tuesday, August 25, 2015 5:00-7:00PM



Name	Organization (if applicable)	Email (if you would like to be added to the mailing list)	Address
MARY POPOVICH	—	—	22703 ISLAND LAKES DR
CAROL NAPOLITANO	—	—	21272 VELVET HAWAII
Nadice Payne			9106 Astoria way
MARY SCHAEFER			19545 CALADES/
Jim WILSON	VILLAGE ESTERO		10200 BURNSIDE ESTERO 2002
RAY ROTHIER	COUNTRY CREEK		21034 OXBOW BND
B Nelson	Island Club		
Nick BATOS	Village of Estero		21200 Bella Terra Blv
LARRY ROTH			
GREG GRAMMUS	—	GGMAN856@YAHOO	21040 BEAUTIFUL ESTERO FL
RON SWANSON		ron.rose.swanson@ gmail.com	13105 Cardete Ct, 33928



Lee County 2040 Transportation Plan Sign In

Estero Recreation Center | 9200 Corkscrew Palms Blvd. | Estero, FL
Tuesday, August 25, 2015 5:00-7:00PM



Name	Organization (if applicable)	Email (if you would like to be added to the mailing list)	Address
ROBERT KING	BELLA TERRA	BTN@WFCOMCAST.NET	21130 Palms Dr ESTERO 33928
Joe Napolitano	Bella Terra	NIPPIY1986@GMAIL.COM	
JIM TATOOLAS	ECC	JETATOOLAS@PRODIGY.COM	RABARE
Bruce Miller	BellaTerra	SUSAN.MROCK8 @GMAIL.COM	20400 GRADUATE LN ESTERO
GERARD BENJAMIN	Preserve	GPER.JANIN.RET @GMAIL.COM	13534 SAN GEORGIA DR ESTERO, FL 33928.
MARK NOVITSKI	BELLA TERRA	MARKER21101@ GMAIL.COM	21101 PALESE DR ESTERO FL 33928
Cheryl Swaninger	Pelican Sound	djscjrsjunk @GMAIL.COM	20816 Genevieve Link Dr. ESTERO
Tom Scanlon	Bella Terra	TSCAN@OUTLOOK.COM	21024 LOSONZA CT ESTERO FL
Ronald Talone	David Plummer & Assoc.	ronald.talone@ oplummer.com	2149 McGaugh Blvd. Ft. Myers, FL 33901
Karen Bottemanne	Bella Terra	KSBOTTEMANNE@GMAIL.COM	
Bob Scully	Bella Terra	RJSCULLY@ME.COM	24574 BELLA TERRA BLVD ESTERO, FL 33928



Lee County 2040 Transportation Plan Sign In
Estero Recreation Center | 9200 Corkscrew Palms Blvd. | Estero, FL
Tuesday, August 25, 2015 5:00-7:00PM



Name	Organization (if applicable)	Email (if you would like to be added to the mailing list)	Address
Don Eslick	ECCL	doneslick@comcast.net	Estero
Nancy & Howard Cohen	Estero Resident	cohennancyB@mac.com	4730 Via Napoli, BS, Estero 33413
Tony Cameratta	Resident/Dev	tcameratta@camprop.com	Colonial Walk N.
Joe Basso	Resident/ Grandson POA	JoeJBasso@Aol.com	19741 Marway Estero
Barry Munchie	Resident	BTMunchie@gmail.com	20740 Tom Delago St. Estero, FL 33928
Parry Whitehead	Rome	pwhitehead@zoom.us	
Charlie Chatfield	Resident	ccowen@aol.com	20364 Cypress Shores Blvd. Estero, FL
Craig Israel	Resident		Estero 33928



Lee County 2040 Transportation Plan Sign In
Estero Recreation Center | 9200 Corkscrew Palms Blvd. | Estero, FL
Tuesday, August 25, 2015 5:00-7:00PM



Name	Organization (if applicable)	Email (if you would like to be added to the mailing list)	Address
Rosemary Swanson	Bella Terra	ron.rose.swanson@gmail.com	13501 Cardeto Ct ESTERO 33928
ED SCHAFER	BELLA TERRA	Ed.Schaffer1950@AOL.COM	13077 CARDETO CT ESTERO, 33928
Mark Payne	resident	nursepayne@comcast.net	9106 Astoria Way ESTERO FL 33967
Dave Ulrich	EAC-MPO	d.ulrich@comcast.net	3919 m-hi-lane Ft Myers, FL 33967



Lee County 2040 Transportation Plan Sign In

Estero Recreation Center | 9200 Corkscrew Palms Blvd. | Estero, FL

Tuesday, August 25, 2015 5:00-7:00PM



Name	Organization (if applicable)	Email (if you would like to be added to the mailing list)	Address
Nicole Johnson	Conservancy	n.johnson@conservancy.org	
Earl & Linda Oakley	Residents	etocook@gmail.com	21331 Velino Ln. ESTERO, FL 33923
KEN PRYOR	RESIDENT PSGRC	KANDRPRYOR@COMCAST.NET	4651 TORRE PINES COUR ESTERO



LEE COUNTY 2040 TRANSPORTATION PLAN Project Website & Other Comments As of 11/30/2015						
ID	Source	Received	Need	Suggested Project Name	Project Location	Project Details / Public Comment
1	Project Website	6/4/2015	Bike & Ped	Complete sidewalks on Plantation Road	Plantation Road between Daniels and Colonial	Consider completing sidewalks on Plantation Road between Daniels and Colonial. I live in Plantation Preserve and there is no safe way to get to Colonial or Daniels by foot or by bicycle. The road carries thousands of cars daily. Also entrance and exit to our community is hazardous much like Plantation Road and Crystal.
2	Project Website	8/24/2015	Bike & Ped	Sanibel Causeway Pedestrian Crossings	Sanibel Causeway	There are no crosswalks marked or posted on the Causeway. Pedestrians do walk/run from side to side often and it's always a hazard to them. There appears to be a need for 3 marked crosswalks: 1 near each end and 1 in the middle. Speed enforcement is spotty and that would help if done a bit more frequently. Thanks for listening. PS: We are part-time Lee County residents but still have ideas for improvements.
3	Project Website	8/31/2015	Bike & Ped	Beach Park	South end of Fort Myers Beach - now a closed golf course	The Fort Myers Beach Golf Course closed last year after the owner became embroiled in legal battle with the condominium owners surrounding it. Right now it's overrun with weeds and becoming an eyesore for our community. I think it make a great place for a beautiful park, with walking/biking paths and fountains and perhaps even a small bandshell for family-friendly concerts where people can come, lay their blankets on the cool grass and listen to music so long as it's not loud.
4	Project Website	9/3/2015	Bike & Ped	Rails to Trails Estero	Estero Parkway	Convert the old railroad tracks to recreational trail.
5	Project Website	9/5/2015	Bike & Ped	Bike path replacing existing rail siding	The reserve at estero fl	As a long time rail executive (I owned soutthen illinois railcar Co) and rail executive for several future 500 companies, I think it's imperative to keep rail service intact. As rail continue to be the best alternative for fuel use per ton mile it's also becomes a necessity for economic growth. Keep the railway.
6	Project Website	9/9/2015	Bike & Ped	Converting rail to bike/walk trail	Estero Pkwy & rail system in Estero	Safe place for us to bike & walk. Connecting this to the malls-would be helpful as well. Finish sidewalks on Estero Pkwy, from the Reserve of Estero to Three Oaks & Tamiami- its unsafe riding bikes & walking along the street. We support this project! Lets get it done!
7	Project Website	9/23/2015	Bike & Ped	Multi use path between 3 oaks and rte 41 on Estero Parkway	Between Three Oaks and rte 41 on Estero Parkway	There are NO CONTINOUS multi use pathways on either side of Estero Parkway from 3 Oaks to Rte 41. Safety & economics is are involved.
8	Project Website	9/24/2015	Bike & Ped	Shell Point Rd. to Sanibel Bridge bike/ped. path completion	Shell Point Rd. to Sanibel Bridge	Continue the hard surface bike/ped. path from Shell Point Rd. to Sanibel Bridge.
9	MPO Board Meeting	11/20/2015	Bike & Ped	Public Comment	n/a	An announcement on the designation of the City of Cape Coral as a Bronze level from the League of American Bicyclists was given.
10	MPO Board Meeting	11/20/2015	Bike & Ped	Public Comment	n/a	An announcement regarding an award to the News Press for their bike safety initiatives.
11	Project Website	6/5/2015	Roadway	Harry Avenue S. extension to Hwy 82	Hwy 82 west of Gunny Rd.	Hwy 82 access plan needs to be amended to allow for a new access point at the intersection with Harry Avenue S. extension. This access is approximately 2,000 feet west of the Gunney Rd. and Hwy 82 intersection. Lee County DCD is changing the FLUM designation for this area to increase commercial activity. The next opening to Hwy 82 is approximately 4,000 feet west of Hwy 82 and Gunny Rd. intersection at Haviland. Access to the commercial properties along Meadow Rd. has been restricted due to FDOT closing intersection to local traffic thereby creating a need for this additional access point. Hwy 82 is going to be widened to 4 lanes in this area and turn lanes for the new access at Harry Avenue S. can be designed and incorporated into your current road improvement plan for this area.
12	Email	6/9/2015	Roadway	Congestion pricing	Sanibel Causeway	First suggestion is to begin congestion pricing at Sanibel causeway toll booth when an unusually high level of vehicles have passed the toll booth.
13	Project Website	6/11/2015	Roadway	Gated Community Stability	Corkscrew Road and Florida Power and Light power lines	No proposed north-south roads should be build through existing gated communities such as Grandezza and Wildcat Run along the FP&L power lines, because such proposed routes break up the community's cohesion.
14	Project Website	8/19/2015	Roadway	Widening Williams Road, 41 - Three Oaks	Estero	Can this project be given a higher priority?
15	Project Website	8/24/2015	Roadway	Harry Avenue S. extension to Hwy 82	Lehigh Acres	Extending Harry Ave. S to Hwy 82 will give the area west of Gunnery Road access to Hwy 82. This project needs to be done the same time you are widening Hwy 82 so turn lanes, etc. can be included in design of this section of Hwy 82. I have mentioned this project previously and talked to Dave Loveland with lee County who supports extending Harry Ave. S.
16	Project Website	8/24/2015	Roadway	Corkscrew Road widening east of I-75	Corkscrew east of I-75 intersection	There is already considerable congestion and delay on this segment, and more will occur as more and more agricultural and former mining properties east of the Bella Terra community are developed for residential and/or mixed uses. WildBlue and Corkscrew Farms are developments already in process in that area.
17	Project Website	8/25/2015	Roadway	LEHIGH ACRES FIRE DISTRICT	Lehigh Acres	As an elected official our District will be putting together prioritization of roadway projects in the near futuresubmitted to Road Dept Public Works. You can go from there Presently the roads are being resurfaced squeaky wheel method and only piecemeal, not getting the job totally done.
18	Project Website	8/25/2015	Roadway	Widening Corkscrew Road	Corkscrew from US 41 east to Alico Road	Increase Number of lanes, improve intersection access, road crossing points
19	Project Website	8/26/2015	Roadway	Road to Sanibel	Fort Myers to Sanibel	Please consider another way on and off Sanibel. It is really important to sustain the activities on the island. Also to sustain a great work force.
20	Project Website	8/27/2015	Roadway	STATE ROAD 82	SR 82 from Alabama to Gunnery	I travel SR-82 every day. With the start of the (FGCU) school year SR-82 is virtually a parking lot from Alabama to Gunnery. My normal drive time of 35mins becomes 55mins+1 hour. I would like to see the DOT/Army Corp of Engineers/LEEMPO fly over this area on any given school day and witness the magnitude of cars and the gridlock on this road way. There is road construction and planned road construction in many areas but SR-82 needs immediate attention. The taxpayers using this road deserve better support. Thank you for your time.
21	Project Website	8/28/2015	Roadway	275 and 175 Business Loops	Lee County - primarily	We need freeways in the county. Build 275 and 175 business loops



ID	Source	Received	Need	Suggested Project Name	Project Location	Project Details / Public Comment
22	Project Website	8/28/2015	Roadway	951 Extension	Lee County Line to Corkscrew Road	This would complete a 60-mile roadway east of I-75 from Marco Island to SR 80. About 2/3 of Lee County economic development issues are east of I-75, including FGCU, SWFIA, Germain Arena, Gulfcoast Mall, Red Sox Stadium, and over 1,000 acres of industrial lands yet to be developed. To ignore the need for a north-south corridor east of I-75 is a total lack of vision.
23	Project Website	8/30/2015	Roadway	Alico Road East to SR 82	n/a	Begin to plan a second east west route to remove pressure off Corkscrew as new development sends traffic onto Corkscrew
24	Project Website	8/31/2015	Roadway	Alico Road Extension	Alico Road	Alico Road extension to the East - possibly connecting to SR 82
25	Project Website	8/31/2015	Roadway	Corkscrew Road widening	n/a	Corkscrew rd MUST be made four lanes
26	Project Website	8/31/2015	Roadway	Widening of Corkscrew Road	Estero from I 75 to Alico road	Widen Corkscrew I-75 to Alico Road
27	Project Website	9/3/2015	Roadway	LIGHT AT THE RESERVE AND CASCADES	INTERSECTION IN MIDDLE OF ESTERO PARKWAY	DANGEROUS COMING OUT OF RESERVE AND CASCADES- NEED A LIGHT
28	Project Website	9/5/2015	Roadway	Half-Flyover from Summerlin to Colonial	Intersection of Summerlin & Colonial	There urgently needs to be a ONE lane "Half-Flyover" leading from Summerlin to Colonial - going to the Cape! This would greatly alleviate congestion at rush hours! Also, a second right turn onto Summerlin from Colonial would also help this congested intersection. The space appears to be available if the grassy slope hill were utilized.
29	Project Website	9/14/2015	Roadway	Crystal Drive extension between Plantation and Six Mile	Between Plantation and Six Mile	Suggestion for inclusion in 2040. 1. It would help alleviate traffic on one of the most congested parts of Daniels. 2. It would help the six mile/Daniels intersection. 3. It would provide a much needed link between US 41 and Six Mile. 4. It would keep people off of a private dirt road that is not designed for public traffic.
30	Email	(prior to 10/14/15)	Roadway	n/a	CR 951 from Corkscrew to Alico Roads	Do not build CR 951 from Corkscrew Road to Alico
31	Email	(prior to 10/14/15)	Roadway	Traffic signals	Corkscrew Road at Bella Terra and Alico Roads	Install traffic signals on Corkscrew at Bella Terra and Alico
32	Email	(prior to 10/14/15)	Roadway	Traffic signals	The Reserve & adjacent community/Estero Parkway	Put in traffic signals at the Reserve and the adjacent community on Estero Parkway
33	Email	10/19/2015	Roadway	RE: Friday's MPO discussion on I-75 access on 10/16/15. Some Concepts that I think would be helpful for NOW and for 2040 LRTP	X-147	<p>I spoke at the MPO on Friday 10/16 on what I call X-147 the new access for I-75. Individuals that do public comment do not get the attention that officials from Cities and Counties do. The first thing I notice missing in your email circulation is laura.lockwood@dot.state.fl.us so I added her to this reply so she knows we are coming. I don't see Billy Hattaway on the distribution either but I don't have his email address. He should know we are coming too. I am speaking at the Cape Coral city council meeting tonight because we need city staff to provide official input for FDOT five year work program. THE PUBLIC COMMENT PERIOD ENDS OCTOBER 30, 2015. When you want to know about funding, please read my attached report "CapeCoral I-75 Access Ramp.pdf". I have discussed what appears to be free spending on I-75 projects where wasted funds could be applied to VITAL projects like X-147! Case in point is the 6 laning of I-75 South of Naples to the alley. Tell me about the economic benefit of that. Who is served? Remember, there is 15 miles between Tuckers Grade exit 158 and Bayshore exit 143. Remember there are 166,000 Cape Coral residents that need a hurricane evacuation route and X-147 is the ticket. Please refer to my attached map "TruckRoutes.pdf". When X-147 is built, folks in the Bayshore area will wonder where all the semi-trailer trucks went! Cape Coral has a brand new 4 lane boulevard, Del Prado North, that largely goes unused while trucks crowd Bayshore and Pine Island Rd. Every truck that delivers to every business in Cape Coral would use the new exit. My map shows truck route connection to Kismet, Santa Barbara, Andalusia and Del Prado. Think about commerce centers including Mega Sams Club, BJ Wholesale, Walmart Mega store, all the Publix and all the gas stations that are on this route. Andalusia includes the North industrial park in the Cape and all the industrial area on Pine Island....</p> <p>...Former Council member Dolores Bertolini told me that she worked on X-147 10 years ago. She gave files to the BOCC and it went nowhere. In 2009, six years ago, Florida Weekly Ft. Myers had an article about Kitson Partners Babcock Ranch development. This is 17,000 acres (about 27 square miles) set aside for a city of 17,800 homes and more than 40,000 residents. It is starting up. I don't suggest a fancy interchange which seems to be what road designers prefer today. That is just wasteful spending. I DO suggest a fast track on X-147 interchange. The MPO members can certainly bring Governor Scott to town. We can see how fast an interchange can be built. My last attachment shows that a right of way is already owned on the Fort Myers side of I-75 and the County owns all the land needed on Cape Coral side. There is no project in Lee County that would bring greater traffic safety, hurricane evacuation and economic development than X-147. Steve Crane</p>

ID	Source	Received	Need	Suggested Project Name	Project Location	Project Details / Public Comment
34	Email	10/20/2015	Roadway	Re: Friday's MPO discussion on I-75 access on 10/16/15. (Now that Steve Crane has brought up his X-147 issue - here are some of the old problems with a Prairie Pines connection)	n/a	<p>I see that Steve Crane has sent you his concept of X-147 for the old issue of using Prairie Pines ROW for the proposed new I-75 interchange. Therefore, I am attaching three of my older maps showing some of the problems with that alignment using the ROW though Prairie Pines Preserve . First - Del Prado Extension Map showing that the alignment is actually some THREE miles longer than just coming up US 41 to Tuckers Grade - which one can do TODAY at no cost! At the time that I did the map, it was felt that a TOLL would be needed to pay for the construction - so that is on the map. This map also shows the new Tuckers Grade extension from US 41 to Burnt Store Road, which is on the needs map for Charlotte County - but not funded even today. I continue to want that four mile connection to be FUNDED as a CURRENT need for BOTH Counties. Second - Shows the current LCDOT rendering of the Del Prado Extension access roads. This rather unique plan was made due to water issues in this sensitive area. It was apparently felt that this could not be built with any type of a "diamond" interchange - such as those proposed by Mr. Crane. This was done by Inwood Consulting Engineers for LCDOT some years ago. Third - My suggestion several years ago was to move the new I-75 interchange to about Mile Marker # 150 (which is in Charlotte Co.) to comply with the 2035 Charlotte "East/West" Expressway for Babcock City. The fact that Federal Standards would have to be waived to grant a NEW interchange just 4 miles from #143 (Baysshore) was a factor in my suggestion, as well as the impact of Babcock traffic on North Fort Myers. The actual midpoint between # 143 and # 158 (Tuckers Grade) is about Mile Marker # 150 - thus requiring no Federal standards waiver....</p> <p>...Finally - I again attach the current Ron Inge proposal for a new interchange which would appear to be about at Mile Marker # 150. It also considers the Zemel property which is a potential Cape Coral Industrial Park just South of the Lee County line on US 41. I again request that this rendering of Mr. Inge's be added to the 2040 LRTP for study of costs and feasibility. The growth of Cape Coral has continued to be to the North, and the Kitson/Babcock development also shows need for study of an interchange North of the Lee County line at some future date. While Mr. Crane's concepts were done in good faith and with vigor - they can not be funded with currently available funds. More importantly, the focus of growth has shifted in the past ten years up to and past the Lee County line! My thrust is to improve BOTH of the current (Baysshore & Tuckers Grade) intersections to immediately increase the access of Cape Coral to I-75! Only when the existing interchanges have become STRESSED will an Interchange Feasibility Study result in recommending a New Interchange, as I understand the process. Thus - the very minor changes to improve Cape Coral Access - might create the stresses needed to request such a study before 2040 LRTP expires. Therefore, I ask for the Inge Plan to be included for later study in this edition of the 2040 LRTP. I feel that funds should be able to be made available for current study to both existing I-75 Interchanges. Again, I would like to have a meeting with the Cape Coral TAC as soon as possible to explore the best way to meet the growing need of our largest city in Lee County. Yours, Dave Urich</p>
35	Email	10/24/2015	Roadway	Friday's MPO discussion on I-75 access on 10/16/15. Crane Replies to David's points	n/a	<p>Hello to all the Important and Powerful People this Email reaches: This group of people has the capability to fast track the HURRICANE EVACUATION interchange X-147 that was VETTED YEARS AGO by Cape Coral. >>>>FDOT open comment period for the 5 year work program ENDS OCTOBER 30, 2015<<<< I am seeking public records from the City Clerk on the filing with BOCC which seems to have been ignored. Three of the five commissioners are no longer commissioners and the county manager has been changed as well. Hopefully our issue will now be handled. OUR ISSUE IS HURRICANE EVACUATION INTERCHANGE ON I-75 FOR 166,000 OF CAPE CORAL. In reply to David's points below, I will respond to each paragraph: Paragraph 1-2: I have detailed the location of X-147 because the land is already owned and there is a right of way in place of the end of Nalle Grade Road. I do not want to argue minor details with such a powerful group and delay the fast track. This issue is about 166,000 people having one new interchange that is targeted to their needs for evacuation, long overdue. I-75 acts as a fence that traps Cape Coral traffic. Unless there is an I-75 bridge, we are stuck. Cape Coral residents must butt against traffic from Punta Gorda, North Fort Myers and after crossing bridges, butt into Fort Myers traffic. One spot to get on or beyond I-75 is exit 161 at the North end of Burnt Store Rd. This happens to be ground zero for hurricane Charlie. If everyone was stuck in traffic at Hy 41 and Burnt Store Rd, there could be carnage. Hurricane Charlie visited us in 2004 showing Cape Coral the need to improve evacuation planning. That was over 10 years ago, long overdue. Paragraph 3: Our issue is not about sharing Tucker's Grade or about how long the drive is. The issue is Hurricane Evac for 166,000 folks. Should 166 folks get on HY 41 with Charlotte County and find themselves stuck at ground zero? Should 166,000 people crowd our bridges and share evacuation routes with Fort Myers? I do not understand David's 4 mile road issue because I see Notre Dame Blvd connecting just to the North already. It is there for free. Any talk of a toll for our hurricane evacuation route will be met with a toll for the \$50m airport access built...</p> <p>...a mile away from the existing interchange. I don't remember a public outcry to build that. Some commissioners could not explain where the airport interchange came from either. Paragraph 4: I do not want to argue minor details with such a powerful group and delay the fast track. A diamond interchange is the most common and thereby the least costly. If we can build roads across the everglades, engineers can deal with minor water problems that David mentions. How does "this sensitive area's water" compare to the need to evacuate 166,000 residents? Paragraph 5: I don't care where the center between exits is. X147 is skewed toward the population density. We already have a four lane access roadway built and paid for by Cape Coral. Del Prado heads right toward X-147. Paragraph 6: The future Babcock issue only adds 17,000 homes at buildout over 10 years away. They are already outside of the fence that I-75 presents Cape Coral that boxes us in with no escape road. Paragraph 7: In this paragraph, David tells us how things can't be done by the group of people that receive this email. Everything I have discussed could be a consideration for Corkscrew interchange as well. Making that road wider only encourages tourists to drive back and forth across the lanes while blocking traffic among the trucks who also block traffic. The answer may lie in a "truck route" back street logistics plan that also serves hurricane evacuation for all residents that are trapped West of the I-75 fence. The alternate route could reallocate truck traffic to the back streets and let the tourists, oldies and shoppers have the front street, Corkscrew. That's right, I suggest that Estero look at adding another diamond interchange for their future evacuation needs. They would cut traffic on Corkscrew as a side effect. Think about frontage roads as well. I would appreciate your support to help FDOT make the correct decisions. What to do: Please send your comments supporting X-147 to Laura Lockwood laura.lockwood@dot.state.fl.us before Friday October 30. Please send your comments to Dane Eagle as well. dane.eagle@myfloridahouse.gov Now, "let's get to work"..."wouldn't that be great". Steve Crane</p>



ID	Source	Received	Need	Suggested Project Name	Project Location	Project Details / Public Comment
36	Email	10/25/2015	Roadway	Re: Friday's MPO discussion on I-75 access on 10/16/15. Crane Replies to David's points. (I need to have some kind of meeting or advice before responding)	n/a	<p>I seem to be in need of some kind of a meeting or advice before responding to this. This issue has two different points for discussion - What can we do TODAY with existing funds? Let's NOT lose the chance to deal with the TODAY issues shown on the attached maps, what can be done with available funding? And WHERE should a NEW I-75 interchange be located? That is much more complex and will use a great deal of funds from BOTH Lee and Charlotte Counties - which are NOT currently available! I doubt that the Florida Legislature will have any NEW funds to provide in the near future!</p> <p>As you know, I am currently on the CAC of the MPO - and have been for some years. The current Draft of the 2040 LRTP has tried to work with seriously reduced available State & Federal funds - at the same time that LCDOT has been given less funds due to Impact Fee Reduction. Both the TAC and the CAC have worked to create a balanced program that tries to meet the urgent needs of the entire Lee County - which include Hurricane Evacuation. Public input has been sought all along! Yet Lee County is one of the fastest growing counties in the country! Cape Coral is clearly growing just as fast as the rest of the Lee County, if not more so. BUT the 2040 LRTP must deal with chronic problems at Fort Myers Beach as well as the explosive new growth problems of the Village of Estero! Not to mention that Lehigh has urgent needs, both internally and on SR 82! All of Lee County has to be considered as this plan reaches the final edition due in December of this year! I would appreciate any help or guidance that anyone can give me in this urgent matter. Yours, Dave Urich (cell (239) 850-2413</p>
37	Email	11/18/2015	ALL	Comments on Draft LRTP Executive Summary	n/a	<p>Hi Don,</p> <p>I went through the Executive Summary and kudos to the team for the presentation! It is concise, easy to read and with lots of good graphics.</p> <p>I would like to offer the following comments:</p> <ol style="list-style-type: none"> Page 11, fourth bullet, as discussed the number of miles of sidewalks is about 23 miles, not 64 Page 19 at the end I think I understood what the map conveys, but this map needs a better title. Isn't it showing population growth between 2010 and 2040? Hence the legend: less to more growth (density is misleading) or am I wrong? The map at the bottom of the page doesn't show proposed transit improvements north of SR-78, but the write up refers to a flex service by Marine and Burnt Store Road, a new express service and cape circulator(s). Shouldn't the map point these needs too? Page 39 at the top states that: "Figure 12 shows the committed roadway improvements" I think it should say 2040 cost feasible projects. Also the title of the map is confusing "Road and Highway" (I may be lost in translation) Page 40, Figure 14 is missing a lot of the sidewalk projects that are under construction or recently constructed. Needs Plans Table, Page 3. Please revise the limits for NE 24th Avenue. It should read: <ul style="list-style-type: none"> a. NE 24th Ave from Ponderella to NE 28th St: 2 to 4 lane b. NE 24th Ave from NE 28th St to Del Prado Boulevard: New 4 lane Needs Plans: Road Projects. I noticed that Surfside Boulevard from Trafalgar to SR-78 didn't make it to the cost feasible - Just making sure it wasn't an oversight. Needs Plans: Bike-Ped Projects. A number of projects in the list already have sidewalks, but it is unclear if the table refers to bike lanes, sidewalks, etc... <p>Please let me know if you have questions. Good job! Périsides</p>
38	MPO Board Meeting	11/20/2015	Roadway	Public Comment	n/a	The first speaker spoke in favor of the Del Prado Extension interchange for hurricane evacuation purposes and access to the City of Cape Coral.
39	MPO Board Meeting	11/20/2015	Roadway	Public Comment	n/a	The second speaker made comments about implementing other network improvements that could be made in north Lee and south Charlotte to improve access to the existing interchanges.
40	MPO Board Meeting	11/20/2015	Roadway	Public Comment	n/a	The public speakers spoke in favor of moving up the Three Oaks Extension as it is a reliever for I-75, a benefit for hurricane evacuation and a reliever of other facilities.
41	MPO Board Meeting	11/20/2015	Roadway	Public Comment	n/a	Comments were made about the Corkscrew Road project limits and asking why it broken at the Preserve, trying to get the I-75/Corkscrew Road project funded, speeding up the planning study and removing the CR 951 Extension.
42	MPO Board Meeting	11/20/2015	Roadway	Public Comment	n/a	Comments were made on the I-75/Corkscrew Road phases and what is currently occurring in regards to the planning phase, providing history on the CR 951 Extension and the proposed FGCU connection to it.
43	MPO Board Meeting	11/20/2015	Roadway	Public Comment	n/a	Comments were made on the need for moving up the Three Oaks Extension, how much has been put into the project to date and the section that is currently built and the benefits of the project.
44	MPO Board Meeting	11/20/2015	Roadway	Public Comment	n/a	There were further comments made on the removal of the CR 951 Extension based on the cost and impact of the project and bringing back through the Committee's for review and comment.
45	MPO Board Meeting	11/20/2015	Roadway	Board Comment/Motion	n/a	<p>Following the public comments, Commissioner Manning made a motion to move up the Three Oaks Extension to the first five year (2021-2025) and remove the CR 951 Extension from the Needs Plan list and to show that when it comes back for adoption in December. This item was seconded by Mayor Henderson and the item was approved unanimously.</p>
46	Email	11/23/2015	Roadway	Tuckers Grade four mile connector to Burnt Store for Hurricane Evacuation	Tuckers Grade connector to Burnt Store Road	<p>Secretary Hattaway - I used these two maps at the Lee MPO last Friday, and am sending you this note in follow-up.</p> <p>It was suggested that there might be enough Hurricane Evacuation need for Cape Coral and Pine Island to try and seek any possible funding from State/Federal sources to help Charlotte County move this needs plan four mile connector into their cost feasible plan. This connector to Burnt Store Road would be a vital link to I-75 as well as US 17 for Hurricane Evacuation - at a rather modest cost. The ROW needs to be identified and then actual costs can be determined - but there are no homes in the projected ROW due to an existing easement.</p> <p>While NotreDame Blvd does currently connect, it is a neighborhood collector from a number of cul-de-sacs! Such a road could become an emergency one-way evacuation route today, but should NEVER be the long-term Evacuation Plan.</p> <p>As I believe you know, I have been on the Lee MPO's CAC for some years, and am copying our chair and vice-chair for their information and/or action. This has not been voted upon at our CAC, but there has been discussion of this need.</p> <p>While Charlotte MPO has had this four mile connector on their needs list for years, they have never had the funds required to move it to the cost feasible plan. It is time that they get some help to make this connector a reality in the near term. Current updates to Burnt Store Road also make this a viable link for the Cape, NOW!</p> <p>Thank you for any help that you can give to this need, Dave Urich (239-850-2413) email: d.urich@comcast.net</p>



ID	Source	Received	Need	Suggested Project Name	Project Location	Project Details / Public Comment
47	Email	11/23/2015	Roadway	RE: Tuckers Grade four mile connector to Burnt Store for Hurricane Evacuation	Tuckers Grade connector to Burnt Store Road	<p>Mr. Urich, I think that your message below is misleading so I would like to clarify that at their Friday November 20th meeting, the Lee MPO board unanimously passed a motion to direct staff to seek advancing the funding for a hurricane evacuation analysis geared towards starting the process for the Del Prado/I-75 interchange Justification Report. This motion passed after a lengthy and good discussion by the board and it was clear their intention to keep Del Prado/I-75 interchange as proposed in the MPO Plan.</p> <p>Sincerely, Pérsides Zambrano, AICP Public Works Planning Manager City of Cape Coral Tel: (239) 574-0733 Fax: (239) 574-0732 E-mail: pzambran@capecoral.net</p>
48	Email	11/30/2015	Roadway	RE: RE: Tuckers Grade four mile connector to Burnt Store for Hurricane Evacuation (& Ron Inge I-75 to Cape Plan - response to Pérsides concern email)	Tuckers Grade connector to Burnt Store Road	<p>Dear Secretary Hattaway and the others addressed; I feel that I must respond to the 11/23/15 email from Pérsides Zambrano shown below. I certainly have no intention of "misleading" FDOT & the Lee MPO! My understanding of the actions of the Lee MPO on Nov. 20th was that they were going to do what she stated - namely "seek advancing the funding for a hurricane evacuation analysis geared towards starting the process" of an interchange Justification Report. I heard Commissioner Mann say that he did not want to waste a Million dollars unless the IUR was useful. I also heard Lawrence Massey say that the data from such a report only had a shelf life of three years. As you can see from the "Express to I-75" attachment, I have been trying to get help to implement this four mile connector since 10/4/09! I am told that the current LOS for BOTH Tucker's grade and Bayshore Interchanges is "A" and that will remain that way for Tuckers Grade, due to no flow from the Webb Preserve to the East of that interchange. Notre Dame Blvd is a local collector and thus is NOT suitable for re-construction for an evacuation route, in my opinion. However, the proposed Charlotte County four mile connector would not destroy homes, and is projected to utilize an easement. There needs to be funding for ROW acquisition - NOW to be sure that this vital connector to the Burnt Store re-constructing North/South urban route is able to be built. Also attached is a recent proposal from Ron Inge for a new I-75 Interchange in the vicinity of mile marker # 150 on I-75 in Charlotte County. I know that Mr. Inge has met with both Don Scott and Bob Harrington to show them his conceptual plan. Some five years ago, I did meet with Mr. Inge, but he developed his plan as a normal progression of his representation of land owners of large tracts in the area. His plan responds to the growing needs of the developing city of Babcock as well as the Zemel Land Trust that is being proposed for a Cape Coral industrial park just South of the Lee/Charlotte County line...</p> <p>...Realistically, ANY new interchange with I-75 is more than a decade away, and I did not address this issue at the Nov. 20th MPO for that reason. BUT this Inge proposal has merit and needs to be studied as part of any IUR. The Del Prado possible connection was proposed about 20 years ago, and the growth patterns have shifted to the North of that site with the passage of time. Also, there is considerable opposition from neighbors of the Prairie Pines Preserve on Matt Rd and Lost Lane in North Fort Myers to the Del Prado Interchange proposal on the Eastern Edge of Prairie Pines next to their homes! The main reason that I have written this memo is to see if FDOT can help Charlotte County in any way to get at least ROW funding for this urgently needed link to Tuckers Grade from Burnt Store - TODAY for hurricane evacuation. I am afraid that this issue may not be a priority due to conflicting concepts for an interchange some ten plus years in the future. At my age, I am hoping that we can deal with TODAY issues - good planning will exist with TOMORROW's issues later! It seems that TODAY we should be fully utilizing the EXISTING I-75 Interchanges - not fighting over a FUTURE possible one! Sincerely, Dave Urich, Member, Lee MPO's CAC - a Life Member of the Responsible Growth Management Coalition, Inc. (239) 850-2413</p>
49	MPO Board Meeting	11/20/2015	Roadway	Public Comment	n/a	Input was received on suggested improvements at the intersection of Summerlin and Colonial.
50	Project Website	6/4/2015	Transit	Mass Transit	Lee County	Disband the current school transit system in favor of an increased mass transit system. The funds currently spent on the school transit system could be better spent on a county wide mass transit system that would benefit all Lee County residents. Increase in bus routes, head times, and reduced traffic on limited infrastructure would benefit the entire county. This would also teach our young the values of mass transit. Works well around the world, so why not in Lee County?
51	Email	6/9/2015	Transit	Trolley service	End of Causeway islands	Run LeeTran route to the Causeway Island from Summerlin Square for use of the beach, airport trips and bikes to go from there
52	Email	6/9/2015	Transit	Trolley service	Periwinkle Way	Run trolley service on Periwinkle Way during high season. Thank you for your consideration.
53	Project Website	6/16/2015	Transit	Tourism and transportation options	Lee County	<p>We need to exert the political will to ween ourselves off of the rental car income (Airport Authority - \$25 M in 2013) and taxes (County revenue). When a tourist buys a ticket to RSW they should be encouraged to select from any of a number of BRT or local bus routes and purchase passes. The islands or downtown areas can have rental car systems that are like Car-to-Go (I think Hertz bought Car-to-Go) which cannot be beyond a certain geographical parameter as opposed to Smart Car, which can. Tourist can purchase initial passes for these cars also when they buy their air ticket. It should be marketed as a seamless transition...a "slowing to island pace" or such, plane – bus – mini local auto OR bike. Of course these should all have bike racks.</p> <p>I don't know of any studies done, but I don't think the income is paying for the congestion incurred and we can't afford to build our way out, but that money could be dedicated to improving and expanding transit.</p>
54	Project Website	6/21/2015	Transit	Sanibel transportation	Sanibel Island	Hi, I am currently in the public transportation business for about 6 years covering Ft Myers, Cape Coral, Sanibel and Captiva islands, I am more than happy to show you and talk about what I think to solve or alive the transportation needs in the island, specially in the high season, and this is according about my experience and what I can see from the hotels needs to cover and solve this matter.
55	MPO Board Meeting	11/20/2015	Transit	Public Comment	n/a	There were comments made about what else needs to be done for transportation that includes land use, economic development and transit improvements.
56	MPO Board Meeting	11/20/2015	Other	Public Comment	n/a	The third speaker talked about the process and that it is understood that it will not be easy but that we need to stick to the plan and move forward. The last point was to ask the Board to direct staff to move forward with the Planning.
57	MPO Board Meeting	11/20/2015	Other	Public Comment	n/a	Comments were made on the Long Range Plan development process and making improvements the next time around.



Lee County 2040 Transportation Plan | Online Survey| As of 10/18/2015

Visits, Data, and Comments

Visits	With data	% With data	Comments	Visits with comments	% Visits with comments
929	558	60%	434	227	24%



Lee County 2040 Transportation Plan | Online Demographics | As of 10/18/2015

Age			Employment		
17 and under	1	0%	Retired	98	29%
18-24	7	2%	Student	7	2%
25-34	41	12%	Unemployed	1	0%
35-44	45	13%	Visitor	2	1%
45-54	85	25%	Work at or from my home	34	10%
55-64	74	22%	Work outside of my home	195	58%
65-74	71	21%			
75 or over	15	4%			
	339				

Daily commute length			Transportation mode (to work)		
10 min or less	64	24%	Bicycle	15	5%
11-20 min	68	26%	Bus	2	1%
21-30 min	79	30%	Carpool	6	2%
31-45 min	37	14%	Drive alone	211	66%
46-59 min	8	3%	Walk	2	1%
1 hour or greater	8	3%	N/A	86	27%
	264				
					322

Zip code			Zip code		
01905	1	0%	33965	1	0%
08831	1	0%	33966	5	2%
24135	1	0%	33967	40	12%
33901	15	5%	33972	5	2%
33903	5	2%	33973	1	0%
33904	8	2%	33974	1	0%
33905	4	1%	33976	2	1%
33907	6	2%	33980	1	0%
33908	12	4%	33990	7	2%
33909	6	2%	33991	12	4%
33911	1	0%	33993	10	3%
33912	6	2%	34109	2	1%
33913	8	2%	34110	1	0%
33914	12	4%	34112	1	0%
33916	1	0%	34119	2	1%
33917	4	1%	34120	1	0%
33919	14	4%	34134	5	2%
33922	1	0%	34135	16	5%
33928	96	29%	44967	1	0%
33931	3	1%	66966	1	0%
33936	4	1%			
33957	9	3%			
					333



LEE COUNTY 2040 TRANSPORTATION PLAN | TOP 5 PROJECTS | As of 10/18/2015

Rank	Project or Project Type	Xs Ranked	%	Avg Position	Total
Bike and Pedestrian Needs					
1	Sidewalks	366	18.2%	2.42	n/a
2	Bike Lanes	327	16.3%	2.47	n/a
3	Shared Use Paths	314	15.6%	2.86	n/a
4	Off Road Trails	215	10.7%	2.94	n/a
5	Facilities Near Schools	167	8.3%	3.10	n/a
6	Paved Shoulders	230	11.4%	3.27	n/a
7	Facilities Near Major Destinations	225	11.2%	3.39	n/a
8	Facilities Near Transit	167	8.3%	3.44	n/a
		2,011	81.8%		
Rank	Project or Project Type	Xs Ranked	%	Avg Position	Total
Transit Needs					
1	Airport Service	302	17.6%	2.15	n/a
2	Improved Frequencies	264	15.4%	2.66	n/a
3	BRT on US 41 (new service)	244	14.2%	3.01	n/a
4	Express Bus to Cape Coral (CharlotteCo)	185	10.8%	3.07	n/a
5	Express Bus to Lehigh Acres (transit dep)	124	7.2%	3.19	n/a
6	Extended Hours	240	14.0%	3.20	n/a
7	BRT on Colonial Blvd (expanded routes)	146	8.5%	3.20	n/a
8	Sunday Service (weekend svrc)	212	12.3%	3.49	n/a
		1,717	100.0%		
Rank	Project	Yes	No	Yes %	No %
Roadway Needs					
1	Three Oaks Extension	264	48	14%	6%
2	Widen Corkscrew Rd	232	44	12%	6%
3	Major Intersection at Colonial & Summerlin	186	38	10%	5%
4	Interchange at I-75 & Corkscrew Rd	259	58	14%	8%
5	Interchange at I-75 & Colonial	178	69	9%	9%
6	Widen Old US 41	147	66	8%	9%
7	Widen SR 82	105	48	6%	6%
8	Widen SR 78	99	48	5%	6%
9	Widen Terry St	115	73	6%	10%
10	Widen Chiquita Blvd	98	63	5%	8%
11	Widen Ortiz Ave	85	65	5%	9%
12	Widen Hanson St	76	78	4%	10%
13	Widen Homestead Rd	39	61	2%	8%
		1,883	759	71%	29%
					2,642



LEE COUNTY 2040 TRANSPORTATION PLAN ONLINE ENGAGEMENT COMMENTS As of 10/18/2015			
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 creates 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	Bike Lanes	Public money on bike lane expansion is a waste of money. It is far too hot here 10 months of the year to assume that increasing bike and walking facilities will make people somehow be OK with sweltering heat and decide to walk or ride in the humidity or storms. The cost per user of these facilities must stagger since they are expensive and very few people use them.
16	Bike & Ped	Bike Lanes	Needed on Corkscrew Road between US 41 & Ben Hill Griffin Parkway will reduce traffic if residents can bike safely to the 3 malls that exist at either end. Particularly to access Publix on a daily basis.
17	Bike & Ped	Bike Lanes	More bike lanes are needed
18	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.
19	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.
20	Bike & Ped	Facilities Near Major Destinations	Very important.
21	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.
22	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.
23	Bike & Ped	Facilities Near Major Destinations	more beach parking/debit card ability
24	Bike & Ped	Facilities Near Major Destinations	Many locals and tourists would enjoy our area more if they have more access to mass transportation at their doorstep instead of worrying about how they're going to get to places.
25	Bike & Ped	Facilities Near Major Destinations	People are more inclined to use bike lanes/shared use paths than sidewalks even when present.
26	Bike & Ped	Facilities Near Schools	Very important.
27	Bike & Ped	Facilities Near Schools	get bikes off the road with cars they don't belong there give them their own path with walkers
28	Bike & Ped	Facilities Near Schools	What does this MEAN??? What KIND of FACILITIES?? 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.
29	Bike & Ped	Facilities Near Schools	As much as you can.
30	Bike & Ped	Facilities Near Transit	Building a recreation trail along the railway should be strongly considered.
31	Bike & Ped	Facilities Near Transit	Very important.
32	Bike & Ped	Facilities Near Transit	I think this would be a better opportunity for disabled and elderly as well as those without transportation to work.
33	Bike & Ped	Facilities Near Transit	As much as you can. :)
34	Bike & Ped	Off Road Trails	Check out Westerville Ohio & how they developed a city wide bike trail program
35	Bike & Ped	Off Road Trails	Very important.
36	Bike & Ped	Off Road Trails	Train tracks unused convert to pathway
37	Bike & Ped	Off Road Trails	We need short cuts that link cul de sac neighborhoods and thus shorten bike walk distances.
38	Bike & Ped	Off Road Trails	Needed for safe bike/ped. travel between Shell Point Rd. and Sanibel Bridge, especially during high season.
39	Bike & Ped	Off Road Trails	Off road trails that connect roads Love cutting through Lakes Park.
40	Bike & Ped	Off Road Trails	The best projects are those which provide maximum separation of bikes and motor vehicles.
41	Bike & Ped	Paved Shoulders	Bike lanes are scary -- both for the driver and the cyclist. Shared use paths are much safer for everyone!
42	Bike & Ped	Paved Shoulders	Very important.
43	Bike & Ped	Paved Shoulders	I live off Corkscrew Rd and I can't walk to nearest store (publix)no side walk or path.
44	Bike & Ped	Paved Shoulders	Very important to create destinations and activities for people to be physically active while choosing a destination
45	Bike & Ped	Paved Shoulders	Get rid of the old train tracks and build bike/ walking paths
46	Bike & Ped	Paved Shoulders	Avid bikers don't use sidewalks. Sidewalks are expensive. The avid bikers are going to ride on the road regardless and it is much safer to have the paved shoulders.
47	Bike & Ped	Paved Shoulders	As a minimum all new road should have paved shoulder or bike lane. Paved shoulder on existing roads.
48	Bike & Ped	Shared Use Paths	Shared use paths are needed on Estero Parkway between US41 and Three Oaks Parkway
49	Bike & Ped	Shared Use Paths	Shared use paths provides the SAFEST solution for future bicycle transportation
50	Bike & Ped	Shared Use Paths	SW Florida is years behind in development considering this area is a tourist/seasonal destination.
51	Bike & Ped	Shared Use Paths	Very important.
52	Bike & Ped	Shared Use Paths	WE Really Need WALK OVER BRIDGES LIKE MOST OF FLORIDA HAS..... LIKE 41 AND COCONUT ROAD COULD USE ONE
53	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 addressed. Also important for drivers not to injure these 2 factions.
54	Bike & Ped	Shared Use Paths	Share use or bike paths should be where most users are using it and in close proximity to destinations. This should be the priority.
55	Bike & Ped	Shared Use Paths	Convert unused railway to multiuser trails
56	Bike & Ped	Shared Use Paths	Turn the abandoned/seldom used rail line near US41 into bike/jogging/walking trail.
57	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.
58	Bike & Ped	Shared Use Paths	Must complete sidewalks on estero parkway between Walmart and three oaks.
59	Bike & Ped	Shared Use Paths	We need more of these...
60	Bike & Ped	Shared Use Paths	I do not believe bike lanes can ever be made safe here in Florida. I highly recommend shared use paths wherever cost feasible.
61	Bike & Ped	Shared Use Paths	Golf cart paths?



ID	Need	Project or Project Type	Comment
62	Bike & Ped	Sidewalks	The Sanibel Island trail system might be a good example of cooperative use.
63	Bike & Ped	Sidewalks	In Estero we have numerous gaps in our sidewalks thus reducing the opportunities for walking in the area
64	Bike & Ped	Sidewalks	downtown fort myers in partilcular is a very difficult place to ride a bike...very unsafe.
65	Bike & Ped	Sidewalks	Since we have wonderful weather year round, we should make cycling safe, whether it be for fun or transportation.
66	Bike & Ped	Sidewalks	Very important.
67	Bike & Ped	Sidewalks	With children walking on busy roads to school, sidewalks would provide safety for them as well as Seniors for their health.
68	Bike & Ped	Sidewalks	Allow bikes to use widened sidewalks. Eliminate in-road bike lanes, as cars always win.
69	Bike & Ped	Sidewalks	Sidewalks from Shell Point Rd. to the Sanibel Toll Booths.
70	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.
71	Bike & Ped	Sidewalks	SIDEWALKS ARE THE MOST IMPORTANT
72	Bike & Ped	Sidewalks	Sidewalks should be on all roads. we are spending to much on landscaping our roadways
73	Bike & Ped	Sidewalks	Sidewalks are desperately needed in areas where residents walk most. These have been ignored for too long.
74	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.
75	Bike & Ped	Sidewalks	We need a sidewalk all the way to walmart on Estero Blvd. very dangerous without one.
76	Bike & Ped	Sidewalks	Widen corkscrew road east of wildcat cc. Thanks
77	Bike & Ped	Sidewalks	Our children need more sidewalks. This is a safety concern.
78	Bike & Ped	Sidewalks	more sidewalk projects are needed
79	Bike & Ped	Sidewalks	I think two way bike paths would be used more and reduce our carbon foot print.
80	Bike & Ped	Sidewalks	Shared use paths give greater use for the cost.
81	Bike & Ped	Sidewalks	I think it is imperative that we begin the process of making off-road biking/walking trails in this area. Many home buyers moving to the area are asking for walkability/bikability; Lee County is ranked way too high in bicycle fatalities in the country; the surgeon general is heavily promoting this; and so many small businesses could develop as a result of having this area a bike-friendly area. The time is NOW.
82	Bike & Ped	Sidewalks	Please build them in Lehigh Acres.
83	Bike & Ped	Suggest Another Project	Strict enforcement of pedestrian crosswalks.
84	Bike & Ped	Suggest Another Project	Second lane on Corckscrew road east
85	Bike & Ped	Suggest Another Project	Something to make left turns easier both for those turning left and for those continuing straight.
86	Bike & Ped	Suggest Another Project	In the Bonita Estero segments of the CSX ROW that are currently unused
87	Bike & Ped	Suggest Another Project	SAFE bike routes over OUR BRIDGES
88	Bike & Ped	Suggest Another Project	Pump tracks and bike parks like markham bike park near Miami
89	Bike & Ped	Suggest Another Project	Shared use paths are also good for emergency vehicle use if needed.
90	Bike & Ped	Suggest Another Project	Protected bike lanes
91	Bike & Ped	Suggest Another Project	shared use path along Corkscrew between Ben Hill Griffin and Alico
92	Bike & Ped	Suggest Another Project	Needed in most neighborhoods
93	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.
94	Bike & Ped	Suggest Another Project	This is vitally important.
95	Bike & Ped	Suggest Another Project	Create Bike Lane Sidewalks so we do not have to share the road.
96	Bike & Ped	Suggest Another Project	Plan walkable, mixed use urban centers where bike and ped transportation makes sense.
97	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 understand 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.
98	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 understand the rules. Thanks.
99	Bike & Ped	Suggest Another Project	A Streetcar connecting Downtown Ft. Myers and Downtown Cape Coral would be nice.
100	Bike & Ped	Suggest Another Project	Sidewalks along Corkscrew road after it is widened to 4 lanes.
101	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.
102	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.
103	Bike & Ped	Suggest Another Project	toilet facilities near public places including at parking near beach
104	Bike & Ped	Suggest Another Project	How about reinstating full impact fees to build the necessary transportation infrastructure to support all the new development.
105	Bike & Ped	Suggest Another Project	Sidewalks completed on Estero Parkway
106	Bike & Ped	Suggest Another Project	Anyone of the three of these along Estero Parkway from Rte 41 to Three Oaks
107	Bike & Ped	Suggest Another Project	Bike lanes on estero parkway
108	Bike & Ped	Suggest Another Project	sidewalk on estero bldvd to walwart develop paths on rail road tracks trolleys to coast with parking
109	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.
110	Bike & Ped	Suggest Another Project	Widen Corkscrew Rd from 2 - 4 lanes between Ben Hill Griffin and Alico Rd.
111	Bike & Ped	Suggest Another Project	This would a perfect project on Estero Parkway.



ID	Need	Project or Project Type	Comment
112	Bike & Ped	Suggest Another Project	sidewalks or shared use paths
113	Bike & Ped	Suggest Another Project	Rails to trails please
114	Bike & Ped	Suggest Another Project	Widen corkscrew east of wildcat. To much decline by got two lane. Very dangerous.
115	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.
116	Bike & Ped	Suggest Another Project	Estero Parkway in areas not already utilizing sidewalks.
117	Bike & Ped	Suggest Another Project	Transition the old unused railroad right of way to hiking / bike trail from Naples thru Estero to Fort Myers
118	Bike & Ped	Suggest Another Project	Gulf Cart Lanes In Estero.
119	Bike & Ped	Suggest Another Project	All of the above on Estero Parkway and at or near the intersection of 41
120	Bike & Ped	Suggest Another Project	Widen Corkscrew Rd. East from Ben Hill Griffin to Alico Rd.
121	Bike & Ped	Suggest Another Project	Multi-use paths including golf carts
122	Bike & Ped	Suggest Another Project	Extend Alico Pkwy East adjacent to the DRGR relieving traffic on Corkscrew.
123	Bike & Ped	Suggest Another Project	Extend Alico Pkwy East adjacent to the DRGR relieving traffic on Corkscrew. Take 951 off map between Alico and Corkscrew. Eliminate estero pkwy extension East of BHG.
124	Bike & Ped	Suggest Another Project	please consider turning the rail trail into a bike trail
125	Bike & Ped	Suggest Another Project	Bike lanes on Corkscrew Road between US 41 Ben Hill Griffin Parkway
126	Bike & Ped	Suggest Another Project	Protected or Separated bike lanes
127	Bike & Ped	Suggest Another Project	Off road trails like Linear Park!
128	Bike & Ped	Suggest Another Project	Connected bike/ped paths for recreation, with bike share stations, and destinations along the way, making for a day's adventure.
129	Bike & Ped	Suggest Another Project	Estero parkway way multi use path ways 3 oaks rate 41 both sides
130	Bike & Ped	Suggest Another Project	Buckingham road
131	Bike & Ped	Suggest Another Project	Sidewalk needs to be installed on Plantation Road preferably on the east side
132	Bike & Ped	Suggest Another Project	Sidewalks near all schools.
133	Bike & Ped	Suggest Another Project	Golf cart paths
134	Bike & Ped	Suggest Another Project	SW 20th Ave between Trafalgar and Veterans in Cape Coral.
135	Bike & Ped	Suggest Another Project	U.S. 41 bike lane or connect the parks
136	Bike & Ped	Suggest Another Project	Sidewalk on Sunshine Blvd S
137	Bike & Ped	Optional Comment	Higher penalties for killing bike riders and pedestrians might slow down the carnage. I bike 25 miles every day, mostly on no bike lane roads, with no shoulder.
138	Bike & Ped	Optional Comment	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.
139	Bike & Ped	Optional Comment	I do bike a lot on Sanibel, especially when I have to visit the store or the Recreation Center
140	Bike & Ped	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.
141	Bike & Ped	Optional Comment	I would like to see more urban options. Better pedestrian and bike paths, especially near Gulf Coast Town Center and FGCU
142	Bike & Ped	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.
143	Bike & Ped	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.
144	Bike & Ped	Optional Comment	Bike paths in Estero!!!!
145	Bike & Ped	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.
146	Bike & Ped	Optional Comment	If there was a connected way to get from McGregor to the airport, I'd ride my bike. Currently, it's too dangerous. But I think I could get to work on my bike as fast as I can drive.
147	Bike & Ped	Optional Comment	Bicyclist
148	Bike & Ped	Optional Comment	We really need bicycling safety concerns addressed. There is NO bumper when we get hit by a car.
149	Bike & Ped	Optional Comment	Avid cyclist
150	Bike & Ped	Optional Comment	pedestrian safety should be a priority for lee county. there are many factors working against us here: elderly and tourists amonth the usual distracted and rushed drivers. let's do what we can to be safe. thank you!
151	Bike & Ped	Optional Comment	Sidewalks, sidewalks, sidewalks. Don't understand why they are an afterthought!!
152	Bike & Ped	Optional Comment	would ride bicycle more frequently if there was safer routes
153	Bike & Ped	Optional Comment	Bike lanes are way over due - the diverse population and tourist density make our roads hazardous to bicycles and people
154	Bike & Ped	Optional Comment	cyclng to work by colonial and 1-75 from my home is impossible due to danger level. I am a cyclist and I would love to be car free.
155	Bike & Ped	Optional Comment	We need better cycling facilities across the board
156	Bike & Ped	Optional Comment	Community activist, Cape Coral Bike Ped, landscaping
157	Bike & Ped	Optional Comment	Looking forward to more street lighting and sidewalks
158	Transit	Airport Service	Direct service to Fort Myers Beach during season would be an immediate success.
159	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.
160	Transit	Airport Service	More bike lanes
161	Transit	Airport Service	Seniors need a cheaper mode of transportation to the airport.
162	Transit	Airport Service	Please add Rt 60 to airport service.
163	Transit	Airport Service	Airport service also to Cape Coral. Ft. Myers is not the only city in Lee County.
164	Transit	BRT on US 41	This feature website feature is not working.
165	Transit	BRT on US 41	this sounds good for employees needing bus to get to work.
166	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.
167	Transit	Express Bus to Cape Coral	More people means more people to move
168	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.
169	Transit	Express Bus to Cape Coral	Who are we fooling? Does the small amount of bus ridership actually reduce cars on Lee County roads? It may be providing help to those that don't have other means of transport, but at a very high cost. Please educate us on why we really have a transit system and then let's evaluate where to spend money?
170	Transit	Express Bus to Lehigh Acres	More People to Move



ID	Need	Project or Project Type	Comment
171	Transit	Express Bus to Lehigh Acres	The express bus will not be enough for Lehigh residents who work outside of Lehigh and need to be at work on time. One bus or two is not sufficient.
172	Transit	Express Bus to Lehigh Acres	Please send a bus down SR 82 in Lehigh Acres.
173	Transit	Express Bus to Lehigh Acres	Who are we fooling? Does the small amount of bus ridership actually reduce cars on Lee County roads? It may be providing help to those that don't have other means of transport, but at a very high cost. Please educate us on why we really have a transit system and then let's evaluate where to spend money?
174	Transit	Extended Hours	employers and working the non traditional hours
175	Transit	Extended Hours	Changing transit to accommodate rush hour traffic will have the greatest impact per dollar spent.
176	Transit	Improved Frequencies	can this improve our population needing transportation to get to wk.
177	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.
178	Transit	Improved Frequencies	Buses should only be run on routes that make some economic sense.
179	Transit	Improved Frequencies	Who are we fooling? Does the small amount of bus ridership actually reduce cars on Lee County roads? It may be providing help to those that don't have other means of transport, but at a very high cost. Please educate us on why we really have a transit system and then let's evaluate where to spend money?
180	Transit	Sunday Service	Who are we fooling? Does the small amount of bus ridership actually reduce cars on Lee County roads? It may be providing help to those that don't have other means of transport, but at a very high cost. Please educate us on why we really have a transit system and then let's evaluate where to spend money?
181	Transit	Suggest Another Project	Bus (small) to Sanibel Island.
182	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.
183	Transit	Suggest Another Project	Some sort of park and ride from North Fort Myers to downtown fort myers
184	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
185	Transit	Suggest Another Project	work on promoting use once improvements are made
186	Transit	Suggest Another Project	1 More routes to build a comprehensive transportation network that is a viable alternative to taking the car. 2 E.g. Bus service from Cape Coral to FGCU.
187	Transit	Suggest Another Project	Bus from Cape Coral to FGCU
188	Transit	Suggest Another Project	Couldn't answer this. Don't know what BRT means.
189	Transit	Suggest Another Project	eliminate LeeTran - a huge waste of money. NEVER needed electric buses or the massive HQ building. eliminate LeeTran - a huge waste of money. NEVER needed electric buses or the massive HQ building.
190	Transit	Suggest Another Project	I support NONE of the projects listed
191	Transit	Suggest Another Project	eliminate LeeTran - a huge 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?
192	Transit	Suggest Another Project	More options that will decrease traffic congestion during season.
193	Transit	Suggest Another Project	Light rail service using existing rail lines in Lee/Collier counties
194	Transit	Suggest Another Project	Light rail transit from Fort Myers to Bonita Springs, with frequent connecting buses along the route.
195	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.
196	Transit	Suggest Another Project	passenger rail transit from Fort Myers to South Lee
197	Transit	Suggest Another Project	Transit to extend further than Santa Barbara in Cape Coral
198	Transit	Suggest Another Project	This county is too large and the population too small for Public Transportation to be effective.
199	Transit	Suggest Another Project	None of these transit option make any sense. They seem like "must spend money to keep our budget" improvements. What makes sense is: 1) add shelters to your current bus stops. There is no shelter from rain or direct sun. 2) you need a real solution to mass transit and the buses aren't it because they don't appeal to those who have and can spend money. we need light rail in 41 and the e/w connectors to 75. There needs to be a master plan with extensions from the airport to the major public hubs like Bell tower, coconut and somewhere near the beaches on summerlin where local bus/taxi and pick up tourist on short run or serve as remote parking for airport service to locals. Do you ride the bus?
200	Transit	Suggest Another Project	use smaller buses, as I see it the large buses are mostly empty. Waste of money
201	Transit	Suggest Another Project	There should be an implementation of a central railway stations midway between Lehigh and Fort Myers as well as Bonita and Fort Myers for those who would use it to work. This would ease congestion on the roadways while maintaining road improvement. We would also have less risk of minor to major accidents on our roadways, especially during rush hour.
202	Transit	Suggest Another Project	Service on SR 82 in Lehigh
203	Transit	Suggest Another Project	explore the idea of a train running north and south on 41
204	Transit	Suggest Another Project	Park & Ride along major routes (Veterans/Colonial) to places people work (downtown, HealthPark area)
205	Transit	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.
206	Transit	Optional Comment	We need mixed use zoning for this to be a comprehensive transit plan.
207	Transit	Optional Comment	If you want to curb traffic congestion resulting from the area's growth...make it easy and enjoyable to commute to the areas where people want to be...the people than can spend money without public subsidy. Do you ride the bus? Do you want to wait at the bus transfer stations at Edison mall and down town...do you feel safe at these locations or on the bus?
208	Transit	Optional Comment	I believe Lee County has the opportunity to expand with mass transit as our area continues to expand. Treeline is a perfect example of a major roadway expansion/improvement in our most recent years. It would be a great central point to place a central transportation system for commuters. Daniels Parkway, by the Red Sox stadium would be another area for that.
209	Transit	Optional Comment	I would take public transit far more often if route frequency increased.
210	Transit	Optional Comment	Bus service from downtown Cape Coral to baseball parks and airport
211	Roadway Needs	Widen Chiquita Blvd	Add bike lanes or multi-use paths along roadway.
212	Roadway Needs	Widen Chiquita Blvd	Something must be done about Cape Coral Pkwy. This is western most N/S but to go E/W with more on CC Pkwy would be awful. Pine Island and Veterans are good, but unless something done to pkwy, volume should not be increased.
213	Roadway Needs	Widen Chiquita Blvd	Cape Coral Parkway is the problem. Increasing Chiquita will bring more people West before the go North or come South and have to travel more on CC Pkwy. This is a real problem. CC Pkwy cannot take any more volume in morning.
214	Roadway Needs	Widen Corkscrew Rd	Connect Alico to 82 Sand truck issue
215	Roadway Needs	Widen Corkscrew Rd	The planned panther crossing on Corkscrew between "Wildcat Run" and "The Preserve" should be coordinated with this widening project.
216	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



ID	Need	Project or Project Type	Comment
217	Roadway Needs	Widen Corkscrew Rd	Must include wildlife crossing. Otherwise, this project should not go forward.
218	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.
219	Roadway Needs	Widen Corkscrew Rd	Corkscrew 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.
220	Roadway Needs	Widen Corkscrew Rd	I live in the Preserve at Corkscrew and it is hazardous trying to leave the community
221	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.
222	Roadway Needs	Widen Corkscrew Rd	YES PLEASE HURRY BEFORE THIS AREA GROWS SO FAST AND WE GO CRAZY WITH ALL THE TRAFFIC
223	Roadway Needs	Widen Corkscrew Rd	It's a must project. The traffic plus all the trucks up and down the road makes it difficult leave mu development.
224	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.
225	Roadway Needs	Widen Corkscrew Rd	If I could five times for one project, this would be it.
226	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
227	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
228	Roadway Needs	Widen Corkscrew Rd	I suggest an Alico Road extension to the East possibly connecting to SR 82.
229	Roadway Needs	Widen Corkscrew Rd	It is essential to handle all the new communities along Corkscrew being approved by the county.
230	Roadway Needs	Widen Corkscrew Rd	Please widen this road, it is extremely dangerous. It is a matter of time before a tragedy occurs.
231	Roadway Needs	Widen Corkscrew Rd	Please widen corkscrew. Congestion and further building are a huge problem.
232	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, Resident at Corkscrew
233	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.
234	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!
235	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.
236	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.
237	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
238	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.
239	Roadway Needs	Widen Corkscrew Rd	Corkscrew Rd is congested now at this location and seriously needs improvements.
240	Roadway Needs	Widen Corkscrew Rd	This is critical and should be #1 priority for Estero!
241	Roadway Needs	Widen Corkscrew Rd	Wild blue and corkscrew farms will add lots of traffic to this already crowded road. Move up in priority.
242	Roadway Needs	Widen Corkscrew Rd	Limit/restrict heavy trucks. Route to Alico Rd.
243	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.
244	Roadway Needs	Widen Hanson St	Absolutely not! Not needed and the estimates are wildly exaggerated.
245	Roadway Needs	Widen Hanson St	There should be more multi-use facilities for pedestrians.
246	Roadway Needs	Widen Hanson St	Flyovers reduce economic activity and provide barriers to pedestrians & cyclists.
247	Roadway Needs	Widen Homestead Rd	I think it would serve a better purpose if it were extended to Veteran's Park Academy as children would feel safer walking to school with that extension. Otherwise, you are defeating a purpose and it might be more inexpensive to simply add a light at the intersection of Milwaukee and Homestead with a flashing light at the intersection of Sunrise and Homestead.
248	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.
249	Roadway Needs	Interchange at I-75 & Colonial	Colonial is a major entry point into downtown fort Myers
250	Roadway Needs	Interchange at I-75 & Colonial	Yes!! That area is way to congested!!
251	Roadway Needs	Interchange at I-75 & Colonial	We have access already and I travel it often and never have an issue. Another access point at Del Prado would be nice
252	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.
253	Roadway Needs	Interchange at I-75 & Corkscrew Rd	This project will ease the bottle neck at cockscrew and i75
254	Roadway Needs	Interchange at I-75 & Corkscrew Rd	This is a very busy intersection especially during season due to the Miromar outlet mall.
255	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.
256	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.
257	Roadway Needs	Interchange at I-75 & Corkscrew Rd	There are still too many stop lights with a DDI.
258	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.
259	Roadway Needs	Interchange at I-75 & Corkscrew Rd	This is nice but widening Corkscrew East of BHG is much more important.
260	Roadway Needs	Interchange at I-75 & Corkscrew Rd	Much needed with all the development that has been approved near by.
261	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!
262	Roadway Needs	Interchange at I-75 & Corkscrew Rd	Needs to address safe access at Corkscrew Woodlands Blvd as part of this improvement.



ID	Need	Project or Project Type	Comment
263	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!
264	Roadway Needs	Major Intersection at Colonial & Summerlin	You will never satisfy the future needs of a 120 sq. mile city with roads. You need, must, focus on transit and especially getting jobs in Cape Coral to keep people in the Cape and off the bridges.
265	Roadway Needs	Major Intersection at Colonial & Summerlin	An Overpass/flyover here definitely needs to be built and makes 100% sense here!! Please built it now, it really needs it!!!
266	Roadway Needs	Major Intersection at Colonial & Summerlin	Yes Yes YES! Flyover. Something desperaly needs to be done
267	Roadway Needs	Major Intersection at Colonial & Summerlin	This is a really bad design and needs to be fixed. A flyover would be great. Some sort of quick way around to get downtown would be good as well. Everyone in Cape Coral has to leave/return to work.
268	Roadway Needs	Widen Old US 41	Yes
269	Roadway Needs	Widen Old US 41	With all the growth in the area this project is urgently needed
270	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.
271	Roadway Needs	Widen Old US 41	Retain the character of "old" Bonita Springs while improving the value of the commercial r.e.
272	Roadway Needs	Widen Ortiz Ave	This should be done in the next five years, The residents and business owners support it.
273	Roadway Needs	Widen Ortiz Ave	The residents and businesses do not support widening north of Luckett Road. South of Luckett to MLK is fine.
274	Roadway Needs	Widen Ortiz Ave	Yes brings growth to Tice and the river front. This area has been neglected for far to long.
275	Roadway Needs	Widen Ortiz Ave	Absolutely not! It ruins the character of this area. We need more bicycle and pedestrian facilities not wider roads.
276	Roadway Needs	Widen SR 78	It is a dangerous speedway now with cars jockeying for position. Improving access would be good. UTurns all the time. Places like Goodwill backed up onto road. Very dangerous
277	Roadway Needs	Widen SR 78	This is a danegrous stretch of road.
278	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.
279	Roadway Needs	Widen SR 82	This project is absolutely essential for traffic movement on SR 82
280	Roadway Needs	Widen SR 82	This should be your #1 priority based on the amount of traffic accidents and backups.
281	Roadway Needs	Widen SR 82	SR 82 needs to be widened the whole the length of the road
282	Roadway Needs	Widen SR 82	SR82 is a magnet for tragedy with two lanes. Minimizing the speed limit will not resolve the matter. It is a long road and in today's society, unfortunately people are living a life of anxiety. Road rage is inevitable until someone gets killed because of someone else's impatient actions. Widening and lightening SR82 is the most appropriate action to save lives moving forward.
283	Roadway Needs	Widen SR 82	We cannot widen our way out of this problem.
284	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.
285	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.
286	Roadway Needs	Widen Terry St	Create an off road trail from e Terry to Bonita beach on Kent road.
287	Roadway Needs	Three Oaks Extension	We need more north south routes especially when 75 gets shut down.
288	Roadway Needs	Three Oaks Extension	The time has come!
289	Roadway Needs	Three Oaks Extension	With the flyover, there is ot that much traffic on Ben Hill Griffin between Alico and Daniels.
290	Roadway Needs	Three Oaks Extension	Ben Hill Griffin does the same thing.
291	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.
292	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.
293	Roadway Needs	Three Oaks Extension	This is a great idea.
294	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.
295	Roadway Needs	Suggest Another Project	Burnt Store Road
296	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
297	Roadway Needs	Suggest Another Project	Extend Gladiolus to Treeline
298	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
299	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, and expanding non-single-use options.
300	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
301	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
302	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.
303	Roadway Needs	Suggest Another Project	Connect Alico to Alabama. Better evacuation route for the coastline and better access for Lehigh Acres to FGCU
304	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.
305	Roadway Needs	Suggest Another Project	Interstate 75- widen and improve interchnages like Sarasota University Avenue project
306	Roadway Needs	Suggest Another Project	Improve Corkscrew Road East of Alico due to proposed development
307	Roadway Needs	Suggest Another Project	Continuous bike route along Cypress Lake Dr from US 41 to McGregor
308	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.
309	Roadway Needs	Suggest Another Project	Widen Bonita Beach Road and its turning capabilities to US 41



ID	Need	Project or Project Type	Comment
310	Roadway Needs	Suggest Another Project	major north south corridor in the eastern half of the county
311	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.
312	Roadway Needs	Suggest Another Project	Create bike boxes and protected intersections based on northern European designs
313	Roadway Needs	Suggest Another Project	The McGregor 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 collision everyday. Need turning lane only to have plastic blockers so people turn right onto college and not cut traffic going north bound on McGregor !
314	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.
315	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.
316	Roadway Needs	Suggest Another Project	Passenger rail between north and south Lee county
317	Roadway Needs	Suggest Another Project	Need a mid-island access bridge/roadway to Fort Myers Beach
318	Roadway Needs	Suggest Another Project	Widen Corkscrew Road east of 75.
319	Roadway Needs	Suggest Another Project	Widen Williams Road and get rid of the round-about.
320	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.
321	Roadway Needs	Suggest Another Project	Alico Road extension to the East possibly connecting to SR 82.
322	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.
323	Roadway Needs	Suggest Another Project	Widen use of handicap Paratransit services to beyond traditional bus routes. Many live beyond routes, and are stranded
324	Roadway Needs	Suggest Another Project	Extend Alico Rd to SR 82. Force truck traffic to this road and off of Corkscrew.
325	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.
326	Roadway Needs	Suggest Another Project	Alico Road extension to the East possibly connecting to SR 82
327	Roadway Needs	Suggest Another Project	Widening of Corkscrew Road from 2 to 4 lanes from Ben Hill Griffin Parkway to Alico Road
328	Roadway Needs	Suggest Another Project	Alico Road extension to the East possibly connecting to SR 82.
329	Roadway Needs	Suggest Another Project	Widening of Corkscrew Road from 2 to 4 lanes from Ben Hill Griffin Parkway to Alico Road.
330	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
331	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.
332	Roadway Needs	Suggest Another Project	widen or four lane corkscrew road east of I-75 to alico road or farther east
333	Roadway Needs	Suggest Another Project	Extend Alico Rd to the East, connecting Hwy 82. Reroute truck traffic to this road and enforce it!
334	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.
335	Roadway Needs	Suggest Another Project	Stop light on estero parkway between three oaks and41 or a round about
336	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 these facilities.
337	Roadway Needs	Suggest Another Project	There should be an interstate highway from Jacksonville diagonally across the state to SW Florida.
338	Roadway Needs	Suggest Another Project	Highway wall to cut the noise.
339	Roadway Needs	Suggest Another Project	Four Lane Williams Road from 41 east to Three Oaks Parkway because of Hertz & Coconut Point traffic.
340	Roadway Needs	Suggest Another Project	Williams Road -- Widen to four lanes from 41 to Three Oaks
341	Roadway Needs	Suggest Another Project	Connect Estero Parkway to Corkscrew.
342	Roadway Needs	Suggest Another Project	Widen Williams Rd east of 41
343	Roadway Needs	Suggest Another Project	Widen Williams rd from rt 41 to three oaks to 4 lanes
344	Roadway Needs	Suggest Another Project	Widen Williams road from hwy 41 to three oaks parkway
345	Roadway Needs	Suggest Another Project	need 951 exension east of I-75. Most of our economic development is east of I-75, from Corkscrew to SR82. Must have a route into Collier parallel to I-75 if we are serious about regional economic development
346	Roadway Needs	Suggest Another Project	The traffic on Estero Boulevard needs a solution. Additional traffic loading the surface road makes no sense. I suggest (2)an aerial trams similar to the Roosevelt island tram or any of the mountain trams in Europe. 1 Tram from Summerlin/Pine Ridge to Times Square. 1 tram from coconut point down coconut road to Carl Johnson Park. The beach trolley can connect the 2 island stations. Charge a toll to get over the north bridge for cars.
347	Roadway Needs	Suggest Another Project	1. SR 82 should be widened east to at least Alexander Graham Bell. 2. Widen Ben Hill Griffin/Treeline to 6 lanes. 3. Widen Alico Road east of BHG and extend to SR 82
348	Roadway Needs	Suggest Another Project	Corkscrew from US 41 to way beyond Ben Hill Griffin
349	Roadway Needs	Suggest Another Project	Luckett Road extension
350	Roadway Needs	Suggest Another Project	Luckett Road extension, Alico Connector to Lehigh
351	Roadway Needs	Suggest Another Project	Shell Point Rd. to Sanibel Bridge bike/shared use path.
352	Roadway Needs	Suggest Another Project	Fund none of these. The necessary goal is to make travel by private vehicle so frustrating and road-building so unaffordable that people will demand the money be used instead to create a first-class public transportation network composed of multiple ways to get around Lee County.
353	Roadway Needs	Suggest Another Project	Hancock Bridge Parkway between Orange Grove and Cultural Park need widening or light timing to prevent daily backups.
354	Roadway Needs	Suggest Another Project	slow traffic speeds along MLK and Cleveland Blvd
355	Roadway Needs	Suggest Another Project	planning for additional north south transportation between Lee and Collier. Too much traffic on 75 and 41 and if either has a problem, commuting is too long and we will never be able to evacuate
356	Roadway Needs	Suggest Another Project	Completely widen Burnt Store Road. As soon as possible.
357	Roadway Needs	Suggest Another Project	Completely widen Burnt Store Road. As soon as possible. And do something about Cape Coral Parkway
358	Roadway Needs	Suggest Another Project	I-75 ramp #147 to the top of the list.
359	Roadway Needs	Optional Comment	New construction on Corkscrew Rd in Estero should not be allowed to start until Corkscrew Rd is widened and at least one additional traffic light installed.
360	Roadway Needs	Optional Comment	Widen Burnt Store Road. Critical evacuation need
361	Roadway Needs	Optional Comment	Please help study & relieve in-season traffic on Sanibel. It is unbearable for residents AND for visitors.
362	Roadway Needs	Optional Comment	Congestion pricing should be implemented on Sanibel Causeway when vehicle crossings far exceed normal.
363	Roadway Needs	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.
364	Roadway Needs	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.



ID	Need	Project or Project Type	Comment
365	Roadway Needs	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 Immokalee Rd in Naples.
366	Roadway Needs	Optional Comment	East Bound access to The Preserve at Corkscrew is extremely dangerous. I understand the developer of 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?
367	Roadway Needs	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.
368	Roadway Needs	Optional Comment	Corkscrew road WILL Need to be widened to handle all new approved developments
369	Roadway Needs	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
370	Roadway Needs	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.
371	Roadway Needs	Optional Comment	PLEASE WIDEN CORKSCREW ROAD
372	Roadway Needs	Optional Comment	Daniels Parkway from Gateway Blvd to SR 82 needs to be widened as well
373	Roadway Needs	Optional Comment	Need lights at communities to make a left out of the preserve @ corkscrew and or 4 lanes.. So dangerous
374	Roadway Needs	Optional Comment	Would also like to see Alico Road Extension to alleviate some of the truck traffic on Corkscrew.
375	Roadway Needs	Optional Comment	WE NEED TO WIDE Corkscrew Road from two to four lanes
376	Roadway Needs	Optional Comment	Corkscrew rd is dangerous in the morning trying to turn left and going westbound!
377	Roadway Needs	Optional Comment	traffic lights are needed at each community entrance
378	Roadway Needs	Optional Comment	We need dedicated U-turn lanes between intersections. They work well in Europe; why not here?
379	Roadway Needs	Optional Comment	Pleas widen corkscrew road, this road is extremely dangerous. Please fix this before a tragedy occurs.
380	Roadway Needs	Optional Comment	Corkscrew rd. Needs to be widened ASAP! Big problem, please address this.
381	Roadway Needs	Optional Comment	Please widen corkscrew road and add lights.
382	Roadway Needs	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.
383	Roadway Needs	Optional Comment	suggest Alico Road extension to the East possibly connecting to SR 82.
384	Roadway Needs	Optional Comment	We need more wider roads
385	Roadway Needs	Optional Comment	Corkscrew must be widened to be functional ASAP
386	Roadway Needs	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
387	Roadway Needs	Optional Comment	Corkscrew Road widening needs to be a priority and the developers should assist with the cost. It is needed now.
388	Roadway Needs	Optional Comment	The past, current, and future growth along Corkscrew requires the highest of priorities
389	Roadway Needs	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
390	Roadway Needs	Optional Comment	Improving Williams Road from 41 to three oaks should be a priority
391	Roadway Needs	Optional Comment	You have the power to plan ahead and prevent traffic in Estero, don't mess it up.
392	Roadway Needs	Optional Comment	Please create a longer turn lane from Daniel Pkwy going left on SR 82. The backup of traffic waiting to turn left weekdays is incredible.
393	Roadway Needs	Optional Comment	The Interchange at Corkscrew is hopeless.
394	Roadway Needs	Optional Comment	We need to widen Williams Road from 41 to 3 Oaks
395	Roadway Needs	Optional Comment	Widen williams Rd from 41 to three oaks. Also develop the area south of Publix to williams rd for city center
396	Roadway Needs	Optional Comment	We need new development to pay impact fees to keep Level of service at current levels.
397	Roadway Needs	Optional Comment	Widening of Corkscrew Rd and improvement of the related I 75 Interchanges needs IMMEDIATE ATTENTION
398	Roadway Needs	Optional Comment	Extend Via Coconut to Strike Lane, please and add a light at Pelican Colony Blvd and US 41 before the Hospital Complex Construction begins and someone dies in a crash!!!!
399	Roadway Needs	Optional Comment	Corkscrew Road is a nightmare in the morning.
400	Roadway Needs	Optional Comment	I believe Florida dose a fine job of keeping up with the infrastructure. However the impact fees need to be reinstated to full amount post haste!!!
401	Roadway Needs	Optional Comment	Why not 951 to Lee county line?
402	Roadway Needs	Optional Comment	Please go forward with the 40th St SW connection to Alabama Rd project. Thanks!
403	Multimodal	Optional Comment	Need better transit and interconnected separated bike lanes
404	Multimodal	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.
405	Multimodal	Optional Comment	discourage automobiles and urban sprawl. Keep roads maintained and expand multi-modal options. Stop building facilities to encourage development (Alico Road)
406	Multimodal	Optional Comment	Want safer traffic for cycling and faster traffic for cars on busy roads.
407	Multimodal	Optional Comment	While I respect peoples desire to exercise and recreationally bike, I feel that the planning process has been too 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.
408	Multimodal	Optional Comment	Stop acting like a suburbanian area (ignoring transit as a priority) and start planning for buildout of the County and region.
409	Multimodal	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.
410	Multimodal	Optional Comment	Anything you can do to reduce congestion will help Lee County stay a great place to live.
411	Multimodal	Optional Comment	We will grow and we are doing pretty well with new infrastructure projects by my opinion.
412	Multimodal	Optional Comment	Esterio is growing by leaps and bounds. Our residents are going to need improved roads so we don't experience gridlock during season. Also, Esterio 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.
413	Other	Optional Comment	Retired but Civic minded. I Am currently Involved in our community at different levels.
414	Other	Optional Comment	Thanks.
415	Other	Optional Comment	Pool business
416	Other	Optional Comment	thanks for the opportunity
417	Other	Optional Comment	Thank you for your hard work! You are doing a great job at the MPO!
418	Other	Optional Comment	Gateway resident



ID	Need	Project or Project Type	Comment
419	Other	Optional Comment	Thank you for all the work you do.
420	Other	Optional Comment	Work in Bonita
421	Other	Optional Comment	We need smart growth. We don't need to turn ourselves into Fort Lauderdale.
422	Other	Optional Comment	I travel to multiple doctor appointments every week. I also travel to visit family in Lee County/
423	Other	Optional Comment	Thank you!
424	Other	Optional Comment	We live in The Reserve @ Estero
425	Other	Optional Comment	Thnx for the survey!
426	Other	Optional Comment	Part time resident
427	Other	Optional Comment	I am on the CAC and am a Life Member of Responsible Growth Management Coalition - Dave Urich
428	Other	Optional Comment	No additional comments or questions.
429	Other	Optional Comment	Provide golf cart access in Estero between communities and Village Center and Medical Center
430	Other	Optional Comment	Thank you for making this survey, easy, fun and interactive!
431	Other	Optional Comment	Glad to be able to participate in this type of survey.
432	Other	Optional Comment	Until recently, I used to work for 7 years as a realtor at a del Prado Blvd office before I joined a broker on Chiquita Blvd S.
433	Other	Optional Comment	planning to move to CC in 2017
434	Other	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 the roads and paths they ride on. Stop giving them a free ride.

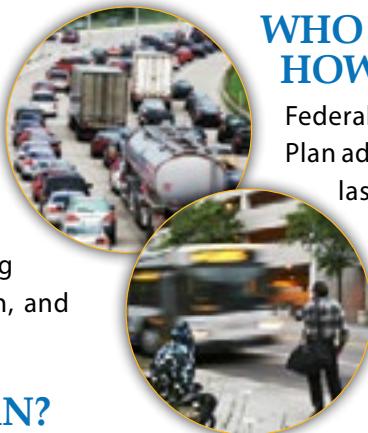
2040 TRANSPORTATION PLAN FREQUENTLY ASKED QUESTIONS

May 2015



WHAT IS THE 2040 TRANSPORTATION PLAN?

The Lee County 2040 Transportation Plan is the 25-year vision of how to meet our community's transportation needs and expectations through the year 2040. The plan will incorporate all types of travel including driving, biking, walking, public transportation, and freight movement.



WHY DO WE NEED THIS PLAN?

Safe, efficient, and reliable travel options are important building blocks for creating a thriving community with a strong economy that is also a desirable place to live, work, and play. The 2040 Transportation Plan will identify future transportation needs and prioritize projects that meet those needs in a cost effective way. Projects funded with federal and/or state monies need to be included and analyzed within the plan.

HOW WILL PROJECTS BE SELECTED?

To identify the projects that will best serve Lee County, the MPO needs a clear understanding of how people and goods move around the county now and how they expect to move in the future. The MPO seeks to identify the best projects and prioritize them to create a viable plan. To do so, the following questions must be answered:

- ➔ Where are people traveling to and from within the county?
- ➔ What transportation projects are needed?
- ➔ How will growth impact transportation in the future?
- ➔ Where do we expect congestion in the future?
- ➔ Which projects are the most effective?
- ➔ Is a project needed for economic development?
- ➔ What projects are needed to improve safety or to preserve the transportation system?
- ➔ Would a project's development have too many negative environmental or socio-economic impacts?

WHO UPDATES THE PLAN AND HOW OFTEN IS IT UPDATED?

Federal law requires that the Long Range Transportation Plan address a minimum 20-year planning horizon from the last plan adoption. To account for growth and evolving goals for the future, the plan is updated and adopted every five years by the Lee County Metropolitan Planning Organization (MPO) Board made up of City Council and County Commission members. Member agencies and municipalities build and maintain projects included in this plan.

WHAT HAS BEEN DONE SO FAR?

The MPO recently studied how transportation and quality of life in Lee County would be impacted if growth patterns changed in three different ways. The preferred scenario that was selected by the MPO Board following public input included a mixture of the most well-liked elements from each scenario that encourages mixing homes, jobs, and shopping to reduce the number and length of trips and to enhance transit corridors. The Hybrid Scenario is the basis for Lee County in 2040.

WHAT PROJECTS CAN HELP LEE COUNTY GET FROM HERE TO THERE?

This is the task we are currently working on and seeking public input on. The projects – road, transit, bicycle, pedestrian, freight, and congestion management – that make up the package of improvement in the final plan are currently being determined.

WHAT IS DECIDED IN THIS PLAN?

Through this planning process, decision-makers and the public will identify:

- ➔ A **Needs Plan** of all realistic projects that will improve transportation and mobility around the county, regardless of cost
- ➔ Options available to pay for the projects and anticipated funding available through those options
- ➔ A **Cost Feasible Plan** that financially constrains the projects in the Needs Plan by prioritizing them based on their potential benefit to the county and the amount of funding available
- ➔ Future steps for meeting the plan's goals while improving conditions for all modes of transportation



2040 TRANSPORTATION PLAN FREQUENTLY ASKED QUESTIONS

May 2015



HOW CAN I GET INVOLVED?

Your ideas and opinions for improving transportation in Lee County are vital to developing a 2040 Transportation Plan that is effective and meets the needs of our residents and visitors. Throughout the update, several opportunities will be available to attend public meetings and workshops, and participate in surveys to share your thoughts and add your voice to the discussion.



If you have a transportation need or a possible solution, let us know. Call Johnny Limbaugh

at 239.330-2242 or email him at jlimbaugh@leempo.com.

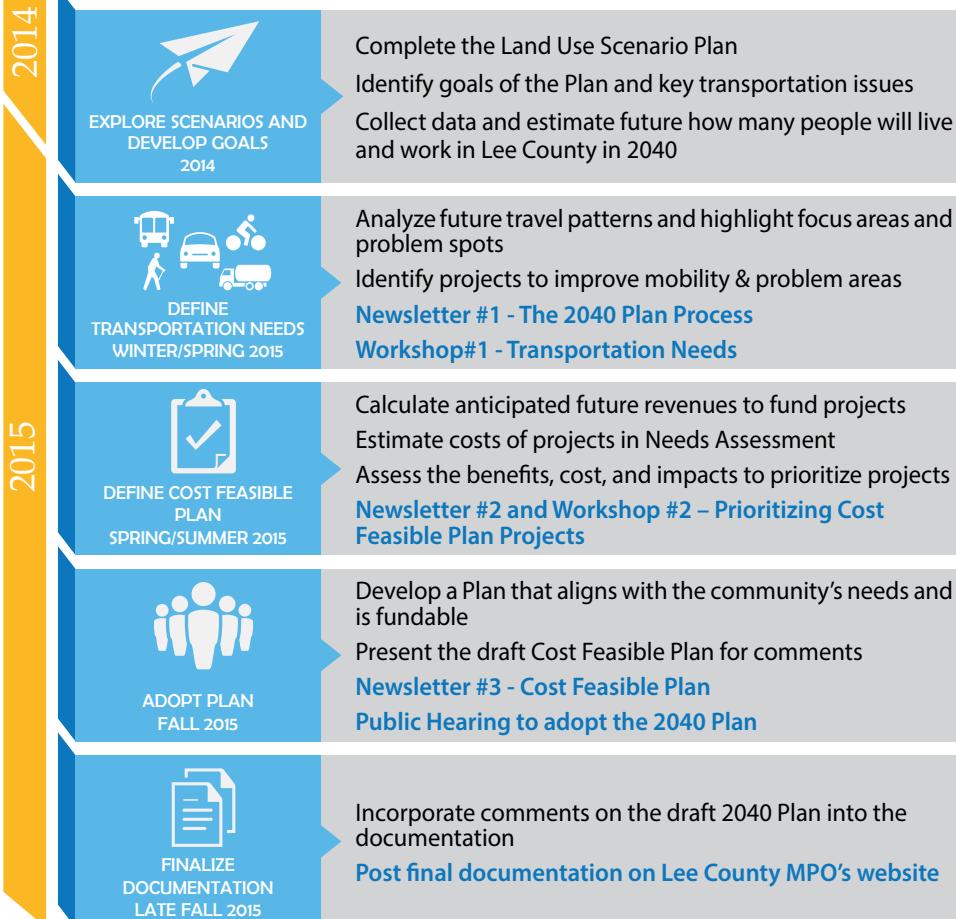
The schedule below shows the timeline for the update and highlights in blue where the public will be engaged. Please visit www.2040transportationplan.leempo.com to learn more about opportunities to become involved.

LEE COUNTY HIGHLIGHTS*

Miles of roadway:	6808
Miles of sidewalk:	118
Miles of bike lanes and trails:	149
Residents in 2010:	610,394
New residents expected by 2040:	422,483 (69% more)
Jobs in 2010:	285,014
New jobs expected by 2040:	205,216 (72% more)
Homes in 2010:	354,587
New homes expected by 2040:	294,576 (83% more)

*Population, jobs, and homes figures were developed through the land use scenario exercise by Spikowski and Associates (2014).

WHAT IS THE TIMELINE FOR THE 2040 PLAN?



Need more information?

If you have additional questions about the Lee County 2040 Transportation Plan, please contact:

Johnny Limbaugh, Project Manager

Lee County MPO

PO Box 150045

Cape Coral, Florida 33915

Direct #: 239.330.2242

jlimbaugh@leempo.com





2040 TRANSPORTATION PLAN



Johnny Limbaugh, 239-244-2220
jlimbaugh@leempo.com

Lee County Metropolitan Planning Organization to Host Workshop for 2040 Transportation Plan

Lee County, Fla. – The Lee County Metropolitan Planning Organization (MPO) will be hosting a Public Workshop to gather the public's ideas and suggestions on the 2040 Long Range Transportation Plan.

The workshop will be held **Tuesday, June 16, 2015 from 5:30 p.m. to 7:30 p.m.** at the **North Fort Myers Library, 2001 N. Tamiami Trail N.E., North Fort Myers, FL 33903.**

The Lee County 2040 Transportation Plan is the 25-year vision of how to meet our community's transportation needs and expectations through 2040. The plan will incorporate all types of travel including driving, biking, walking, public transportation, and freight movement. The MPO wants to identify the projects that will best serve the community. The meeting will afford participants the opportunity to ask questions and provide feedback on how state and federal fiscal resources should be spent in future years for all modes of transportation.

Your ideas and opinions are critical to create a successful plan. Please participate in this public workshop so your thoughts and ideas can inform the plan's development!

For more information about the plan please visit
2040TransportationPlan.LeeMPO.com.

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.

[View this email in your browser](#)

Lee MPO to host August 25th Public Workshop on Lee County 2040 Transportation Plan

Lee County, Fla. – The Lee MPO is updating its transportation plan and wants to know which projects you think would make the biggest difference to getting around Lee County, now and in the future. With decreasing transportation funding, our community needs to do more with less, and choosing which projects to fund is a delicate balance. The Lee MPO has tested some proposed solutions for our county's anticipated needs, but which make the most sense?

Please join the Lee MPO on **Tuesday, August 25** at the **Estero Recreation Center (9200 Corkscrew Palms Blvd, Estero, FL 33928)**. The public workshop will begin at **5:00 p.m.** with a brief presentation by staff, followed by an opportunity for citizens to visit various display boards and talk informally with staff about your ideas, concerns, and questions. There will also be a web kiosk to visit the Lee MPO's interactive online collaboration site, set to be unveiled in mid-August. This is your chance to share your ideas about future investments in transit, bike and pedestrian facilities, specific road projects, and more.

If you would like to join the Lee MPO's email list and be notified of future 2040 Transportation Plan news and events, please visit the [project website](#).

MEDIA CONTACT:

Johnny Limbaugh, 239-244-2220
jlimbaugh@leempo.com

www.LeeMPO.com

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2040 TRANSPORTATION PLAN



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Johnny Limbaugh, 239-244-2220
jlimbaugh@leempo.com

Projects built in our future begin with conversations today!

Take the survey and tell us what is important to you by visiting 2040transportationplan.leempo.com/

Lee County, Fla. – In the next 25 years, Lee County's population and jobs are expected to grow by 70 percent. In fact, more than a million people will live here by 2040. To address the transportation needs of our growing communities, the Lee County Metropolitan Planning Organization (MPO) is currently updating its transportation plan and wants to know which projects you think would make the biggest difference to getting around Lee County, now and in the future.

To do this, different bike, pedestrian, transit, and roadway projects are presented in an online survey. The MPO is asking the public to share their ideas on which projects should be prioritized for future transportation investments. The survey only takes a few minutes to complete and is available by visiting 2040transportationplan.leempo.com/ now through September 2015.

The Lee MPO Board will be making decisions for our transportation future, but not without your help. Let your thoughts and choices be heard! Visit 2040transportationplan.leempo.com/ and tell the Lee MPO which projects are most important to you.

As a reminder, please join the Lee MPO on Tuesday, August 25 at 5:00 p.m. at the Estero Recreation Center, 9200 Corkscrew Palms Blvd, Estero, FL 33928, for a public workshop to discuss these transportation projects. This is an opportunity for citizens to talk informally with staff about your ideas, concerns, and questions.

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.

2040 LONG RANGE TRANSPORTATION PLAN



PUBLIC COMMENT PERIOD and PUBLIC HEARING

A 30-day public comment period for the proposed Lee County 2040 Long Range Transportation Plan (LRTP) will be held from Monday, November 16, 2015 through Friday, December 18, 2015. Federal legislation requires that each metropolitan planning organization produce a Long Range Transportation Plan (LRTP) with a twenty-year planning horizon. The Lee County Long Range Transportation Plan includes strategies/actions that lead to the development of an integrated, intermodal transportation system that facilitates safe and efficient movement of people and goods, while addressing current and future transportation demands. The proposed Lee County LRTP is available for public review and comment at the Lee County Metropolitan Planning Organization's Office located at 815 Nicholas Parkway, Cape Coral, FL and on our website at <http://2040transportationplan.leempo.com/>

Office hours are Monday through Friday, 8:00 a.m. to 5:00 p.m. Comments may be made in person or by mail, telephone, facsimile or e-mail.

Additionally, the draft Lee County 2040 LRTP is available for public review and comment at all Lee County Public Libraries locations. Please contact individual locations for address and business hour information.

The public may also provide input at the MPO's regularly scheduled committee meetings which will be held throughout the public comment period at the following locations:

- | | |
|------------|--|
| 11/24/2015 | MPO Bicycle Pedestrian Coordinating Committee (BPCC) Meeting |
| 10:00 A.M. | Fort Myers Regional Library, Room A |
| | 1651 Lee Street, Fort Myers, FL |
| 12/03/2015 | MPO Technical Advisory Committee (TAC) Meeting |
| 9:30 A.M. | Cape Coral Public Works Building Conf. Room 200 |
| | 815 Nicholas Pkwy E, Cape Coral, FL |
| 12/03/2015 | MPO Technical Advisory Committee (CAC) Meeting |
| 3:00 P.M. | Cape Coral Public Works Building Conf. Room 200 |
| | 815 Nicholas Pkwy E, Cape Coral, FL |
| 12/09/2015 | MPO Executive Committee (MEC) Meeting |
| 1:30 P.M. | Cape Coral Public Works Building Conf. Room 200 |
| | 815 Nicholas Pkwy E, Cape Coral, FL |
| 12/09/2015 | MPO Traffic Management and Operations Committee (TMOC) Meeting |
| 1:30 P.M. | Fort Myers Regional Library, Room A |
| | 1651 Lee Street, Fort Myers, FL |

**A Public Hearing will be held on Friday
December 18, 2015 at 9:00 a.m.
City of Cape Coral Council Chambers
1015 Cultural Parkway Blvd., Cape Coral, FL**

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BikeWalkLee Blog

The official Blog for BikeWalkLee.org. BikeWalkLee is a community coalition raising public awareness and advocating for complete streets in Lee County, FL.

Monday, June 23, 2014

Lee MPO adopts land use scenario C, a great beginning to the development of the 2040 LRTP

At the June 20th Lee MPO Board meeting, the Board unanimously approved the Scenario C land use option, which was recommended by the consulting team, the MPO committees, the citizens who participated in the online survey, and the dozens of organizations (including BikeWalkLee) and individuals who wrote in advance or spoke at Friday's meeting.



benefits of scenario C in terms of consistency with the community's support for a balanced multi-modal transportation, efficient transportation plans that reduce costs, the need to lower vehicle miles traveled, the desire for more walking and biking choices, more transit and transit-oriented development, its consistency with quality of life goals, protection of natural resources, and long-term economic viability of community. Public comments also focused equally on the importance of the process that had developed these land use scenarios, with many compliments for the excellent way the staff and consultant team had engaged the many stakeholders, the public, the MPO Board and committees throughout the process.

The process, which married technical analysis with citizen input, was hailed as a model for future efforts by the MPO and other agencies and initiatives countywide.

As BikeWalkLee pointed out, this effort represents the successful culmination of nearly four years of planned and focused work in enacting **resolutions**

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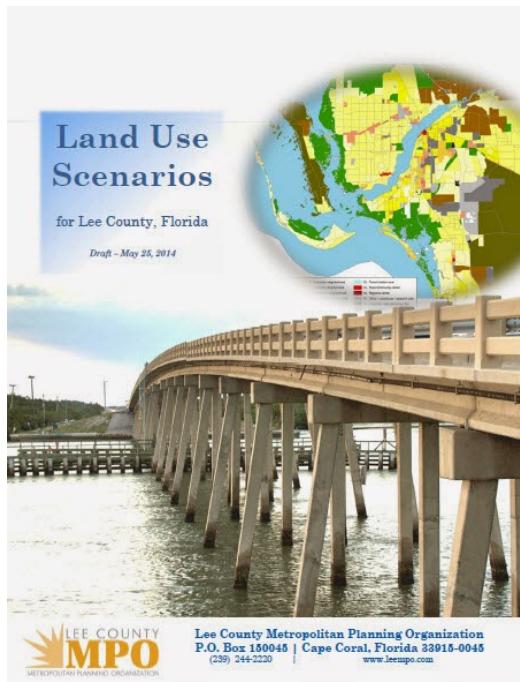
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adopted by the Board in December 2010, which set out stated goals to significantly reduce VMTs, support a balanced multi-modal transportation system, and use our limited transportation resources in most cost efficient and effective way.



Organizations speaking in support of Scenario C included BikeWalkLee, the Conservancy of SWFL, Lee Public Voice (LPV), Estero Council of Community Leaders (ECCL), Responsible Growth Management Coalition (RGMC), Bayshore Community Concerned Citizens Assoc., the SWFL Council of the Blind, and individual members of the Citizens Advisory Committee (CAC).



Lee MPO listens to public comments

During
MPO
Board

BikeWalkLee

Today

January 2016 ▾

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	31	Jan 1	
3	4	5	6	7	8	
10	11	12	13	14	15	
17	18	19	20	21	22	
24	25	26	27	28	29	
31	Feb 1	2	3	4	5	

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BikeWalkLee Blog

◆ Bonita Springs City Council takes action in support of complete streets/livable communities - 1/27/2016

◆ Dan Moser Column: Active events depend on volunteers - 1/27/2016

◆ FBA Board Impressed by Sanibel Bicycle Club's Bike Safety Programs - 1/24/2016

◆ Jan. 25th: Upcoming running/walking/biking events - 1/23/2016

◆ Southwest Florida Community Foundation honored as 2015 'Complete Streets Champion of the Year' - 1/22/2016

Key Links

◆ 1000Friends Transportation webpage

◆ AARP Livability Fact Sheets

◆ Alliance for Biking & Walking Blog

◆ America Bikes

◆ AmericaWalks

◆ Bicycle Attorney Garvin Law Firm

◆ BikeWalkLee Facebook Page

◆ BikeWalkLee Local

Representatives

◆ BikeWalkLee Twitter Page

◆ BikeWalkLee Website



Mary Ann Alexander (SWFL Assoc. of Blind) with FDOT's Carmen Monroy

discussions, Fort Myers Councilman Flanders heralded the process as a breath of fresh air and said he hopes that the Lee MPO and others in the county will continue doing business this way. Cape Coral Councilman Burch spoke about Scenario C as about quality of life. He said that our current transportation funding situation is unsustainable and we have to shift to a multi-modal mindset. He said this excellent land use scenario process sets up a model for the remainder of the 2040 LRTP development, and is the kind of thinking that should be rewarded.

BikeWalkLee extends its thanks to the MPO Board for endorsing Scenario C, to the MPO staff Director, Don Scott, and the Jacobs consultant team of Ned Baier and Bill Spikowski, the MPO Committees (TAC and CAC), the planning and transportation staffs of all the local jurisdictions who participated in the development of the proposals, the dozens of organizations and individuals who spoke or wrote in support of the proposal, and to the almost 1,300 individuals who participated in the online survey. It was truly a model process of collaboration and public participation—one we hope to see replicated in the future—and one that yielded a result that will move our county in a positive direction going forward.

What's the next step? This long range growth scenario will now be incorporated into the transportation planning model, which will be used for determining our future transportation needs and their costs, and will result in a prioritization of the transportation projects that we can do within our projected future resources. This process culminates in the Board's adoption of the 2040 Long

- ◆ **Bikewise--report crashes & hazards**
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- ◆ **Contact Bonita Springs City Council**
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- ◆ **MAKERS 2014 Award**
- ◆ **Million Mile Movement**

Range Transportation Plan (LRTP) in December 2015. Between now and then, there is a great deal of work to do and we will keep you posted along the way as to ongoing opportunities for public participation and input.

For additional background see:

The Land Use Scenarios report, along with the consultant's recommendation

On June 12th, BikeWalkLee sent a letter to the Lee MPO Board urging them to support land use scenario C.

MPO Board Resolutions 2010-12 and 2010-13.

See BWL's earlier action alert on this issue.

See SW Spotlight Magazine's July 1, 2014 article, "MPO Opt for Future Infill, Not Sprawl"

Report by Darla Letourneau

Posted by Darla at 7:26 AM

Labels: **land use, LRTP, MPO**

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◆ National Complete Streets Coalition Blog

◆ Pedestrian and Bicycle Information Center: guidance on commuting by bike

◆ Rails-to-Trails Conservancy

◆ Sanibel SUP map/safety guide

◆ Smart Growth America Blog

◆ Submit Letter to Editor--News-Press

◆ TIGER Award "one-stop shop" Resources

◆ TIGER grant/Lee MPO website

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About BikeWalkLee Blog

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Friday, April 17, 2015

Lee MPO Board reviews framework for 2040 Long Range Transportation Plan decisions

The Lee MPO is in the midst of developing the countywide 2040 Long Range



Transportation Plan (LRTP), which sets the direction for the County's transportation future. In preparation for the April 17th Board meeting, on **April 13th BikeWalkLee sent a letter to the Board outlining the framework for Friday's discussion.**

At the April 17th MPO Board meeting, the Board got down to business on the 2040 LRTP starting with a presentation by Staff Director Don Staff that set the framework for the decisions ahead. Don's PowerPoint, entitled **2040 Long Range Transportation Plan Revenues** looked at the revenues from all sources—federal, state, local—that were available in the 2035 Plan (developed in 2010) vs. what is available for the 2040 Plan. It also analyzed how those funds were allocated in the 2035 plan by activity and the allocation in 2040. Below are some of the highlights:

- The gap between needs and available revenues has widened considerably since the adoption of the 2035 LRTP and is continuing to grow. While the population is projected to increase by 51% between now and 2040, the revenues are projected to decrease overall by 26%.
- Between the two plans (2035 to 2040), the share of local revenues dedicated to maintenance vs. capital has risen from 52% of all local revenues to 62%, demonstrating that a

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growing share of our resources are being dedicated to maintaining the existing transportation system vs. building new capacity.

- A slightly higher share of the revenues in our upcoming 2040 LRTP is coming from federal and state revenue sources because the local revenue sources are declining by a greater percent than the state/federal sources; however, both are declining. In the 2040 Plan, 68% of the revenues are coming from local sources and the remaining 32% from federal/state.
- Within the overall 26% revenue reduction, that reflects a 15% reduction in federal and state revenues while the local revenues have fallen by 31%. [Note: the local revenue gap would have been 24% instead of 31% if the County's impact fee policy had remained at 100% vs. their current 45% collection rate.]
- Of the local revenue sources available for capital projects in the 2040 Plan, 36% is from tolls, 33% from impact fees, and 30% from gas taxes.
- Taking into account all federal/state and local revenues for capital projects—a total of \$1,975 million is available over the 25-year period of the 2040 cost feasible plan.



[Click here to view the full MPO PowerPoint presentation.](#)

Dr. Margaret Banyan spoke on behalf of BikeWalkLee at the Board meeting making the following comments:

Today's presentation on revenues are a critical foundation of the LRTP. More importantly, this discussion sets the stage for the decisions that lay ahead.

This presentation and a new approach to the LRTP is a response to trends that we have known – trends that we have been getting ready for. As we have been discussing the last five years – or ever since the 2035 LRTP- the available revenues from all sources are declining. At the same time, our population is growing.

The gap between potential needs and available revenues has widened significantly and will continue to grow. Anticipating this situation, as far back as 2010 the MPO Board began to set in motion a series of policies that would shift the transportation paradigm to a balanced multi-modal system.

BikeWalkLee

Today

December 2015 ▾

Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	Dec 1	2	3	4	
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20	21	22	23	24	25	
27	28	29	30	31	Jan 1	

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BikeWalkLee Blog

◆ Dec. 28th: Upcoming running/walking/biking/tri events - 12/27/2015

◆ BikeWalkLee Column: Make holidays your biking, walking days - 12/23/2015

◆ Lee MPO Approves 2040 Transportation Plan and Sets in Motion Effort to Find Additional Transportation

Revenues - 12/21/2015

◆ BikeWalkLee Highlights Benefits of FDOT's Complete Streets Implementation Plan for Lee MPO

Board - 12/21/2015

◆ Dec. 21st: Upcoming running/walking/biking/tri events - 12/20/2015

Key Links

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◆ America Bikes

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The goal was to underscore and value transportation choice, connectivity, economic opportunity, livable communities, community character, safety, and quality growth. The approach was clearly to shift away from "congestion management" as the sole criteria for transportation decisions and embrace a broader range of policy options to deal with growth.

Part of the reason for doing this is that federal laws mandate that MPOs address a broad range of goals, including safety, accessibility, and quality of life. The Federal Map 21 legislation required that the LRTP be developed using performance measures to assess and prioritize projects. Because of this you can't just zero in on eliminating congestion, which, by the way, isn't even one of the eight factors the feds recommend focusing on.

In fact, in a 2013 CUTR report said that, "MPOs should take greater care to demonstrate and document how the projects contained in their cost feasible plan support the adopted goals and objectives of the LRTP."

To move in that direction, in early 2013, the Executive Committee of the MPO was tasked to guide the 2040 LRTP process. The Committee has worked with staff over the past two years to develop realistic revenue projections, determine the cost to fully maintain existing infrastructure, project the remaining funds that could be allocated to new/expanded facilities; and reinvent project review and prioritization processes based on the LRTP and MPO Board's goals.

Ultimately, the Committee's work provides the framework for making better decisions and directing scarce resources in the most cost effective way, as one of the Committee's key objectives has been to develop a cost feasible plan that is 100% fundable.

By moving ahead in your current direction, you have not only begun to embrace a process that many other MPOs all over the country are using, but you are setting up your process to be consistent with federal guidelines and engaging in smart planning.

You have already taken significant action already:

- a) You have integrated transportation and land use planning (adoption of land use scenario);
- b) You adopted a "fix it first" approach that emphasizes maintenance and improvement of existing facilities before building new ones
- c) You learned from other successful MPO communities (such as Nashville, Broward, Sarasota, and Hillsborough);
- d) You have ensured that the highest priority projects are the focus;
- e) You have maximized the use of available resources;
- f) and finally, perhaps most essential, you adopted a set of goals and objectives upon which you will measure performance.

- ◆ **BikeWalkLee Website**
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The one way that you have developed that still requires implementation is for all of the projects that will be considered in the LRTP to be evaluated, consistent with a performance measurement standard, as required by the federal MAP-21 guidelines.

Your process was for all projects to be submitted by local jurisdictions to the MPO on Project Request Forms. We understand that this process is now getting underway.

These project sheets and the new objective evaluation process are an essential element of the process and a way to keep your eye on the ball – the ball here is a fiscally responsible transportation plan that meets the goals and objectives that you have adopted.

We, BikeWalkLee, look forward to working with you as the LRTP process enters a critical stage.

David Urich (lifetime member of Responsible Growth Management Coalition and member of the MPO's Citizen Advisory Committee) also spoke during public comment and urged the Board to seriously review road projects that have been on the needs plan for a long time. Much has changed both in terms of available revenues as well as community desires and it's time to cut the list down to fit the available revenues. He urged the Board to take a "zero-based budgeting approach", evaluating projects in terms of what gives us the most bang for the buck.

Report by Darla Letourneau

Below are links to related documents that were shared with the MPO Board:

BikeWalkLee Blog April 9, 2015: **Road Zombies in Lee County: The Invasion of Bad Planning in the 2040 Long Range Transportation Plan**

Key MPO Board Decisions to date re: 2040 LRTP:

1. Goals and Objectives for 2040 LRTP

**Lee MPO Board Approved LRTP 2040 Goals and Objectives-
-8/22/14**

2. Candidate Project Application Process

Lee MPO Board Approved 2040 LRTP Candidate Project Request process

3. Land Use Scenario C adopted by MPO Board on 6/20/14

Links to the **Land Use Scenarios report**, along with the **consultant's recommendation**.

· **BWL Blog June 23, 2014: Lee MPO adopts land use scenario C, a great beginning to the development of the 2040 LRTP**

◆ **Million Mile Movement**

◆ **National Complete Streets**

Coalition Blog

◆ **Pedestrian and Bicycle**

Information Center: guidance on commuting by bike

◆ **Rails-to-Trails Conservancy**

◆ **Sanibel SUP map/safety guide**

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Resources

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- ▶ November (21)
- ▶ October (22)
- ▶ September (25)
- ▶ August (27)
- ▶ July (16)
- ▶ June (35)
- ▶ May (25)

▼ April (19)

BWL Column: Good news abounds for Lee County cycl...

Southwest Florida Critical Mass bike rides growing...

Participate in May 22nd webinar: Mayors' Challenge...

Dan Moser Column: May is National Bike Month

April 27th: Upcoming walking/running/biking/tri ev...

Update on Lee County bike/ped injuries and fatalit...

BikeWalkLee's new Estero representatives

April 20th: Upcoming walking/running/biking/tri ev...

**Lisa Indovino named FBA 2014 Educator of the Year
Lee MPO Board reviews framework for 2040 Long Rang...**

BWL Column: Bikers, walkers will benefit from Mayo...

Moser Column: Road and pathway hazards: They have ...

4. MPO Board Resolutions adopted in December 2010 as part of 2035 LRTP adoption, that set stage for the 2040 LRTP: **MPO Board Resolutions #2010-12 and #2010-13.**
- **BWL Blog December 11, 2010: MPO Board adopted two resolutions** to provide policy direction on LRTP

Posted by **Darla** at 3:41 PM

Labels: **BWL comments, LRTP, MPO**

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Monday, May 4, 2015

Time to participate in development of Lee County's Long Range Transportation Plan (LRTP)

The Lee MPO's 2040 Long Range Transportation Plan (LRTP) process is underway and it's time for citizens to participate. Below is an overview of the process, along with a [resource document prepared by BikeWalkLee](#).



transportation future and dictates how transportation funds are spent in the region. Given the shrinking revenues from all sources and the growing population, it is imperative that these are smart investments, getting the most bang for the buck for the county's highest priorities, consistent with the Board's goal of a balanced multi-modal transportation system.

For the uninitiated, MPOs are largely creatures of federal law and were created to coordinate the various elements of the fragmented regional



transportation networks into one cohesive regional transportation system. One of the core functions laid out by the federal legislation is to prepare and maintain a long-range transportation plan. MPOs must develop a 20-year LRTP that "supports improved mobility and access for people and goods (including operations and maintenance) and supports a good quality of life." The plan includes a list of priority investments, anticipated available funding, and the regional goals and policies that will be pursued during that 20-year period. It must be formally adopted by the MPO and updated at least every 5 years. The 2040 LRTP must be adopted by the Lee MPO Board by December 18, 2015.

Background:

The Lee MPO is in the midst of developing the countywide 2040 Long Range Transportation Plan (LRTP), which sets the direction for the County's

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One of the goals of the federal law is to ensure that the public, especially those traditionally underserved by the transportation system, have opportunities to participate in the decision-making process, so there is increasing emphasis on improving public involvement in the development of the LRTP.

BikeWalkLee has been an active participant in the MPO transportation planning processes over the past six years, and has put together a **resource document for the 2040 LRTP Process** (with lots of links) based on our many related blog posts.

Opportunities for participation:

The process is beginning in earnest, so now is the time to begin participating in the committee and Board meetings. [Click here to access the monthly agenda packages](#).

Here's the calendar of upcoming MPO Board and MPO committee meetings (Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC)):

TAC and CAC committees generally meet the first Thursday of the month, with TAC at 9:30 a.m. and CAC and 3 p.m., both at the MPO staff offices (815 Nicholas Parkway East, Cape Coral).

The MPO Board meets monthly on the third Friday of the month at 9 a.m. in the Cape Coral City Council Chambers.

Public Comment is taken at all these meetings.

Later this summer/Fall there will be an opportunity for participation in a public workshop about the 2040 LRTP and we'll keep you posted when that is scheduled.

Posted by **Darla** at **1:07 PM**

Labels: **BWL comments, LRTP, MPO**

NO COMMENTS:

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December 2015 ▾

Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	Dec 1	2	3	4	
6	7	8	9	10	11	
13	14	15	16	17	18	
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27	28	29	30	31	Jan 1	

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Wednesday, May 27, 2015

Lee MPO new website for 2040 Long Range Transportation Plan



The Lee MPO recently launched its new website for the 2040 Long Range Transportation Plan (LRTP) to provide the public with an opportunity to keep informed and to participate in the process. Check out the "Frequently asked questions" page for background information. There's also a form online that allows you to share a project idea or suggestion for a transportation. Bookmark this page to keep up to date on opportunities to attend public meetings and workshops, and participate in surveys to share your thoughts and add your voice to the discussion.

Introduction on website:

The Lee County 2040 Transportation Plan is the 25-year vision of how to meet our community's transportation needs and expectations through the year 2040. The plan will incorporate all types of travel including driving, biking, walking, public transportation, and freight movement.

To identify the projects that will best serve Lee County, the MPO needs a clear understanding of how people and goods move around the county now and how they expect to move in the future. Your ideas and opinions are critical to create a successful plan. Public meetings, workshops, and surveys will give you an

2040 TRANSPORTATION PLAN FREQUENTLY ASKED QUESTIONS

WHAT IS THE 2040 TRANSPORTATION PLAN?
The Lee County 2040 Transportation Plan is the 25-year vision of how to meet our community's transportation needs and expectations through the year 2040. The plan will incorporate all types of travel including driving, biking, walking, public transportation, and freight movement.

WHY DO WE NEED THIS PLAN?
State, efficient, and reliable travel options are important building blocks for creating thriving communities with a strong economy. That is also a key priority to live well, and plan for growth. The Lee County 2040 Transportation Plan identifies areas where the Lee County MPO can work with local governments and other partners to support the development of a transportation system that is safe, efficient, and accessible. Projects funded with federal funds for transportation must be included and analyzed within this plan.

HOW WILL PROJECTS BE SELECTED?
To identify the projects that will best serve Lee County, the MPO needs a clear understanding of how people and goods move around the county now and how they expect to move in the future. The MPO needs to evaluate the local projects and prioritize them to create a feasible plan. To do so, the following questions must be answered:

- Who are people traveling to and from the county?
- What transportation projects are needed?
- How will growth impact transportation in the future?
- When do we expect congestion in the future?
- Which projects are the most efficient?
- Is a project needed for economic development?
- What projects are needed to improve safety in the transportation system?
- Would a project's development have any negative environmental or socio-economic impacts?

WHAT HAS BEEN DONE SO FAR?
The MPO has been holding town hall meetings and public hearings to discuss the LRTP and its changes in Lee County. The LRTP is currently in the final stages of the planning process. The MPO Board, following public input, included infrastructure, transit, and economic development projects in the LRTP. Some of the first steps in Lee County to move forward include:

WHAT PROJECTS CAN HELP LEE COUNTY GET FROM HERE TO THERE?
This is the backbone of a sustainable and thriving public transportation system. These projects could include pedestrian, bicycle, and complete street management - that involves the purchase of new equipment and infrastructure, such as bike lanes, sidewalks, and crosswalks. The MPO Board is looking for ways to reduce the number and length of trips and to enhance transit connectivity. The MPO is also working on ways to encourage walking, cycling, and public transportation use.

WHAT IS DECIDED IN THIS PLAN?
Through the planning process, decisions are made about the following:

- A Road Plan of existing projects and proposed transportation and mobility around the county regardless of cost.
- Options available to pay for the projects and anticipated funding available through those options.
- A Cost Benefit Analysis that looks at the potential benefit to the county and the amount of funding available.
- Future steps for meeting the plan's goals while improving conditions for all modes of transportation.

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opportunity to share your thoughts and add your voice to the discussion of transportation needs in the community. Please stay in touch with us throughout the LRTP's development and make your voice heard.

LEE COUNTY HIGHLIGHTS*

Miles of roadway:	6808
Miles of sidewalk:	118
Miles of bike lanes and trails:	149
Residents in 2010:	610,394
New residents expected by 2040:	422,483 (69% more)
Jobs in 2010:	285,014
New jobs expected by 2040:	205,216 (72% more)
Homes in 2010:	354,587
New homes expected by 2040:	294,576 (83% more)

*Population, jobs, and homes figures were developed through the land use scenario exercise by Spikowski and Associates (2014).

[Website link](#)

[FAQ link](#)

For more background on what's at stake in the 2040 Transportation Plan:

[BikeWalkLee Blog May 4, 2015:Time to participate in development of Lee County's Long Range Transportation Plan \(LRTP\)](#)

The Lee MPO's 2040 Long Range Transportation Plan (LRTP) process is underway and it's time for citizens to participate. Below is an overview of the process, along with a [resource document prepared by BikeWalkLee](#).

Posted by Darla at 4:40 PM

Labels: [BWL comments](#), [LRTP](#), [MPO](#)

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January 2016



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- ◆ Bonita Springs City Council takes action in support of complete streets/livable communities - 1/27/2016
- ◆ Dan Moser Column: Active events depend on volunteers - 1/27/2016
- ◆ FBA Board Impressed by Sanibel Bicycle Club's Bike Safety Programs - 1/24/2016
- ◆ Jan. 25th: Upcoming running/walking/biking events - 1/23/2016
- ◆ Southwest Florida Community Foundation honored as 2015 'Complete Streets Champion of the Year' - 1/22/2016

Key Links

- ◆ [1000Friends Transportation webpage](#)
- ◆ [AARP Livability Fact Sheets](#)
- ◆ [Alliance for Biking & Walking Blog](#)
- ◆ [America Bikes](#)
- ◆ [AmericaWalks](#)
- ◆ [Bicycle Attorney Garvin Law Firm](#)
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The official Blog for BikeWalkLee.org. BikeWalkLee is a community coalition raising public awareness and advocating for complete streets in Lee County, FL.

Thursday, June 4, 2015

Invite to June 16th Public Workshop on 2040 Transportation Plan Update

The Lee MPO's 2040 Long Range Transportation Plan (LRTP) process is underway and it's time for citizens to participate. The June 16th public workshop starts at 5:30 p.m. with a short overview presentation by staff, followed by an opportunity for citizens to visit various display boards and talk informally to staff about your ideas, concerns, questions, and provide your feedback. Here's your chance to share your ideas about future investments in transit, bike/ped facilities, specific road projects, etc. Hope to see you there!



Lee County Metropolitan Planning Organization to Host Workshop for 2040 Transportation Plan Update

Lee County, Fla. – The Lee County Metropolitan Planning Organization (MPO) will be hosting a Public Workshop to gather the public's ideas and suggestions on the 2040 Long Range Transportation Plan.

The workshop will be held Tuesday, June 16, 2015 from 5:30 p.m. to 7:30 p.m. at the North Fort Myers Library, 2001 N. Tamiami Trail N.E., North Fort Myers, FL 33903.

The Lee County 2040 Transportation Plan is the 25-year vision of how to meet our community's transportation needs and expectations through 2040. The plan will incorporate all types of travel including driving, biking, walking, public transportation, and freight movement.

The MPO wants to identify the projects that will best serve the community. The meeting will afford participants the opportunity to ask questions and provide feedback on how state and federal fiscal resources should be spent in future years for all modes of transportation.

Your ideas and opinions are critical to create a successful plan.

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Please participate in this public workshop so your thoughts and ideas can inform the plan's development!

For more information about the plan please visit
2040TransportationPlan.LeeMPO.com.

Media contact:

Johnny Limbaugh, 239-244-2220 jlimbaugh@leempo.com

Recent BikeWalkLee Blogs on 2040 Transportation Plan:

May 27, 2015 BikeWalkLee Blog: Lee MPO new website for 2040 Long Range Transportation Plan

May 4, 2015 BikeWalkLee Blog: Time to participate in development of Lee County's Long Range Transportation Plan (LRTP) , including a resource document prepared by BikeWalkLee.

Posted by Darla at 8:16 PM

Labels: LRTP, MPO

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Key Links

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◆ AARP Livability Fact Sheets

◆ Alliance for Biking & Walking Blog

◆ America Bikes

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Wednesday, August 12, 2015

Invite to August 25th Public Workshop on Lee County 2040 Transportation Plan

The Lee MPO's 2040 Long Range Transportation Plan (LRTP) process is underway and there's another opportunity for citizens to participate—a public workshop on Aug. 25th, starting at 5:00 p.m. in the Estero Rec Center. Here's your chance to share your ideas about future investments in transit, bike/ped facilities, specific road projects, etc. Hope to see you there!



The Lee MPO is updating its transportation plan and wants to know where you think investments should be made to move people and goods. With decreasing transportation funding, our community needs to do more with less, and choosing which projects to fund is a delicate balance. The Lee MPO wants to know **which projects you think would make the biggest difference** to getting around Lee County, now and in the future. The Lee MPO has tested some proposed solutions for our county's anticipated needs, but **which make the most sense?**

Please join the Lee MPO on Tuesday, August 25th at the Estero Recreation Center (9200 Corkscrew Palms Blvd, Estero, FL

33928). The August 25th public workshop will begin at 5:00 p.m. with a brief presentation by staff, followed by an opportunity for citizens to visit various display boards and talk informally with staff about your ideas, concerns, and questions. There will also be a web kiosk to visit the Lee MPO's interactive online collaboration site, set to be unveiled in mid-August. If you missed the meeting in June, or want to continue to be involved in the process, here's your chance!

The public workshop will focus on **bike and pedestrian** needs, **transit** needs, **roadway** needs, **freight** needs, as well as **congestion management** strategies. Hope to see you there!

If you would like to join the Lee MPO's email list and be notified of future 2040 Transportation Plan news and events, please visit the [project website](#)

Also, the presentations and comments made at the previous workshop (and Committee meeting) have been loaded on the project website.

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Recent BikeWalkLee Blogs on 2040 Transportation Plan:

[June 4, 2015 BikeWalkLee Blog: Invite to June 16th Public Workshop on 2040 Transportation Plan Update](#)

[May 27, 2015 BikeWalkLee Blog: Lee MPO new website for 2040 Long Range Transportation Plan](#)

[May 4, 2015 BikeWalkLee Blog: Time to participate in development of Lee County's Long Range Transportation Plan \(LRTP\), including a resource document prepared by BikeWalkLee.](#)

Posted by **Darla** at 8:06 AM

Labels: [LRTP](#), [MPO](#)

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- ◆ [Dec. 28th: Upcoming running/walking/biking/tri events - 12/27/2015](#)
- ◆ [BikeWalkLee Column: Make holidays your biking, walking days - 12/23/2015](#)
- ◆ [Lee MPO Approves 2040 Transportation Plan and Sets in Motion Effort to Find Additional Transportation Revenues - 12/21/2015](#)
- ◆ [BikeWalkLee Highlights Benefits of FDOT's Complete Streets Implementation Plan for Lee MPO Board - 12/21/2015](#)
- ◆ [Dec. 21st: Upcoming running/walking/biking/tri events - 12/20/2015](#)

Key Links

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BikeWalkLee Blog

The official Blog for BikeWalkLee.org. BikeWalkLee is a community coalition raising public awareness and advocating for complete streets in Lee County, FL.

Monday, September 21, 2015

Progress Report: Improvements in Lee County's bicycle and pedestrian facilities--2010-2014

This week BikeWalkLee released a report (based on new Lee MPO data) on new and improved bike/ped facilities throughout Lee County: FY 2010-2014, which updates BikeWalkLee's **2012 report**. The county is continuing to make moderate and steady progress towards filling the gaps in the countywide bike/ped network. Over the past 4 years, the lane miles of bike/ped facilities have increased by 130 miles on our major roadways (and by 154 miles if you include local roads), an average of 4.5% growth a year. Much remains to be done, but progress is being made. Be sure to say "thank you" to elected officials and government staff who have made these improvements possible.

Lee County continues making progress towards goal of filling gaps in its bicycle and pedestrian facilities network

New bike/ped facilities throughout Lee County: FY 2010-2014

Report by Darla Letourneau, BikeWalkLee
September 21, 2015

Overview

Lee County is a large far-flung area, with 804 square miles of land and a population of 679,513 (2014). There are almost 1,000 miles of major roadways (arterials and collectors) and hundreds of more miles of local roads. It's sometimes hard to see the totality of new bike/ped facilities that are being added in the county, but progress is happening.

The Lee MPO is in the process of developing its Long Range Transportation Plan for 2040, and is updating its Countywide Bicycle

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and Pedestrian Master Plan (adopted in 2011) for inclusion in the LRTP 2040 that will be adopted in December 2015. As part of this process, Lee MPO staff has worked with all the local jurisdictions and FDOT to update its data on the bicycle and pedestrian facilities and now has data comparing the progress in adding facilities, both by jurisdiction and by type of facility, from the baseline year of 2010 through 2014. Given the use of this report in the MPO's LRTP and the required use of the State Database, the report is limited to all arterials and collectors (known as "federal aid roadways") and does not include local roads (except for Sanibel's shared use pathways, which are included here). The data is presented in "lane miles" which means both sides of bike lanes and sidewalks counted.

While the mileage of biking and walking facilities on local roads accounts for only 3% of the total bike/ped facilities in Lee County, the exclusion of this data from the MPO database means that this report is not totally comparable to BikeWalkLee's 2012 report, which included local roads. Also, unlike **the 2012 report**, the new MPO data does not reflect improvements in the facilities, such as widening of shared use paths and installing amenities such as wayfinding signs. The narrative below highlights some of those improvements.

Summary

Over the past four years (2010-2014), the countywide lane miles of bike/ped facilities on major roads (arterials and collectors) have increased by 18%, representing a moderate but steady pace of an average growth rate of 4.5% a year. In 2010, there were 718 lane miles of bike/ped facilities increasing by 130 lane miles over the 4 years, for a total of 848 lane miles.

LEE COUNTY LANE MILES OF BIKE PED FACILITIES BY JURISDICTIONS 2010 - 2014					
	2010*	2012**	2013	2014	Difference 2010 to 2014
	# Miles				
Bonita	59.8	69.8	69.7	72.25	12.5
Cape Coral	144.5	168.7	167.9	183.7	39.2
Fort Myers	86.8	89.7	97.3	99.5	12.7
Fort Myers Beach	11.7	15.7	15.7	15.7	4.0
Sanibel	24.7	26.9	26.9	27.3	2.6
Unincorporated LC	390.5	419.1	437.1	449.5	59.0
TOTAL	718.0	789.9	814.6	848.0	130.0

Source: Lee County MPO staff: 9/1/15

Note :

*Lane miles in 2010 is based on MPO Bike Ped Master Plan adopted in 2011.

**Lane miles in 2012 is based on MPO Bike Ped Master Plan Implementation Report from 2012.

While the MPO summary data does not include local roads, the local

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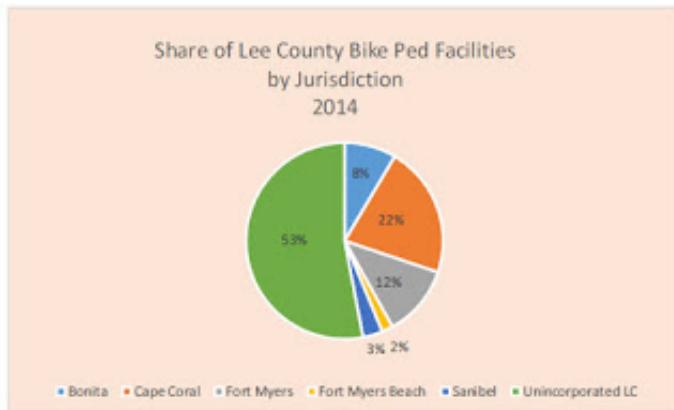
- ◆ **FBA Board Impressed by Sanibel Bicycle Club's Bike Safety Programs** - 1/24/2016
- ◆ **Jan. 25th: Upcoming running/walking/biking events** - 1/23/2016
- ◆ **Southwest Florida Community Foundation honored as 2015 'Complete Streets Champion of the Year'** - 1/22/2016
- ◆ **Invite to Jan. 25th and 28th Bonita Beach Road Visioning Public Workshops** - 1/22/2016
- ◆ **BWL Column: Villas volunteer helps pave way for sidewalks** - 1/20/2016

Key Links

- ◆ **1000Friends Transportation webpage**
- ◆ **AARP Livability Fact Sheets**
- ◆ **Alliance for Biking & Walking Blog**
- ◆ **America Bikes**
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- ◆ **Bikewise--report crashes &**

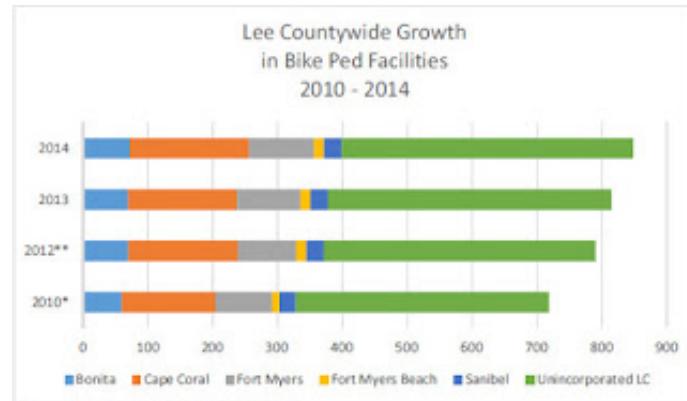
jurisdictions provided data to the MPO on new facilities on local roads, showing that over the 4 years, **23 lane miles have been added on local roads**, with the majority of those miles in Cape Coral (16 miles), followed by Fort Myers (4.4 miles), unincorporated Lee (1.8 miles) and 0.6 miles in Bonita. **Adding the local roads, the total increase in lane miles is 153 miles** (vs. the 130 miles in summary tables).

In terms of jurisdiction, 53% of the facilities are in unincorporated Lee County, the remaining 47% are found in the 5 municipalities, with the highest share of those being in Cape Coral (22%).



Source: Lee County MPO staff: 9/1/15

Over the four year period, the highest growth rate has been in Fort Myers Beach--34%, the jurisdiction with the smallest share of bike/ped facilities. The second highest growth rate has been in Cape Coral, increasing its mileage by 27%, compared to a 15% increase in unincorporated Lee.



Source: Lee County MPO staff: 9/1/15

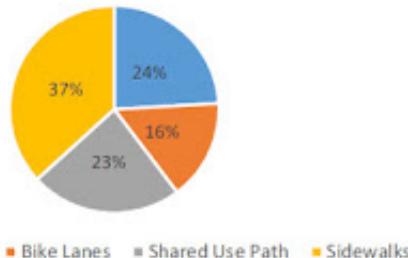
In terms of the type of bike/ped facilities, as of 2014, 37% of our facilities are sidewalks and 22% are shared use paths, with the remaining 41% of the facilities being on-road biking facilities--25% are marked bike lanes and 16% are paved shoulders. Since 2010,

hazards

- ◆ Cape Coral bike routes
- ◆ Contact Bonita Springs City Council
- ◆ Contact Cape Coral City Council
- ◆ Contact Fort Myers City Council
- ◆ Contact Lee County Commissioners
- ◆ Contact Lee County MPO Members
- ◆ Contact State and Federal Elected Officials
- ◆ Every Body WALK!
- ◆ Everyone Is A Pedestrian--New USDOT website
- ◆ FDOT Complete Streets Implementation Plan
- ◆ FHWA Separate Bike Lane Guide
- ◆ Florida Bicycle Association
- ◆ Florida Bike Accident Attorney Jim Dodson
- ◆ Florida's Pedestrian & Bicycle Focused Initiative--NEW
- ◆ Guidelines for Speaking at Lee County Commission Meetings
- ◆ League of American Bicyclists Blog
- ◆ Lee County Bicycle/Pedestrian Advisory Committee (BPAC)
- ◆ Lee County Complete Streets web page
- ◆ Lee County Government Website
- ◆ Lee County MPO
- ◆ Lee County Office of Sustainability
- ◆ Lee County Visitor & Convention Bureau
- ◆ Lee Countywide Bicycling Facilities Map (MPO)
- ◆ Lee Tran
- ◆ LeeDOT Request for Action online form
- ◆ MAKERS 2014 Award
- ◆ Million Mile Movement
- ◆ National Complete Streets

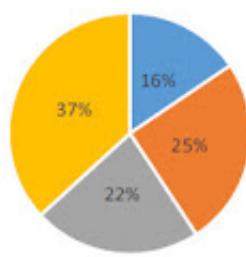
there has been a major shift towards on road facilities being marked bike lanes vs. paved shoulders. A shift away from paved shoulders is good news for cyclists because many of our current paved shoulders are not really usable due to lack of maintenance and the narrowing that often results from that.

Share of County Bike Ped Facilities
by Type of Facility
2010



Source: Lee County MPO staff: 9/1/15

Share of County Bike Ped Facilities
by Type of Facility
2014



Source: Lee County MPO staff: 9/1/15

Coalition Blog

- ◆ [Pedestrian and Bicycle Information Center: guidance on commuting by bike](#)
- ◆ [Rails-to-Trails Conservancy](#)
- ◆ [Sanibel SUP map/safety guide](#)
- ◆ [Smart Growth America Blog](#)
- ◆ [Submit Letter to Editor--News-Press](#)
- ◆ [TIGER Award "one-stop shop"](#)
- Resources**
- ◆ [TIGER grant/Lee MPO website](#)
- ◆ [Transportation 4 America](#)
- ◆ [USDOT Secretary Foxx's Blog](#)

About BikeWalkLee Blog

This is the official Blog for BikeWalkLee.org. BikeWalkLee is a community coalition raising public awareness and advocating for complete streets in Lee County -- streets that are designed, built, operated and maintained for safe and convenient travel for all users: pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Sanibel Bicycle Safety Video

Cycling on Sanibel

BikeWalk Lee Blog Archive

- [2016 \(24\)](#)

LEE COUNTY LANE MILES OF BIKE PED FACILITY TYPES IN LEE COUNTY 2010 - 2014						
	Difference 2010 to 2014					
	2010*	2012**	2013	2014	# Miles	% Change
Paved Shoulders	172.8	126.0	128.9	131.2	(41.6)	-24.1%
Bike Lanes	112.6	191.8	192.8	214.6	102.0	90.6%
Shared Use Path	168.3	187.1	187.2	189.8	21.5	12.8%
Sidewalks	264.3	285.0	305.8	312.3	48.0	18.2%
Total	718.0	789.9	814.7	847.9	129.9	18.1%

Source: Lee County MPO Staff: 9/1/15.

Note :

*Lane miles in 2010 is based on MPO Bike Ped Master Plan adopted in 2011.

**Lane miles in 2012 is based on MPO Bike Ped Master Plan Implementation Report from 2012.

Many of these new bike/ped facilities are part of larger road improvement/expansion projects, especially on state and county-maintained roads. As a result of the complete streets policies adopted by most Lee County jurisdictions, bike/ped facilities are now included in the design of almost all road projects.

Other improvements:

This total doesn't include important improvements, such as the miles of biking connected with wayfinding signs or widening of shared use paths. As part of the 2011 MPO countywide bike/ped plan, in 2012-13 LeeDOT completed wayfinding signs on two demonstration loops envisioned in the plan--The Tour de Parks Recreational Loop and the University Loop, with 65.4 miles now connected by wayfinding. In 2014, as a result of the successful partnership between the City of Cape Coral and the Cape Coral Bike-Ped group, they completed 90-miles of 7-interconnected bike routes, with almost 1500 signs installed, and 13 map kiosks along the routes.

On Sanibel, almost four miles of shared use paths were widened over the past 4 years, which is an important safety improvement not reflected in the MPO data. In addition, Sanibel added two off road biking trails in 2014 that are not counted in the MPO data--the Pond Apple Park Trail and the Community Park Trail--for a total additional mileage of 3.8 miles. In 2012, a new Sanibel Path Welcome Center was built as a result of a model public/private partnership led by the Sanibel Bicycle Club.

Simply looking at the number of miles of new bike/ped facilities doesn't tell you the full story of the progress in creating a connected bike/ped network. For example, in Cape Coral, the construction of 2.2 miles of new bike lanes in 2012, actually resulted in a new 17-mile connected biking loop, since these two small bike lane additions closed the gaps, creating two new biking loops. Another exciting development was the 2011 completion of Fort Myers Beach's North

▼ **2015 (305)**

► **December (17)**

► **November (21)**

► **October (22)**

▼ **September (25)**

Bike Florida announces Share the Road Challenge Gr...

Bonita Bay Bicycle Club's "Do-Good Bike Project"

Walking into the Future:

Designing pedestrian-frie...

Rep. Passidomo refiles bicycle safety bill

Sept. 28th: Upcoming running/walking/biking/tri ev...

Last chance to take MPO survey: Which bike/ped/tra...

Help BikeWalkLee receive free radio spots--Partici...

Dan Moser Column: Join the Million Mile Movement

Busy Sanibel Periwinkle-Casa Ybel Intersection to ...

Join Healthy Lee's Million Mile Movement!

Sanibel Cycling Safety PSA

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Improvements in Lee County's bicy...

Sept. 21st: Upcoming running/walking/biking tri ev...

Florida's bike death rate highest in nation

Naples Pathways: Walkability, a local issue that's...

BWL Column: Walkability? 5 Goals to Step it Up!

News-Press' Share the Road Florida bike safety mak...

Sept. 14th: Upcoming

Estero Blvd. drainage and road improvement project which fully incorporated a complete streets approach. The N. Estero Blvd. project is now serving as the model for the larger Estero Blvd. Improvement project getting underway on Fort Myers Beach in 2015 and also as a model complete streets project for other communities in Lee County to consider.

There are other indications of progress not just in the construction of new facilities but in usage of the county's bike/ped network. As an indication of the value of investments in this infrastructure, Sanibel conducted its second shared use path survey in 2012 and found that during the intervening 6 years since the first survey, path usage had increased by both cyclists (up 56%) and pedestrians (up 77%).

Improvements in 2015 and Beyond

The MPO summary data does not go beyond 2014; however, a couple of municipalities reported their 2015 numbers, so we know that Bonita added 1 mile of sidewalks in 2015; and LeeDOT added 3 miles of bike lanes, and we anticipate that the current trend of steady progress in expanding the biking and walking network has continued in 2015.

More bike/ped facilities are currently under construction or will soon be under construction. Most importantly, construction is now underway on the Lee MPO TIGER grant Complete Streets Initiative, which includes 11 miles of new shared use paths and 4 miles of new sidewalks, all of which will be completed by the end of 2016.

Connecting to the Daniels shared use path system (the existing on the west side and the upcoming new TIGER path on the east side) will be two new shared use paths scheduled to be constructed by LeeDOT—the Fiddlesticks Rd. path (1.4 lane miles) that should be constructed in 2016; and the Palomino Lane path (1.5 lane miles) scheduled to be constructed in 2016-17.

Bonita's downtown redevelopment project is getting underway in late 2015, to be completed by 2017. This exciting project will make the 1.33 mile downtown corridor a walkable/bikeable/vibrant place with lots of complete streets features, including roundabouts and other traffic calming features.

Sanibel is constructing a new path along Bowman's Beach Rd. to San-Cap, which will be completed by the end of 2015. Several other path expansion projects are scheduled in the next several years, including a new path at the exit from Ding Darling's Wildlife Dr. back to the path system on Captiva Rd, with federal grant funds.

The major multi-year Estero Blvd. Improvement Project, managed by LeeDOT on Fort Myers Beach's one and only through road, gets underway in 2015. This multi-year project is broken down into 6

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e...](#)

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► [February \(23\)](#)

► [January \(30\)](#)

► [2014 \(264\)](#)

► [2013 \(204\)](#)

► [2012 \(297\)](#)

► [2011 \(289\)](#)

► [2010 \(255\)](#)

► [2009 \(15\)](#)

segments, each 1 mile long, with the first segment beginning construction in 2015. This project will bring much needed upgrades in walking, biking, and transit facilities.

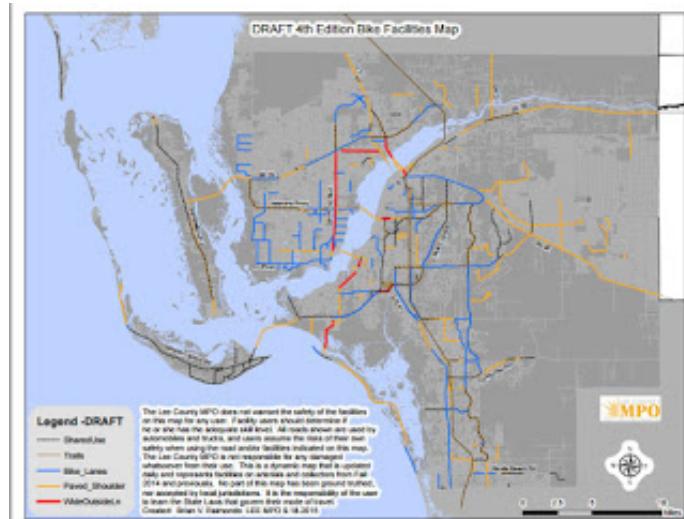
The Cape Coral City Council will soon be considering the staff recommendation to install a road diet on a portion of Cape Coral Parkway that will create another mile of bike lane that connects to the 90-mile biking route system. In addition, the City is exploring the possible addition of more segments to the 90-mile biking route system.

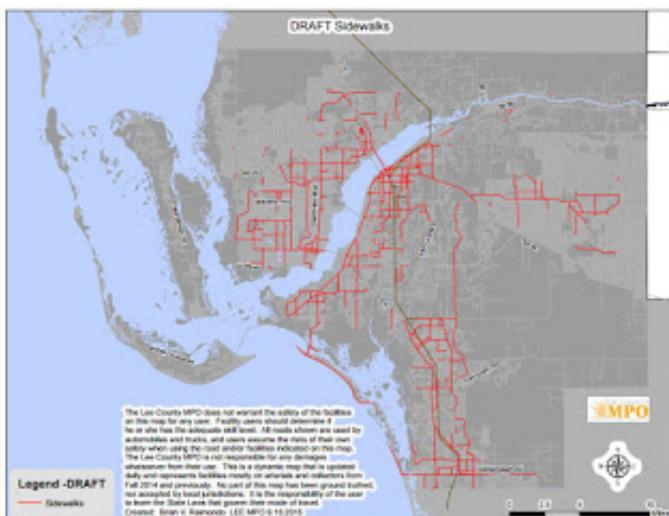
In 2015, new sidewalks and bike lanes are being completed on Metro Parkway from Winkler to Hanson Street, plus improvements to crosswalks at the Metro Fowler crossover.

The new bike/ped facilities throughout Lee County reflect a commitment to complete streets (as reflected in complete streets adopted policies by the Lee MPO, the Lee BoCC, the Cities of Fort Myers, Bonita Springs, and Cape Coral), the **Lee MPO's countywide bicycle and pedestrian master plan adopted in 2011**, and bike/ped master plans that have been adopted in some of the local jurisdictions, such as Sanibel. Bike/ped master plans will soon be developed for the City of Cape Coral and the Town of Fort Myers Beach, with MPO resources.

At the beginning of 2015, Lee County added its sixth municipality--the Village of Estero. In future reports, the biking and walking facilities in Estero will be separated out of the Unincorporated Lee County numbers and reported for the Village.

The 2011 MPO countywide master plan is currently being updated and will be incorporated as the Bike/Ped Element of the 2040 LRTP to be adopted in December 2015. Below are the updated maps of bike/ped facilities through 2014.





So, take a walk, a run, or a bike ride and explore the new and improved biking and walking facilities across the County. Be sure to say "thank you" to the elected officials and government staff who made these improvements possible. Much remains to be done, but progress is being made. Thanks, Lee MPO, FDOT, LeeDOT, and local cities and towns!

Technical Note

The data is presented by geographic location rather than by the agency responsible for the construction project. Thus, all the projects being managed by FDOT are displayed in the city/town in which they are located. Likewise, there are some projects managed by LeeDOT because they are county maintained roads located in the independent cities. They are shown here in the city/town in which they are located.

The mileage is calculated in terms of lane miles, which counts both sides of the bike lanes, shared use paths, and sidewalks (if on both sides of road). The MPO database only reports on arterial and collector roads, not local roads or bike/ped facilities in parks. The only exception to this is that the Sanibel shared use path system is included in the database.

Related BikeWalkLee Reports:

**BikeWalkLee study: Report on Lee County Funding Trends for Bike/Ped Projects
(Presented to BPAC 12/8/14)**

**BikeWalkLeeReport: Lee County makes progress towards goal of filling gaps in its bicycle and pedestrian facilities network
(Prepared 10/13/12, updated Feb. 6, 2013)**

*Posted by Darla at 10:51 AM
Labels: bike/ped facilities, BWL comments, MPO*

NO COMMENTS:

BikeWalkLee Blog

The official Blog for BikeWalkLee.org. BikeWalkLee is a community coalition raising public awareness and advocating for complete streets in Lee County, FL.

Thursday, October 8, 2015

FDOT proposes 5-year funding plan for Lee County and provides opportunity for public comment

Every year the FDOT develops a 5-year work program for the Lee MPO which reflects their decisions about the MPO's recommended projects. Each year the MPO and local citizens have an opportunity to comment on the draft tentative work program before it is finalized by FDOT. This year, the work program is being presented in October instead of December due to the Legislative Session occurring earlier. For the first time, FDOT has developed an ePublic Hearing process to allow the public to comment, from Oct. 12-16. Below are instructions from FDOT re: how you can participate. Also, the workplan is on the Oct. 16th Lee MPO Board agenda and there is an opportunity for public comment.

FDOT Draft Work Plan

The Lee MPO 10/16 agenda package includes the **draft FDOT workplan**.



MPO staff analyzed the workplan as compared to the Lee MPO request and prepared the following 4 tables:

1. **Draft Transportation Work Plan: Breakdown by Mode**
2. **Federal and State Fund Priority Status**
3. **Multi-modal Box Priority Funding**
4. **TA Priority Status (Bike/Ped projects)**

BikeWalkLee Preliminary Analysis:

Overall, the draft FDOT workplan is disappointing and indicates a continuing reduction in revenues coming to Lee County for its transportation needs from all sources (federal, state, and local). It appears that Lee County is not getting its "fair share" of the state funds. SWFL is being left behind because it is not participating in the State's top priority transportation investments—the port system, East Coast rail investments, and SIS investments in the I-4 and I-95 corridors—trends that are likely to continue and accelerate in the future, leaving our region even further behind.

Here are a few highlights about the draft workplan:

- represents a 17% reduction in the 5th year funds (the new funding decisions), as compared to last year's 5th year funding level.

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- many of the MPO's requested projects were not funded--only 1 of 6 MPO priorities for large federally funded transportation projects was funded.
- some of the projects that were funded in last year's 5th year were delayed another year (such as the study for a shared use path between Cape Coral and Pine Island).
- Bike/ped projects receive funds from 2 pots (see #3 and #4 above). In total, the Lee MPO requested funding for 32 bike/ped projects and FDOT is only funding 7 of those projects (22%).
- Of those 7 funded projects, 5 of them only received planning money--not construction money as requested.
- On the upside, in terms of the share of the overall transportation funds (see table #1), bike/ped is receiving 7% of the pie...up from 6% in last year's FDOT workplan. So, while the overall pie is shrinking, bike/ped's share is holding its own.

Review the draft workplan, participate in next week's FDOT e-Hearing, and attend the Oct. 16th Lee MPO Board meeting.

Instructions for Participating in FDOT's E-Hearing:

Bartow, FL The Florida Department of Transportation (FDOT), District One, and Florida's Turnpike Enterprise announce an ePublic Hearing to present their Tentative Five Year Work Programs for fiscal years beginning July 1, 2016, through June 30, 2021. The ePublic Hearing begins at 9 a.m., Monday, October 12, 2015 and ends at midnight, Friday, October 16, 2015.



There are four ways to participate in the hearing.

1. Go to www.swfroads.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 an FDOT representative with questions. The ePublic Hearing will be open and available continuously during the listed times.
2. Persons who do not have access to a computer or the internet 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 will be available at the following Lee County location to meet with interested persons, answer any questions, and assist with website access:
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

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◆ BikeWalkLee Column: Make holidays your biking, walking days - 12/23/2015

◆ Lee MPO Approves 2040 Transportation Plan and Sets in Motion Effort to Find Additional Transportation Revenues - 12/21/2015

◆ BikeWalkLee Highlights Benefits of FDOT's Complete Streets Implementation Plan for Lee MPO Board - 12/21/2015

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Key Links

◆ 1000Friends Transportation webpage

◆ AARP Livability Fact Sheets

◆ Alliance for Biking & Walking Blog

◆ America Bikes

◆ AmericaWalks

◆ Bicycle Attorney Garvin Law Firm

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Avenue in Bartow and 10041 Daniels Parkway in Fort Myers. To schedule a meeting at the offices, call 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. Send email comments to Ms. Lockwood at laura.lockwood@dot.state.fl.us.

Posted by Darla at 10:33 PM

Labels: **FDOT, MPO**

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Friday, October 9, 2015

Action Alert: Important votes on Long Range Transportation Plan at Oct. 16th Lee MPO Board meeting

*The Lee MPO's 2040 Long Range Transportation Plan (LRTP) process is coming into the home stretch and there's another opportunity for citizens to participate--the **Oct. 16th MPO Board meeting** in the Cape Coral City Hall. At this meeting, the Board will review and approve the draft cost feasible transportation projects to be included in the 2040 LRTP. The **LRTP item** will include Board consideration of recommendations from both its Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC), including the CAC recommendation that impact fees be increased to the full amount. The Board will also review the **draft FDOT 5-year workplan** and provide comments to FDOT.*



MPO Board Meeting

Friday, Oct. 16th

9:00 a.m.

City of Cape Coral Council Chambers
1015 Cultural Park Blvd.

Cape Coral
Agenda package

Background

The Lee MPO is in the midst of developing the countywide 2040 Long Range Transportation Plan (LRTP), which sets the direction for the County's transportation future and dictates how transportation funds are spent in the region. Given the shrinking revenues from all sources and the growing population, it is imperative that these are smart investments, getting the most bang for the buck for the county's highest priorities, consistent with the Board's goal of a balanced multi-modal transportation system.

For the uninitiated, MPOs are largely creatures of federal law and were created to coordinate the various elements of the fragmented

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regional transportation networks into one cohesive regional transportation system. One of the core functions laid out by the federal legislation is to prepare and maintain a long-range transportation plan. MPOs must develop a 20-year LRTP that "supports improved mobility and access for people and goods (including operations and maintenance) and supports a good quality of life." The plan includes a list of priority investments, anticipated available funding, and the regional goals and policies that will be pursued during that 20-year period. It must be formally adopted by the MPO and updated at least every 5 years. The 2040 LRTP must be adopted by the Lee MPO Board by December 18, 2015.

One of the goals of the federal law is to ensure that the public, especially those traditionally underserved by the transportation system, have opportunities to participate in the decision-making process, so there is increasing emphasis on improving public involvement in the development of the LRTP.

[Key Topics for Discussion at the Oct. 16th MPO Board Meeting](#) (in agenda item order)

FDOT 5-year WorkPlan--
Agenda Item #6

Agenda Item #6 is review of the FDOT workplan see [FDOT document](#).

See [BWL's 10/8 blog post with analysis on the FDOT plan](#) (with attention to bike/ped projects), including MPO tables analyzing the workplan vs. the MPO Board's request.

LRTP Projects and impact fees discussion--Agenda Item #12
See [agenda item #12 for the draft list of transportation projects](#) proposed to inclusion in the funding plan. This includes roads, bridges, transit, freight, bike/ped projects, and congestion management projects.

The CAC's recommendation on **impact fees was covered in a News-Press 10/8 article.**

Link to Impact Fee Revenues Report and Analysis--Oct. 2015 (actuals for 30 months, through end of Sept. 2015)



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Other Bike/Ped agenda items: Agenda Items 9 and 13

There are also two bike/ped related items on the agenda:

Agenda item #9: Cape Coral bike/ped master plan. The Board will take action on the selection committee's recommended consultant, and then the long-awaited effort of developing a bike/ped master plan for Cape Coral can get underway.

Agenda item #13 is a proposed MPO letter of support for Rep. Passidomo's bicycle safety bill, similar to the letter they sent to the Lee Legislative delegation on last year's version of the bill. [See [BikeWalkLee's 10/1/15 statement to Lee Legislative delegation on bill.](#)]

Opportunity for Public Comment

If you plan to attend, there is an opportunity for public comment at the time each agenda item is considered. [Just fill out speaker card on table at the front of the room and hand to Chairman prior to meeting.] Alternatively, you can [contact Lee MPO Board Members](#) with your comments. Note that every municipality and the BoCC has representation on the MPO Board.

Next Steps

While the MPO Board will vote on the draft transportation projects list at the Oct. 16th meeting, this is a preliminary vote. There will be a public hearing on the proposed cost feasible plan at the Nov. 20th MPO Board meeting, and the Board will take final action to adopt the LRTP 2040 Plan at its Dec. 18th meeting.

Recent BWL-related blogs and other articles:

1. Oct. 8, 2015: [FDOT proposes 5-year funding plan for Lee County and provides opportunity for public comment](#)
2. August 12, 2015: [Invite to August 25th Public Workshop on Lee County 2040 Transportation Plan](#)
3. May 4, 2015: [Time to participate in development of Lee County's Long Range Transportation Plan \(LRTP\)](#)
4. April 17, 2015: [Lee MPO Board reviews framework for 2040 Long Range Transportation Plan decisions](#)
5. **LRTP Resource Document:** BikeWalkLee put together a [resource document for the 2040 LRTP Process](#) (with lots of links) based on our many related blog posts. (5/13/15)
6. Oct. 10, 2015: [Naples Daily News article: Corkscrew improvements not likely for awhile.](#)

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7. News-Press Oct. 13, 2015: **Bonita, Estero push for fees rapped**

8. Naples Daily News Oct. 14, 2015 Editorial: **With construction booming again, do roads fit into the equation?**

Posted by Darla at 7:59 AM

Labels: BWL comments, FDOT, impact fees, LRTP, MPO

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About BikeWalkLee Blog

This is the official Blog for BikeWalkLee.org. BikeWalkLee is a community coalition raising public awareness and advocating for complete streets in Lee County -- streets that are designed, built, operated and maintained for safe and convenient travel for all users: pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Sanibel Bicycle Safety Video

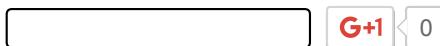
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Saturday, October 17, 2015

Lee MPO debates critical road projects and need for expanding transportation revenues

The Oct. 16th Lee MPO Board meeting focused on two major issues--the annual FDOT 5-year workplan and the 2040 Long Range Transportation Plan (LRTP). The topics were of sufficient interest that 16 of 17 Board members were present...including all five county commissioners (something that hasn't occurred in years). The Board elected Fort Myers Councilman Flanders as Chair, serving out the term of Councilman Leonardo who resigned in Sept. The Citizens Advisory Committee's package of recommendations stimulated an extensive discussion about the urgent need for expanding our transportation revenues.



Letourneau
Lee MPO Board Actions Taken on 10/16/15

FDOT 5-Year Work Plan

The Board had extensive discussions about the draft FDOT 5-year workplan, expressing deep frustration with the lack of funding and the delays in moving forward on urgently needed projects. The most critical need is widening of SR 82, given the alarming rates of crashes and fatalities (21 fatalities and 1,011 crashes with 610 injuries over the past two years). The Board voted to ask FDOT to change the planned construction from concrete to asphalt and use the \$20 million savings to come up with a Design/Build financing approach that would allow the roadway to be built in 4 years vs. 8 years.

Darla Letourneau made BikeWalkLee's comments on

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the draft FDOT plan, and called the plan disappointing, with an overall 17% reduction in the 5th year "new funds" as compared to last year's 5th year funding level. She stated that Lee County is not getting its "fair share" of state funds, primarily because SWFL is not participating in the State's top priority transportation investments--the port system, East Coast rail investments, and SIS investments in the I-4 and I-95 corridors. This year's FDOT workplan is one more piece of evidence that the revenues coming to Lee County from all sources are continuing to decline and is the new reality.

In terms of bike/ped projects, Letourneau expressed disappointment that the study for a shared use path between Cape Coral and Pine Island, which was approved last year for funding in FY 2020, has now been delayed another year. She also expressed disappointment that FDOT once again failed to fund the joint Lee/Collier #1 priority for the Regional Enhancement project: Old US 41 in Bonita to Collier shared use path. In total, the Lee MPO requested funding for 32 bike/ped projects and FDOT is only funding 7 of those projects (22%). Last year, 35% of the MPO's request was funded. Of those 7 funded projects, 5 of them only received planning money--not construction money as requested. On the upside, bike/ped spending represents 7% of all transportation funds, up from 6% in last year's workplan. So, while the overall pie is shrinking, at least bike/ped's share of the pie is holding its own.

Given the Board's many concerns with the draft FDOT workplan, they decided to table a vote on it until they could see a revised plan. [Note: the FDOT workplan does not require MPO approval.]

2040 LRTP draft projects list



MPO staff presented the Board with the recommendations that came from their Technical Advisory Committee (TAC) and their Citizens Advisory Committee (CAC):

- The TAC recommended that the Corkscrew Road

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and Veterans/Santa Barbara projects be moved up on the list.

- The CAC made three recommendations:
- That impact fees be raised to the full amount.
- That the MPO include road projects that widen existing roads before new roadway alignments on the list; and
- that the timing of the Corkscrew Road project be moved up.

Public comment focused on the request to move up the Corkscrew project, to push for an I-75 interchange in Cape Coral, and the need to collect 100% of impact fees as well as find other sources of revenues for transportation projects. Both the **News-Press** and **Naples Daily News** articles capture the Boards discussion about these issues.

Letourneau endorsed Mayor Nelson's comments that what has been lacking is the political will to raise more revenues, and argued that multi-modal transportation expenditures should be viewed as investments in our economic future. Given the significant shortfall in transportation revenues, the county's decision not to collect the full road impact fees has worsened the situation and will make it difficult in terms of equity and fairness to go to the voters and ask them to pay more taxes to meet the county's pressing transportation needs. Letourneau applauded the Plan's focus on giving priority to maintaining and improving our current infrastructure before investing in expanding facilities, with the first 14 projects on the list being bridge replacements.

The MPO Board voted to amend the 2040 Plan's Cost Feasible Projects list to make the following changes:

The Board approved a motion to move up the Corkscrew Rd. project

- Begin the construction of the Corkscrew segment between Ben Hill Griffin and the entrance to Corkscrew Preserve five years earlier by moving the funding from the 2026-30 to 2021-25,
- Accelerate the funding of the Planning and

- ◆ **BikeWalkLee Website**
- ◆ **Bikewise--report crashes & hazards**
- ◆ **Cape Coral bike routes**
- ◆ **Contact Bonita Springs City Council**
- ◆ **Contact Cape Coral City Council**
- ◆ **Contact Fort Myers City Council**
- ◆ **Contact Lee County Commissioners**
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- ◆ **Every Body WALK!**
- ◆ **Everyone Is A Pedestrian--New USDOT website**
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- ◆ **FHWA Separate Bike Lane Guide**
- ◆ **Florida Bicycle Association**
- ◆ **Florida Bike Accident Attorney Jim Dodson**
- ◆ **Florida's Pedestrian & Bicycle Focused Initiative--NEW**
- ◆ **Guidelines for Speaking at Lee County Commission Meetings**
- ◆ **League of American Bicyclists Blog**
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- ◆ **Lee Countywide Bicycling Facilities Map (MPO)**
- ◆ **Lee Tran**
- ◆ **LeeDOT Request for Action online form**
- ◆ **MAKERS 2014 Award**

Engineering and Right of Way acquisition for the segment between the entrance to Corkscrew Preserve and Alico Road by 5 years from 2026-30 to 2021-25, and

- Accelerate the construction of the segment between the entrance to Corkscrew Preserve and Alico Road by at least 5 years from 2031-40 to 2026-30
- In order to fund these changes the MPO Board had to delay the extension of Three Oaks Parkway from Alico Road to Daniels Road. They decided that it is more important to solve traffic safety problems on existing roads than to build new roads.

As a result of the extensive discussion on the need for more revenues to fund the county's multi-modal transportation needs, the Board adopted a motion by Sanibel Mayor Ruane that the MPO Executive Committee (which has one member from each jurisdiction) undertake an effort to explore all financing options that can be brought back to the Board for consideration.

Next Steps:

The next step in the process is a public hearing on the 2040 LRTP, which is scheduled for the Nov. 20th MPO Board meeting. Then at the Dec. 18th MPO Board meeting, they will take final action on the 2040 Plan.

Recent Articles re: LRTP Transportation Issues:

1. News-Press Oct. 8,2015: The CAC's recommendation on [**impact fees was covered in a News-Press 10/8 article.**](#)
2. [**Link to Impact Fee Revenues Report and Analysis**](#)--Oct. 2015 (actuals for 30 months, through end of Sept. 2015)
3. Oct. 10, 2015: [**Naples Daily News article: Corkscrew improvements not likely for awhile.**](#)
4. News-Press Oct. 13, 2015: [**Bonita, Estero push for fees rapped**](#)
5. Naples Daily News Oct. 14, 2015 Editorial: [**With construction booming again, do roads fit into the equation?**](#)
6. News-Press Oct. 17, 2015: [**Estero's Corkscrew Road inches higher on road list**](#)
7. Naples Daily News Oct. 17, 2015: [**Fixing traffic woes**](#)

◆ [**Million Mile Movement**](#)

◆ [**National Complete Streets**](#)

[**Coalition Blog**](#)

◆ [**Pedestrian and Bicycle**](#)

[**Information Center: guidance on commuting by bike**](#)

◆ [**Rails-to-Trails Conservancy**](#)

◆ [**Sanibel SUP map/safety guide**](#)

◆ [**Smart Growth America Blog**](#)

◆ [**Submit Letter to Editor--News-Press**](#)

◆ [**TIGER Award "one-stop shop" Resources**](#)

◆ [**TIGER grant/Lee MPO website**](#)

◆ [**Transportation 4 America**](#)

◆ [**USDOT Secretary Foxx's Blog**](#)

About BikeWalkLee Blog

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Sanibel Bicycle Safety Video

Cycling on Sanibel

proving a headache for Lee officials

Recent BWL-related blogs

1. October 9, 2015: Action Alert: **Important votes on Long Range Transportation Plan at Oct. 16th Lee MPO Board meeting**
2. Oct. 8, 2015: **FDOT proposes 5-year funding plan for Lee County and provides opportunity for public comment**
3. August 12, 2015: **Invite to August 25th Public Workshop on Lee County 2040 Transportation Plan**
4. May 4, 2015: **Time to participate in development of Lee County's Long Range Transportation Plan (LRTP)**
5. April 17, 2015: **Lee MPO Board reviews framework for 2040 Long Range Transportation Plan decisions**
6. LRTP Resource Document: BikeWalkLee put together a **resource document for the 2040 LRTP Process** (with lots of links) based on our many related blog posts. (5/13/15)

Posted by Darla at 6:18 PM

Labels: **BWL comments, FDOT, LRTP, MPO, transportation funding**

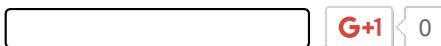
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BikeWalk Lee Blog Archive

- ▼ 2015 (304)
 - December (16)
 - November (21)
 - ▼ October (22)
 - BWL Column: Get free bike lights with #BeSeenLee**
 - Reminder:WHEELS mega-event in Miami, Nov. 11-15**
 - Action Alert: Three bike/ped legislative issues th...**
 - Oct 26th: Upcoming walking/running/biking, tri ev...**
 - Dan Moser Column: (In)Complete Streets**
 - #BeSeenLee safety, bike light campaign kicks off a...**
 - Lee MPO debates critical road projects and need fo...**
 - Lee MPO sends letter to Lee Legislative Delegation...**
 - Oct. 19th--Upcoming running/walking/biking/tri eve...**
 - Participate in BikeWalkLee's on-air Oct. 19th WGCU...**
 - SWFL developers, local officials, and community le...**
 - BWL Column: Follow these simple steps before you g...**
 - News-Press: Focus on Walkable Communities**
 - News-Press "Share the Road Florida" safety campaig...**
 - Sanibel's Shared Use Path intersection improvement...**
 - BikeWalkLee asks Lee Legislative Delegation to str...**
 - Action Alert: Important votes**



BikeWalkLee Blog

The official Blog for BikeWalkLee.org. BikeWalkLee is a community coalition raising public awareness and advocating for complete streets in Lee County, FL.

Sunday, November 22, 2015

Last opportunity for public comment on Lee MPO's 2040 Transportation Plan

The Lee MPO's 2040 Long Range Transportation Plan (LRTP) process is nearing completion and the last opportunity for public comment before its adoption is at the Dec. 18th MPO Board meeting. Many citizens have participated in the public outreach efforts over the past year, and here's your chance to comment on how the draft 2040 Plan reflects your input and vision for the County's future. BikeWalkLee has been an active participant in the Plan development over the past several years, and will share our views on the draft 2040 Plan in an upcoming blog. For background on the process and our previous comments, see the BikeWalkLee blog posts at the end of this post.



**A Public Hearing will be held on Friday
December 18, 2015 at 9:00 a.m.
City of Cape Coral Council Chambers
1015 Cultural Parkway Blvd., Cape Coral, FL**

Intro from Lee MPO 2040 Transportation Plan webpage:

The Lee County 2040 Transportation Plan is the 25-year vision of how to meet our community's transportation needs and expectations through 2040.

The plan will incorporate all types of travel including driving, biking, walking, public transportation, and freight movement. To identify the projects that will best serve Lee County, the MPO needs a clear understanding of how people and goods move around the county now and how they expect to move in the future. Your ideas and opinions are critical to create a successful plan. Public meetings, workshops, and surveys will give you an opportunity to share your thoughts and add your voice to the discussion of transportation needs in the community.

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PUBLIC COMMENT PERIOD and PUBLIC HEARING

A 30-day public comment period for the proposed Lee County 2040 Long Range Transportation Plan (LRTP) will be held from Monday, November 16, 2015 through Friday, December 18, 2015. Federal legislation requires that each metropolitan planning organization produce a Long Range Transportation Plan (LRTP) with a twenty-year planning horizon. The Lee County Long Range Transportation Plan includes strategies/actions that lead to the development of an integrated, intermodal transportation system that facilitates safe and efficient movement of people and goods, while addressing current and future transportation demands. The proposed Lee County LRTP is available for public review and comment at the Lee County Metropolitan Planning Organization's Office located at 815 Nicholas Parkway, Cape Coral, FL and on our website at <http://2040transportationplan.leempo.com/>

Office hours are Monday through Friday, 8:00 a.m. to 5:00 p.m. Comments may be made in person or by mail, telephone, facsimile or e-mail.

Additionally, the draft Lee County 2040 LRTP is available for public review and comment at all Lee County Public Libraries locations. Please contact individual locations for address and business hour information.

The public may also provide input at the MPO's regularly scheduled committee meetings which will be held throughout the public comment period at the following locations:

Please stay in touch with us throughout the LRTP's development and make your voice heard.

If you have a comment or question regarding the Draft 2040 Transportation Plan, please contact Johnny Limbaugh at the Lee County MPO at (239) 244-2220 or jlimbaugh@leempo.com.

To access the draft 2040 Plan and all supporting documents, click here.

Recent BWL-related blogs

1. Oct. 17, 2015: Lee MPO debates critical road projects and need for expanding transportation revenues
2. October 9, 2015: Action

Alert: Important votes on Long Range Transportation Plan at Oct. 16th Lee MPO Board meeting

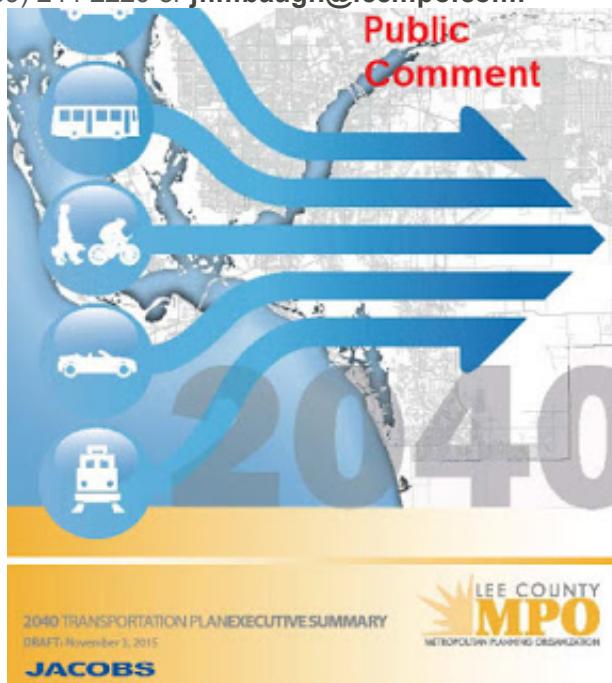
3. Oct. 8, 2015: **FDOT proposes 5-year funding plan for Lee County and provides opportunity for public comment**

4. August 12, 2015: **Invite to August 25th Public Workshop on Lee County 2040 Transportation Plan**

5. May 4, 2015: **Time to participate in development of Lee County's Long Range Transportation Plan (LRTP)**

6. April 17, 2015: **Lee MPO Board reviews framework for 2040 Long Range Transportation Plan decisions**

7. LRTP Resource Document: BikeWalkLee put together a **resource document for the 2040 LRTP Process** (with lots of links) based on our many related blog posts. (5/13/15)



BikeWalkLee

Today

December 2015 ▾

Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	Dec 1	2	3	4	
6	7	8	9	10	11	
13	14	15	16	17	18	
20	21	22	23	24	25	
27	28	29	30	31	Jan 1	

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BikeWalkLee Blog

- ◆ Dec. 28th: Upcoming running/walking/biking/tri events - 12/27/2015
- ◆ BikeWalkLee Column: Make holidays your biking, walking days - 12/23/2015
- ◆ Lee MPO Approves 2040 Transportation Plan and Sets in Motion Effort to Find Additional Transportation Revenues - 12/21/2015
- ◆ BikeWalkLee Highlights Benefits of FDOT's Complete Streets Implementation Plan for Lee MPO Board - 12/21/2015
- ◆ Dec. 21st: Upcoming running/walking/biking/tri events - 12/20/2015

Key Links

- ◆ 1000Friends Transportation webpage
- ◆ AARP Livability Fact Sheets
- ◆ Alliance for Biking & Walking Blog
- ◆ America Bikes
- ◆ AmericaWalks
- ◆ Bicycle Attorney Garvin Law Firm
- ◆ BikeWalkLee Facebook Page
- ◆ BikeWalkLee Local Representatives
- ◆ BikeWalkLee Twitter Page

BikeWalkLee Blog

The official Blog for BikeWalkLee.org. BikeWalkLee is a community coalition raising public awareness and advocating for complete streets in Lee County, FL.

Monday, December 21, 2015

Lee MPO Approves 2040 Transportation Plan and Sets in Motion Effort to Find Additional Transportation Revenues

*The Lee County 2040 Transportation Plan is the 25-year vision of how to meet our community's transportation needs and expectations through 2040. The plan incorporates all types of travel including driving, biking, walking, public transportation, and freight movement. At the Dec. 18, 2015 Lee MPO Board meeting, the Board unanimously adopted the proposed 2040 Long Range Transportation Plan (LRTP). This action marked the completion of a 2 1/2 year effort involving the MPO Board, its Executive Committee, MPO staff and consultants, FDOT staff, MPO committees, as well as citizen participation throughout the process. BikeWalkLee has been an active participant in the Plan development over the past several years. For a review of how the Plan performed against six of the key goals set out by the MPO Board, see **BikeWalkLee's assessment report**. For background on the process and our previous comments, see the BikeWalkLee blog posts at the end of this post.*

Click here to read the Executive Summary of the Lee MPO 2040 Plan, and check the [Lee MPO 2040 Transportation Plan webpage](#) for more background information.



Report By
Darla

Letourneau

The draft 2040 LRTP was discussed at both the Nov. 20th and the Dec. 18th Lee MPO Board meetings, culminating in its adoption at the Dec. meeting. The major shortfall in funding to meet the transportation infrastructure needs of the growing county dominated the discussion during the entire Plan update process. There was universal agreement that additional transportation revenues were needed to sustain our economy and quality of life given the projected population growth. **As reported in our previous blog about the Oct. 16th MPO Board meeting**, the Board charged its Executive Committee with undertaking an effort to explore all financing options for the Board's consideration.

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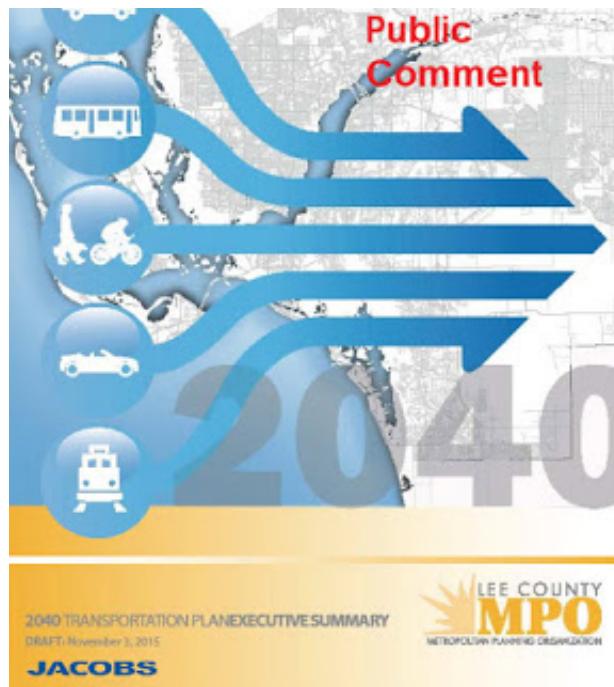
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As a result of citizen comments, committee



recommendations, and Board discussion, the Board voted to make several changes to the draft LRTP, including moving up the construction of the Corkscrew Rd. widening, keeping the Three Oaks extension in the first 5-year segment, removing the northern section of the proposed CR 951 from the draft needs plan, and undertaking a hurricane evacuation study for I-75 and the Cape Coral area. In total, \$1.8 billion of road projects are planned through 2040 (see Appendix B, Cost Feasible Projects), leaving \$2.4 billion in unfunded projects on the needs list (See Appendix A, Needs Plan Projects).

How does the Plan meet the MPO Board's goals?

From the beginning of the process, it was a given that revenues from all sources were declining (down 26%), at the same time our population is growing (51%). The MPO's task was to ensure that the county's scarce resources were wisely invested--to prioritize maintaining and improving the existing roads before creating new capacity; to downsize and right-size projects; to integrate land use and transportation planning; and to fund a balanced multi-modal transportation system.

However, the 2040 LRTP is actually less balanced and less multi-modal than the 2035 Plan. Given that no new revenues are projected for transit services, the adopted Plan assumes that the current level of LeeTran services is all we'll see between now and the year 2040. This was the focus of BikeWalkLee's comments made by Letourneau at the Nov. 20th MPO Board meeting. As Letourneau stated, "over the past 5 years no attention has been given to doing what it takes to design a robust countywide transit system with a dedicated funding source that can move transit from its current "social service" model to one focused on attracting "choice riders". In 2010, the Board adopted a 2035 needs plan that reflected a visionary transit system that promoted "choice riders", with 15

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Today

January 2016 ▾

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	31	Jan 1	
3	4	5	6	7	8	
10	11	12	13	14	15	
17	18	19	20	21	22	
24	25	26	27	28	29	
31	Feb 1	2	3	4	5	

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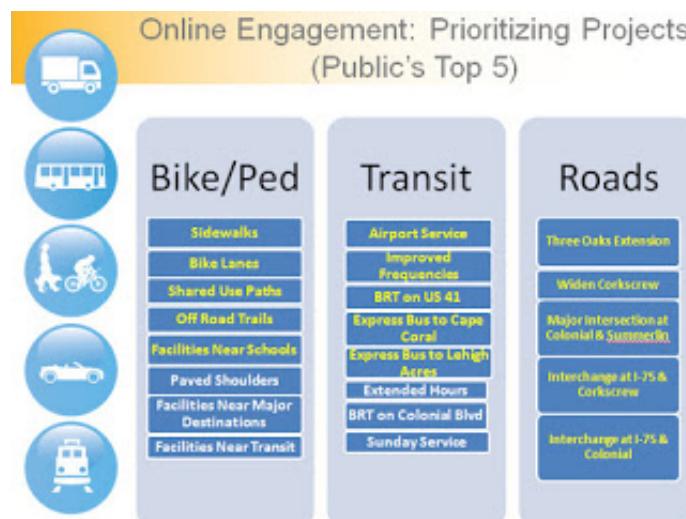
- ◆ **FBA Board Impressed by Sanibel Bicycle Club's Bike Safety Programs** - 1/24/2016
- ◆ **Jan. 25th: Upcoming running/walking/biking events** - 1/23/2016
- ◆ **Southwest Florida Community Foundation honored as 2015 'Complete Streets Champion of the Year'** - 1/22/2016
- ◆ **Invite to Jan. 25th and 28th Bonita Beach Road Visioning Public Workshops** - 1/22/2016
- ◆ **BWL Column: Villas volunteer helps pave way for sidewalks** - 1/20/2016

Key Links

- ◆ **1000Friends Transportation webpage**
- ◆ **AARP Livability Fact Sheets**
- ◆ **Alliance for Biking & Walking Blog**
- ◆ **America Bikes**
- ◆ **AmericaWalks**
- ◆ **Bicycle Attorney Garvin Law Firm**
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- ◆ **Bikewise--report crashes &**

minute headways on all route by 2035. The price tag for this vision was about \$600 M, while the resources available were about \$20 M. To implement this vision would require 30 times the resources currently spent on transit. Designing a robust transit system with stable and adequate funding sources is one of the key challenges that the Executive Committee needs to take up as part of its transportation funding work.

Still, the Board, its committees, staff and consultants should be commended for the many improvements in the LRTP process. The most significant and successful innovation is the land use scenarios project which integrated land use with transportation planning. Another major improvement was the focus on having realistic revenue projections so that the Plan that was produced was 100% fundable. Enhanced public engagement was also one of the improvements in this update process. **Appendix D of the Executive Summary** includes the results from the public input.



improvements, such as the new project application and review process, fell short in the implementation. For a review of how the Plan performed against six of the key goals set out by the MPO Board, see **BikeWalkLee's assessment report**.

What's in the Plan for Bike/Ped?

The Bike/Ped Plan looks at a 10 year horizon. The Needs Plan for Bicycle, Pedestrian, Multi-Use Facilities Projects included 87 projects with a total price tag of \$202 million. The projects were prioritized, with 35 projects making the final cut of the cost feasible plan (\$48 M worth), reflecting the projected revenues available over the next 10 years. Thus, only 24% of the needed projects are included in the plan. Among the projects on the list are 18 shared use paths totaling 47 miles. There are also 24 miles of sidewalks, distributed among 15 projects. See Appendix A for the full needs list and Appendix B for the cost feasible list of projects.

hazards

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- ◆ [Contact Bonita Springs City Council](#)
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Implementation Plan

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- ◆ [MAKERS 2014 Award](#)
- ◆ [Million Mile Movement](#)
- ◆ [National Complete Streets](#)

What is the significance of this Plan?

Since the 1970s, federal law has required MPOs to ensure that existing and future expenditures for all transportation projects and programs in the region are based on a continuing, cooperative, and comprehensive planning process. So this Plan sets the countywide long-term transportation policy and investment framework (between now and 2040) given the projected available funding from all sources—federal, state, and local. In Lee County's 2040 Plan, 45% of the revenues come from federal and state sources, while 55% comes from local funds.

To ensure that the Plan stays on track, at the Dec. 18th MPO Board meeting, BWL's Letourneau encouraged the Board to review annually whether the revenue estimates are on track from all the various sources and to review project costs. The Board shouldn't wait 5 years to discover that the Plan is seriously off track, as occurred with the 2035 plan, primarily because that Plan overestimated revenues. The Plan amendment process provides a tool for the MPO Board to review proposed changes and the consequences of those proposed changes for other projects in the Plan. Letourneau noted that this is also important for accountability and transparency to the general public.



and responsibilities of the MPO, as requested by the BoCC.

Recent BWL-related blogs

1. Nov. 17, 2015: **MPO 2040 LRTP Goals and BikeWalkLeeAssessment**
2. November 22, 2015: **Last opportunity for public comment on Lee MPO's2040 Transportation Plan**
3. Oct. 17, 2015: **Lee MPO debates critical road projects and need for expanding transportation revenues**
4. October 9, 2015:Action Alert: **Important votes on Long Range Transportation Plan at Oct. 16th Lee MPO Board meeting**

Coalition Blog

- ◆ **Pedestrian and Bicycle Information Center: guidance on commuting by bike**
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Sanibel Bicycle Safety Video

Cycling on Sanibel

BikeWalk Lee Blog Archive

- **2016 (24)**

5. August 12, 2015: [Invite to August 25th Public Workshop on Lee County 2040 Transportation Plan](#)
6. May 4, 2015: [Time to participate in development of Lee County's Long Range Transportation Plan \(LRTP\)](#)
7. April 17, 2015: [Lee MPO Board reviews framework for 2040 Long Range Transportation Plan decisions](#)
8. **LRTP Resource Document:** BikeWalkLee put together a [resource document for the 2040 LRTP Process](#) (with lots of links) based on our many related blog posts. (5/13/15)

Posted by **Darla** at 11:00 AM

Labels: **BWL comments, LRTP, MPO**

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Lee MPO Approves 2040

Transportation Plan and Sets...

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Efforts to promote safer biking and walking recogn...

Dan Moser Column: Honoring locals who are making a...

Dec. 14th: Upcoming running/walking/biking/tri eve...

BWL Column: Connectivity critical when it comes to...

Bike/Ped Safety Advocates Applaud FDOT's Complete ...

Cape Coral Council approves bike lanes on section ...

FDOT releases its Complete Streets Implementation ...

Dec. 7th: Upcoming running/walking/biking/tri even...

Moser Column: The problem with golf carts on roads...

Sanibel City Council Approves Shared Use Path Fun...



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Thursday, December 31, 2015

Dan Moser Column: Celebrating the highlights and progress of 2015

Dan's column highlights the local progress make in the bike/ped world in 2015.

Florida Weekly "Outdoors" section: Dec. 30, 2015



The advocate in me always comes through in one way or another in these columns. Sometimes, I can't help

focusing on the negatives — there's still a lot of work to be done to make Southwest Florida's roads and pathways accessible for everyone. However, in the spirit of the recent holidays, I'd like to shed light on a few significant good things that impacted people on foot, bike or otherwise move around outside the protective cocoon of a motor vehicle.

- I'd have to give the biggest kudos from this past year to the city of Cape Coral and Cape Coral Bike-Ped for achieving Bronze-level status as a Bike Friendly Community. Cape Coral Bike-Ped's leader, Carolyn Conant, has used her proven business savvy to successfully make the case for the city to commit to changing its focus from a typical — albeit mega-sized — bedroom community model into one that, while still acknowledging its suburban nature, will make sure vulnerable roads users will be adequately accommodated. The city is also working on formalizing its own Complete Streets policy, thanks in large part to the work of Cape Coral Bike-Ped as well as city staff and elected officials who appear to have the necessary political will. Obviously there are many folks who made this comprehensive policy approach and the BFC achievement possible but Ms. Conant can be credited

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with ensuring the momentum continues.

- Lee County's two newest municipalities are also to be commended for embracing Complete Streets and to becoming more bike/ped-friendly. The city of Bonita Springs formally approved its Complete Streets policy in 2014 and promptly put its money where its mouth is with its Old 41 redevelopment plan. And the fledgling village of Estero appears to be taking the same tact, at least from what can be anticipated from its early decision making. Both communities are taking part in the Blue Zone project, a healthy community initiative that provides even more evidence of their priorities.

- The \$10 million* TIGER grant that Lee County Metropolitan Planning Organization won a couple of years ago began showing up as facilities and improvements on the ground in 2015. Lee MPO deserves a lot of credit for shepherding this complicated and dynamic project along with the many other transportation matters for which it's responsible. And while \$10 million* is indeed a lot of money, it pales in comparison to the taxpayer funds allocated for motor vehicle and air transportation the agency must help prioritize and allocate on a regular basis. The MPO's small staff is to be commended.

- All but one of the winners who won Lee County Injury Prevention Coalition's annual awards were recognized all or in part for their work to make it better and safer for vulnerable road users in 2015. To recap, Steve Chupack is the Citizen Volunteer of the Year; Cape Coral Bike-Ped, the Organization of the Year; The News-Press' "Share the Road" campaign (reporters Janine Zeitlan, Laura Ruane and Melanie Payne) is the Media Partner of the Year; Lee County Emergency Medical Service, the Partner of the Year; and PACE EH, a program of the Florida Department of Health in Lee County, the Program/Outreach Effort of the Year. Congratulations as well to the other award winner, orthopedic physician Dr. Bo Kagan, for his involvement and support of getting athletic trainers back on the fields of high school sporting events.

These are merely a sampling of the many positive achievements from this past year and the people who made them happen. To those elected officials, staff, advocates and citizens concerned and motivated enough to become involved in one way or another but whom

BikeWalkLee

Today

January 2016 ▾

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	31	Jan 1	
3	4	5	6	7	8	
10	11	12	13	14	15	
17	18	19	20	21	22	
24	25	26	27	28	29	
31	Feb 1	2	3	4	5	

Events shown in time zone: Eastern Time

Calend

BikeWalkLee Blog

- ◆ [FBA Board Impressed by Sanibel Bicycle Club's Bike Safety Programs](#) - 1/24/2016
- ◆ [Jan. 25th: Upcoming running/walking/biking events](#) - 1/23/2016
- ◆ [Southwest Florida Community Foundation honored as 2015 'Complete Streets Champion of the Year'](#) - 1/22/2016
- ◆ [Invite to Jan. 25th and 28th Bonita Beach Road Visioning Public Workshops](#) - 1/22/2016
- ◆ [BWL Column: Villas volunteer helps pave way for sidewalks](#) - 1/20/2016

Key Links

- ◆ [1000Friends Transportation webpage](#)
- ◆ [AARP Livability Fact Sheets](#)
- ◆ [Alliance for Biking & Walking Blog](#)
- ◆ [America Bikes](#)
- ◆ [AmericaWalks](#)
- ◆ [Bicycle Attorney Garvin Law Firm](#)
- ◆ [BikeWalkLee Facebook Page](#)
- ◆ [BikeWalkLee Local Representatives](#)
- ◆ [BikeWalkLee Twitter Page](#)
- ◆ [BikeWalkLee Website](#)
- ◆ [Bikewise--report crashes &](#)

were not included here, know that you are appreciated by the whole community. The writing is on the wall (and money on the table) that the old way of thinking about how to best use our public rights of way is outdated and unsustainable so it's in everyone's best interest to continue and even accelerate our move away from the "more motor vehicle lanes are better" way. Of course, there's much more on this subject and many other matters at BikeWalkLee's blog, bikewalklee.blogspot.com.

Until next time, I'll look for you on the roads and pathways.

**Note: Error in amount corrected from printed article.*

Upcoming events

Running/walking:

>> Facial Hair for Cancer Causes 5K, Saturday, Jan. 9, Tara Woods, N. Fort Myers (4wordsfoundation.org)

>> River Roots & Ruts Half- Marathon & 5K, Sunday, Jan. 10, Alva (ftmyerstrackclub.com)

Cycling and other events:

>> SWFL Critical Mass, Friday, Jan. 1, downtown Fort Myers (meetup.com/Biking-SWFL)

>> 25th Tour de Cape, Sunday, Jan. 17, Cape Coral (capecoral.net)

>> Naples Bike Brunch & Family Festival, Sunday, Jan. 24 (naplespathways.org)

>> Cape Coral Critical Mass ride, Saturday, Jan. 26, downtown Cape Coral (meetup.com/Biking-SWFL)

— Dan Moser is a long- time bicycle/ pedestrian advocate and traffic safety professional who cycles, runs and walks regularly for transportation, recreation and fitness.

Contact him at bikepedmoser@gmail.com or 334- 6417.

Posted by Darla at 7:17 AM
Labels: Dan Moser column

hazards

- ◆ Cape Coral bike routes
- ◆ Contact Bonita Springs City Council
- ◆ Contact Cape Coral City Council
- ◆ Contact Fort Myers City Council
- ◆ Contact Lee County Commissioners
- ◆ Contact Lee County MPO
- Members**
 - ◆ Contact State and Federal Elected Officials
 - ◆ Every Body WALK!
 - ◆ Everyone Is A Pedestrian--New USDOT website
 - ◆ FDOT Complete Streets Implementation Plan
 - ◆ FHWA Separate Bike Lane Guide
 - ◆ Florida Bicycle Association
 - ◆ Florida Bike Accident Attorney Jim Dodson
 - ◆ Florida's Pedestrian & Bicycle Focused Initiative--NEW
 - ◆ Guidelines for Speaking at Lee County Commission Meetings
 - ◆ League of American Bicyclists Blog
 - ◆ Lee County Bicycle/Pedestrian Advisory Committee (BPAC)
 - ◆ Lee County Complete Streets web page
 - ◆ Lee County Government Website
 - ◆ Lee County MPO
 - ◆ Lee County Office of Sustainability
 - ◆ Lee County Visitor & Convention Bureau
 - ◆ Lee Countywide Bicycling Facilities Map (MPO)
 - ◆ Lee Tran
 - ◆ LeeDOT Request for Action online form
 - ◆ MAKERS 2014 Award
 - ◆ Million Mile Movement
 - ◆ National Complete Streets

Lee 2040 Transportation Plan Related News Articles

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Fixing traffic woes proving a headache for Lee officials

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http://m.bonitaspotlight.com/news/2014-07-01/News/MPO_Opts_for_Future_Infill_Not_Sprawl.html

m.bonitaspotlight.com

MPO Opt for Future Infill, Not Sprawl

July 1, 2014 • 1 min read • [original](#)

By Charlie Whitehead



Don Eslick of Lee Public Voice was among those supporting the adopted scenario. Staff | staff@swspotlight.com Cape Coral — Lee County's Metropolitan Planning Organization will plan transportation with an eye toward more infill development along existing transportation corridors, more transit and less reliance on the automobile.

Planning advocates heralded the unanimous decision as one that will guide road planners in a new and better direction. The scenario will guide officials in building the new 2040 Long-Range Transportation Plan.

“This is not just a routine item,” said Bill Spikowski, the planning consultant who consulted the various city and county growth plans to construct three scenarios for the MPO to consider. “This is your chance to tell (the state) how we want to grow.”

“In my perspective this is a commitment to your local citizens that this is the direction you plan to go,” said Billy Hattaway, the state district transportation secretary.

Three proposed scenarios called for the infill option that was selected, one that would plan for more outward growth — the sprawl planning groups despise — or a middle-of-the-road option.

Unanimous support came for the most compact option that requires the fewest new road miles.

Jim Boesch is transportation director for the Estero Council of Community Leaders as well as a member of the MPO Citizen Advisory Committee.

“This is the MPO looking at better alternatives,” he said. “It astounds me when I look at the 2035 plan and see we have at best money to do 70 percent of it.”

Infill building and planning for more walking, biking and transit will mean less spending at a time when road funding is drying up, Boesch said.

“Let’s face it. In the future there will be less and less money to address these projects,” he said.

Groups like Bike Walk Lee, the Responsible Growth Management Coalition, the Conservancy of Southwest Florida and Lee Public Voice all pushed for the same decision. MPO members, all elected officials from the county and the cities, heralded a new direction.

“There’s always a scenario for the (transportation) plan,” said Fort Myers Councilman Mike Flanders. “For the first time we’ve gone out to the county, the municipalities and the planning groups and brought them all together. It’s really kind of moving into the modern era on how we do this.”

“To me it’s what we want to be and how we want to grow up,” Cape Coral Councilman Jim Burch said.

Community input wanted for future of Estero roads

<http://www.winknews.com/2015/08/25/community-input-wanted-for-future-of-estero-roads/>

winknews.com

Community input wanted for future of Estero roads

Aug. 25, 2015 • 1 min read • [original](#)

ESTERO, Fla.- The future of Estero and its transportation are hot topics right now but Estero officials are pushing residents to not just complain, but to do something about it. Every five years the Lee County Metropolitan Planning Organization (MPO) makes a list of projects that need to be addressed within the next 25 years. It may sound far off but one project can take 10-15 years of behind the scenes work before construction actually begins. That's why officials are urging the community to show up and have a say now.

"It's pretty frustrating to get from one place to the next," said Brian McNeal.

Nick Batos, Estero mayor says there are big transportation needs. The MPO released its preliminary plan which includes both the Corkscrew I-75 interchange and widening of Corkscrew Road—two areas that see the most problems.

"It's the same thing as whether or not people come out and vote. If they don't go out and vote then they can't complain if they don't like what they get. If they don't come out and express their feelings about this and if we don't get it, then they can't complain," said Batos.

Another potential issue is Williams Road next to the new Hertz headquarters. That project is not listed on the MPO plan. That's where the mayor says the community input needs to come in.

"In government you try to establish what you believe is the most important thing but it's really important that the community comes out and expresses their feelings so government understands that there is that sentiment within the community that these are necessary for them," said Batos.

The public meeting will be held Tuesday, August 24th at 5 PM at the Estero Recreation Center.

Original URL:

<http://www.winknews.com/2015/08/25/community-input-wanted-for-future-of-estero-roads/>

Esteros residents give input on road projects

<http://www.news-press.com/story/news/local/2015/08/25/estero-residents-project-input/32362839/?from=global&sessionKey=&autologin=>

[news-press.com](#)

Estero residents give input on road projects

by Steve Doane, Sdoane@News-Press.Com • Aug. 25, 2015 • 1 min read • [original](#)

The Lee County Metropolitan Planning Organization hosted a public information meeting at the Estero Recreation Center regarding the 2040 Transportation Plan for the county. The plan is a 25-year blueprint of how to meet the county's transportation needs through 2040.

"Obviously we have a lot of growth and that's something we need to address," said MPO director Don Scott.

Lee's population is expected to expand 70 percent in the next 25 years to more than a million people. Areas like South Lee and Lehigh Acres are expected to handle the bulk of that growth.

About 60 residents turned out to view posters and information about the various types of transportation projects that could come about in 2040. Chief among them are congestion control, biker and pedestrian safety projects, handling freight and expanding public transit.

Every five years the Lee MPO makes a list of projects that need to be addressed within the next 25 years. Long-range planning is necessary because one project can take 10 to 15 years of work behind the scenes before construction actually begins.

The meeting allowed residents to both find out about potential transportation projects slated for the county and also to give their opinion on what projects need priority. MPO officials are collecting public input now on these projects and expect to submit plans to the county this winter for approval.

Two major transportation issues for Estero residents include improving the Corkscrew I-75 interchange and widening Corkscrew Road. These issues also score high on the Lee MPO's own preliminary ranking of the 104 potential projects in 2040, with an interchange at 7 and Corkscrew Road widening at 22 and 37, according to the list.

The ranking is determined by a combination of factors including safety and cost and is a rough prioritization of what needs to be done, Scott said.

Corkscrew Road has been a sticking point for Estero due to the large number of new developments slated to be built around the corridor, especially east of I-75.

More than 10 housing projects being built or in permitting along Corkscrew Road or near the major intersections at Three Oaks and Ben Hill Griffin parkways, but two projects east of I-75, called WildBlue and Corkscrew Farms, could add more than 2,000 residents and have local officials concerned about traffic.

"They need to widen every road out there because in the winter is just awful," said Estero resident Karen Bottemanne, who attended the meeting. "And they need to build more sidewalks and bike lanes too."

To give your input on the projects or for more information visit www.leempo.com

Connect with this reporter on Twitter: @Steve_Doane_ and facebook.com/SteveDoaneJournalist

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TOP VIDEOS

Estero residents turn out for Lee transportation workshop

<http://www.naplesnews.com/community/estero-residents-turn-out-for-lee-transportation-workshop-ep-1249180813-331155631.html>

naplesnews.com

Estero residents turn out for Lee transportation workshop

by Laura Gates Posted: Aug. 29, 2015 • 3 min read • [original](#)



If the squeaky wheel gets the grease, Estero's traffic issues on Corkscrew Road may move to the top of the Lee County Metropolitan Planning Organization's priority list.

Over the next three months, the MPO, which consists of representatives from each Lee County municipality, will finalize its 2040 Long Range Transportation Plan, charting a course for funding projects countywide through the next 25 years. Lee County anticipates having about \$2.5 billion to work with, funded mainly through the gas tax, said Lee MPO Director Don Scott.

While that may seem like a lot, more than 100 road projects, with estimated collective costs of close to \$5 billion, are vying for funds. By 2040, Lee County's population is expected to increase by nearly 70 percent, to more than 1 million residents, while job growth is projected at 76 percent. With a growing population and industry comes increased traffic and truck freight shipments, Scott noted.

"Our growth is not flat, but our revenue is kind of flat," he added. "What we're asking is, ?What are your priorities?"

The MPO is gathering input from Lee County citizens through a survey on its website at leempo.com and through public workshops. About 60 people turned out for a workshop at Estero Community Park Tuesday night. Many voiced their desires to see improvements along Corkscrew Road east of I-75, where several new residential developments are being constructed and local traffic fights with trucks leaving quarries.

"We're all suffering and trying to figure out what to do about Corkscrew Road traffic," said J.J. Basso, president of the Grandezza Master Property Owners Association and the newly formed East Corkscrew Alliance, which represents 8,000-10,000 homeowners in the area.

Not only does the Alliance support the widening of Corkscrew Road from two to four lanes from Ben Hill Griffin Parkway to Alico Road, the group is pushing for an Alico Road extension to the east, possibly connecting with State Road 82. This idea is so new it hasn't made it onto the MPO's list of projects to prioritize, but the online survey allows residents to "suggest another project."

"If we build that extension, that would be an immediate solution," said Basso. "We're going to have a lot of voices talking about it."

Estero Mayor Nick Batos said traffic on Corkscrew Road is the village's priority issue. Not only going east, but all the way to U.S. 41, where a village town center has been discussed.

"We're going to be having a lot of possible development in that area in the next five years," Batos said. "We might have two, three, four times as much traffic over the next 10 to 15 years."

The I-75 interchange at Corkscrew Road also is targeted for improvement. It's currently the highest ranked transportation priority in Estero, at an estimated cost of \$80 million, Scott noted. "It's a total rebuild of the interchange," he added.

While Corkscrew Road is the hot area for improvement in Estero -- and the area Scott hears most about countywide -- other Lee County communities have their own priority projects to lobby. Bonita Springs would like to see the widening and improvement of Old U.S. 41 from Bonita Beach Road to the Collier County line, including bike and pedestrian pathways.

Lehigh Acres wants improvements on S.R. 82 and Homestead Road, along with express bus service from Homestead Plaza to downtown Fort Myers. Another express bus route is being debated for Cape Coral.

Bus rapid transit (BRT) is being proposed for congested areas of Fort Myers like Colonial Boulevard and U.S. 41 from downtown to Gladiolus Drive. These would be sleek, modern buses with enhanced technology, arriving every 15 minutes, at an operating cost of more than \$2 million per route.

Bike and pedestrian projects are also up for discussion in the 2040 Plan. Shared use paths cost about \$312,000 more per mile than standard five-foot sidewalks, but they offer twice the space for cyclists and pedestrians, keeping both off the roadways.

"If everyone has their own place, everyone is safer," said Doug Saxton, representative for Bike Walk Lee. He's advocating for a shared use path along Estero Parkway, where a new Walmart opened Wednesday.

Bike Walk Lee also is pushing for a Rails to Trails project, which would build a recreational path along the rail corridor.

"With Florida being the deadliest state for bicyclists, based on 2014 data, why wouldn't you want to put a good number of them off the road?" Saxton questioned.

The MPO is planning a Bike/Ped workshop next month and will be gathering community input on all transportation projects through the end of September.

"October is when we're really getting closer to what will be the final cost feasible plan," Scott said.

Plan review and final adoption of the 2040 Long Range Transportation Plan will take place in November.

"We need to decide how and where to spend transportation dollars for the greatest productive effect," explained Debbie Tower, an MPO consultant and former public information director for the Florida Department of Transportation. "This is the opportunity to speak up about how to manage transportation for Lee County in the future. All of the projects on the ground today began with comments like these 15, 20 or 25 years ago."

The MPO is urging all Lee County citizens to make their voices heard by visiting the Lee MPO's website at leempo.com and clicking on "Take the Survey" at the top of the homepage.

Original URL:

<http://www.naplesnews.com/community/estero-residents-turn-out-for-lee-transportation-workshop-ep-1249180813-331155631.html>

Lee County 2040 Transportation Plan (on WGCU NPR news)

<http://news.wgcu.org/post/lee-county-2040-transportation-plan>

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Lee County 2040 Transportation Plan

By [RICHARD CHIN QUEE \(/PEOPLE/RICHARD-CHIN-QUEE\)](#) · SEP 23, 2015

[Twitter \(http://twitter.com/intent/tweet?url=http%3A%2F%2Fwww.tinyurl.com%2Fpn3qwf&text=Lee%20County%202040%20Transportation%20Plan%20by%20WGCU\)">Twitter \(http://twitter.com/intent/tweet?url=http%3A%2F%2Fwww.tinyurl.com%2Fpn3qwf&text=Lee%20County%202040%20Transportation%20Plan%20by%20WGCU\)](#)



(http://mediad.publicbroadcasting.net/p/wgcu/files/styles/x_large/public/201509/cars_highway_traffic.jpg)

ATLANTACITIZEN VIA WIKIMEDIA

The Lee County Metropolitan Planning Organization (<http://www.leempo.com/>) is in the process of developing the county-wide 2040 Long Range Transportation Plan (<http://2040transportationplan.leempo.com/>) (LRTP). Data comparing Lee County's population in 2010 to projected growth by 2040 indicates a 69% increase or more and the number of new homes in the county is expected to grow by 83% over that same time period.

Strategic planners are working to take into account a variety of the region's growing transportation needs including driving, biking, walking, public transportation, and freight. We'll explore what work has been done on the plan so far, how specific projects are identified and selected and how the public can get involved in the process.

Guest:

Don Scott (<http://www.leempo.com/contact.html>) Executive Director of the Lee County MPO

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Corkscrew improvements not likely for a while

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Corkscrew improvements not likely for a while

by Maryann.Battle@Naplesnews.Com • 2 min read • [original](#)

Critical enhancements to Corkscrew Road are unlikely to happen within the next five years, said Estero Council of Community Leaders Chairman Don Eslick.

Eslick, who spoke before the village council during a Friday workshop, said Lee has no roadway projects scheduled for funding in Estero until 2021.

And money to upgrade the Corkscrew Road and Interstate 75 interchange is unavailable through 2040, he said.

“That’s just intolerable. Makes no sense at all,” Eslick said.

His source is a draft plan that outlines Lee County’s vision for transportation over the next 25 years. Lee’s Metropolitan Planning Organization, comprised of county commissioners and municipal leaders, must update that document every five years to receive federal and state transportation funding.

The MPO is drafting the long-range plan’s next version, which currently includes partial funding for four projects in the village of Estero between 2021 and 2025.

The projects Eslick mentioned:

-- \$7.31 million for the planning and engineering phases of the Corkscrew Road and Interstate 75 interchange

-- \$1.22 million for the planning and engineering phases of the Corkscrew Road widening to four lanes between Ben Hill Griffin Parkway and The Preserve at Corkscrew

-- \$4.14 million for the planning and engineering phases of the Corkscrew widening to four lanes from The Preserve at Corkscrew and Alico Road

-- \$2.01 million for the planning and engineering phases of a Via Coconut Point two-lane extension from Pelican Landing Boulevard to Strike Lane and Old U.S. 41 Road.

Eslick said Lee is struggling to fund key road projects because commissioners decided to lower how much the county collects in impact fees, which are payments local governments can charge new developments to fund capacity projects.

Four of Lee County's five commissioners — lobbied by their influential building industry campaign donors — dropped road impact fee collection rates to 45 percent. Commissioner Frank Mann dissented.

Commissioners John Manning, Cecil Pendergrass, Larry Kiker and Brian Hamman argued lower road, school and park impact fees would spur economic growth.

Eslick, member of community groups that oppose lower impact fees, said their policy has cost Lee County million of dollars that could have gone to alleviate traffic congestion.

Kiker, who referred to Eslick as "the gentleman who lives in Collier County," said Lee County should not count on impact fees alone to handle transportation needs.

For one, impact fees can be volatile because growth is driven by the market, he said.

Lee collected \$2.3 million in 2014-15 impact fee revenue, lower than the \$3.2 million expected, Kiker said.

The county has devised a plan dubbed “growth increment funding” to diversify where road project money comes from, Kiker said. By earmarking some property tax growth revenue for infrastructure projects, the county expects to raise \$7.9 million this 2015-16 year alone, he said.

After Estero incorporated, the village set its own road, school and park impact fee collection rates at 100 percent.

A citizen advisory committee, which includes Estero residents, agreed on Tuesday to recommend that the MPO ask Lee County commissioners to restore impact fee collection rates in full.

Recently formed municipality Estero has no voting power on the MPO yet. Mayor Nick Batos said he can speak and try to influence at a MPO meeting set for Friday, but cannot officially weigh in.

“We don’t get a vote,” Batos said.

Kiker said the county commission agreed their 45 percent collection rate would remain for three years.

“My guess is we are going to stay the course,” Kiker said.

Estero is exploring plans to hire an outside consultant to study Corkscrew Road traffic, which could get the village updated traffic counts. Eslick said councilors should consider expanding the study’s scope to the entire village.

Lee County has offered to complete a comprehensive traffic study of Corkscrew Road by mid-2017, to the dissatisfaction of Estero residents who have said they are overwhelmed by traffic congestion on the stretch east of the I-75 interchange.

Batos said he has continued negotiations with Lee officials as Estero researches its options for an independent traffic study.

"I'm having a meeting with the county to let them know our concern about getting this done sooner rather than later," he said.

Original URL:

<http://www.naplesnews.com/news/government/corkscrew-improvements-not-likely-for-a-while-ep-1313441838-340370391.html>

Our future depends on walkable communities

<http://www.news-press.com/story/opinion/2015/10/09/our-future-depends-walkable-communities/73595078/>

news-press.com

Our future depends on walkable communities

by 1:23 P.M. Edt October 10, 2015 • Oct. 9, 2015 • 8 min read • [original](#)

They are called walkable communities. They focus on creating safe, healthy and feet-friendly environments that allow for reasonable and productive commercial and residential growth and at the same taking the stress off of our dependence on cars.

These communities are being pushed and developed across the nation, including Florida, with encouraging results. They are working, and on Thursday, at a first-of-its kind symposium, called "Making Dollars and Sense of Walkable Urban Communities," residents and business leaders from throughout Southwest Florida, will learn how well they are working and how they can be implemented here.

The focus of this event, where over 300 people are expected to attend, is on economic advantages, land valuation, return on investments, and what case studies have proven. The keynote speakers – Joe Minicozzi of Urban 3, Chris Leinberger of LOCUS Institute & Arcadia Land Co.; and Jeff Speck, author of "Walkable City", have national recognized credentials and have steered many of the walkable community projects now in place and coming from the ground in many parts of the country.

There also will be other national and local consultants, area business and government leaders, as well as experienced Florida investors and developers, offering their prospective and analysis. The News-Press, a sponsor for the

event, has and will continue to support efforts for pedestrian and cycling friendly and safe streets, the importance of exercise and health and becoming less reliant on transportation by motor.

Recently, the U.S. Surgeon General announced an historic "Call to Action," stressing the importance of building communities where walking is a safe and convenient option. The cities of Fort Myers, Cape Coral and Bonita Springs also have signed on to the "Mayor's Challenge," an initiative by the U.S. Department of Transportation, agreeing to address a complete streets approach to transportation planning.

Walkable communities are an innovative way to develop small tracts of land that offer economic development advantages for retail, office and residential space, and doing it in a way that people can enjoy this unique approach by walking or riding a bicycle. The projects make sense in what is happening in Fort Myers with its downtown growth and Midtown proposals focused on developing the area around City of Palms Park. They make sense for Bonita Springs, where plans are underway to redevelop and enhance its downtown area. They make sense for Southwest Florida's largest city, Cape Coral, which has struggled with how to make its downtown area more pedestrian and business friendly, and now has a way to do that with its Bimini Basin project. Cape Coral also has applied to the League of American Bicyclists for a Bike Friendly Community designation.

What communities are recognizing is that not only are vehicles creating traffic gridlock but also unsafe conditions at an alarming rate. Florida continues to lead the nation – and Lee County among the leaders in the state – in cycling and pedestrian deaths. There have been 17 cycling and pedestrian fatalities this year in the county. As officials look at infrastructure demands for growing communities, there is a demand and need for complete streets that provide not only roadways for traffic but also bike paths and sidewalks. In fact, some existing roadways in the state are being changed from four lanes to two lands for cars, to allow expansion of areas for cyclists and walkers.

Not only do walkable community plans boost economic development by providing retail, office and residential place in an efficient way, but there also is a greater emphasis placed on walking to these destinations to promote a more healthy lifestyle.

What the symposium will address is:

- Transit oriented development. Studies conducted in Nashville and Portland show that every \$1 invested in transit area redevelopment has, on average, increased local sales by \$3 to \$4. In other words, provide good public transportation and people will get out, shop and spend money.
- What Sarasota learned from its Citrus Square redevelopment project was that it could provide a mixed use development, three stories high, with commercial and resident space over only eighth-tenths of an acre, working with a complete streets concept and reduced vehicle speeds, people will come and property values will increase. It is profiled as a highly walkable area with residential price ranges from \$150,000 to \$335,000. The area emphasizes green building techniques and is placed on one fifth of the property that would typically be needed for a shopping center style development. Property values have increased form \$3.2 million in 2003 to \$56 million by 2011.
- One of the featured speakers, Joseph Minicozzi, the principal owner of Urban 3, which is the consulting arm of real estate developer Public Interest Projects, will explore how financial analysis, data visualization and analyzing development decisions at the neighborhood, municipal and regional levels can impact projects. His company provided that type of urban analysis to a major economic development project in High Point, North Carolina, called "Uptowne," and created an economic forecast for the city for anticipated tax revenue.
- How AARP and the Walkable and Livable Communities Institute support the plans of communities to develop a vision that shows the potential of creating streets that "are more walkable, bike friendly and livable," and doing it with various "photovision" tools The groups say this vision creates a

return on investment by increasing “business income, property values and new development while decreasing vehicle crashes, pedestrian injuries and fatalities.”

Among its design tools for cities focusing on short-term improvement projects are repainting bike lanes to be six feet wide, using chicanes, or extended street curbing to help slow down vehicles, directional signs to notable areas, as well as “road diets” that reduce the number of travel lanes used by vehicles and provide space for “other modes of travel,” like bicycles.

- Pedestrian scaled lighting, used in Takoma Park, Maryland; enhanced intersections for beach goers, used in Kailua, Hawaii; inspiring redevelopment along small town main streets, used in Kingsport, Tennessee; and putting crosswalks where people need them.

The event brings focus to what makes sense for our streets, for our health, for our safety and for our economic development.

Walkable urban communities symposium

- **When:** 8 a.m. to 4 30 p.m. Thursday. Doors open at 7:30 a.m.
- **Where:** Harborside Event Center, downtown Fort Myers
- **Cost:** \$55 for symposium, breakfast and lunch.
- **For information or to register for event:** Go to www.cityftmyers.com/885/Conferences-Meetings or call 321-7100.

Featured speakers at symposium

Chris Leinberger



Joe Minicozzi (Photo: Special to The News-Press)



Chris Leinberger (Photo: Special to The News-Press)



Jeff Speck (Photo: Speical to The News-Press)

Land use strategist, developer, researcher and author. Founding partner of Arcadia Land Company development firm, Distinguished Scholar and Research Professor at the George Washington University School of Business, CEO of LOCUS, a legislative advocacy group for smart growth developers; and Nonresident Senior Fellow at the Metropolitan Policy Program of the Brookings Institution in Washington, DC. Voted one of the “Top 100 Urban Thinkers in America.

Author of *Foot Traffic Ahead: Ranking Walkable Urbanism in America’s Largest Metros*.

Joe Minicozzi

Principal in consulting firm Urban3 in Asheville, North Carolina, specializing in analytic tools for Land Value Economics. Prior to creating Urban3, Joe served as the Executive Director for the Asheville Downtown Association and was the

author/administrator of the Form Based Code for West Palm Beach, Florida (one of the first in Florida). Joe's work has been featured in Planetizen, The Wall Street Journal, Planning Magazine, The New Urban News, National Association of Realtors, and Atlantic Cities.

Jeff Speck

Jeff Speck, principal at Speck & Associates, LLC, is a city planner and urban designer who advocates internationally for more walkable cities. As Director of Design at the National Endowment for the Arts from 2003 through 2007, he presided over the Mayors' Institute on City Design and created the Governors' Institute on Community Design. Prior to his federal appointment, Jeff spent 10 years as Director of Town Planning at DPZ & Co., the principal firm behind the New Urbanism movement. Since 2007, he has led Speck & Associates, a boutique planning firm that specializes in making American downtowns thrive. With Andres Duany and Elizabeth Plater-Zyberk, Jeff is the co-author of The Smart-Growth Manual and the "modern classic" Suburban Nation, which the Wall Street Journal calls "the urbanist's bible." His latest book, Walkable City, was the best selling city-planning book of 2013-14.

Other speakers

Cary Glickstein

Cary Glickstein, the mayor of Delray Beach, is a fourth generation native Floridian. He is the founder of Ironwood Properties. He previously served as vice president and General Counsel of Falcor Industries, Inc., the U.S. subsidiary of a pacific-rim hospitality, real estate, and manufacturing conglomerate.

Under Glickstein's leadership, Delray Beach has embraced urban design and planning. The city and Glickstein were recipients of the prestigious John Nolen Award from the Florida Chapter of the Congress for New Urbanism (CNU). It is an award acknowledging the city's outstanding achievements in urban growth and development.

Tim Hernandez

Principal of New Urban Communities Corporation. Tim spent 16 years with Pulte Home Corporation in Illinois and South Florida as a director and vice President in marketing, land acquisition, and land development. Before coming to Pulte, Tim was director of Community Development and Planning for the City of North Chicago, Illinois.

Tim has served as a board member of various civic organizations, including the Lake County, Illinois Regional Planning Commission, the Abacoa Partnership for Community, the Fort Lauderdale Community Redevelopment Advisory Board, the Fort Lauderdale Urban Core Steering Committee, the Delray Beach Downtown Master Plan Implementation Committee and the Palm Beach County Transportation Performance Standards Committee, the Coral Ridge Country Club Estates HOA, Smart Growth Partnership and Bonnet House Museum and Gardens.

Brooke Myers

She is the founder and President of Emerge Real Estate Ventures, LLC, a real estate development company focused on urban infill, mixed-use projects. Over her 20-year career, Myers has worked for the Atlanta Olympic Committee, planning the 1996 Olympic Games and the Walt Disney Company in a variety of strategic roles. Since founding Emerge Real Estate Ventures in 2010, Brooke led the due diligence and pre-construction for The Ivy-Residences at Health Village and is currently overseeing development of the Residence Inn by Marriott, Downtown Orlando; and has been instrumental in making Orlando's Creative Village a reality. She is an active member of the Urban Land Institute, serves on the board of several community organizations, and is currently vice chair of Project DTO, a task force charged with updating downtown Orlando's strategic plan.

Larry Pearce

Director and co-founder of Realco Group, which has been active in the development and management of more than 7,500 apartment units, 2,000

condominium units, and over one million square feet of office and retail space throughout the United States.

Projects include One Hundred Central in Sarasota, Savannah City Market in Savannah, Georgia; Torpedo Factory in Alexandria, Virginia; and numerous projects in Southwest Florida. The Realco Group is particularly experienced in mixed-use and rehabilitation projects sponsored by cities.

Kevin Rickard

He is principal of New Urban Communities Development Corporation. Prior to forming New Urban with his partner Tim Hernandez, Kevin spent the last 10 years as president of Rickard Group Custom Homes, Inc. Prior to forming Rickard Group Custom Homes, Kevin was project manager for LJ Hooker Homes in south Florida. Rickard also was a vice president with the investment firm of Morgan Stanley Dean Witter.

Bill Spikowski

Nationally recognized urban planner and consultant, Spikowski's planning studies have received over a dozen state and national awards. In 2004, he was one of the co-founders of the Form-Based Codes Institute, where leading practitioners in urban design, planning, architecture, and law propagate best practices for this emerging alternative to conventional zoning. He served Lee County government as senior planner, principal planner, and director of growth management. In 2012, Spikowski was named a Fellow of the American Institute of Certified Planners and is Fellow in the Congress for New Urbanism. In 2012, Spikowski wrote major portions of "Plan El Paso," which won EPA's national award for achievement in smart growth and was later dubbed "America's best smart growth plan" by The Atlantic's CityLab.

Ken K. Stoltenberg

A developer with Management Mercury Advisors, Stoltenberg has been active in the commercial real estate industry for over 26 years.

Before starting Mercury Advisors, he was employed by the Leo Eisenberg

Company based in Kansas City, Missouri, and a European Investment firm based in Tampa. His experiences with Leo Eisenberg Company included property management; small and big box leasing, supermarket expansion and retail development for one of the nation's most prominent shopping center developers. He also was part of the team to develop the 55 West concept in Downtown Orlando, which is one of the first urban mixed use developments proposed in central Florida.

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Original URL:

<http://www.news-press.com/story/opinion/2015/10/09/our-future-depends-walkable-communities/73595078/?from=global&sessionKey=&autologin=>

Bonita, Estero reps want more road funds

<http://www.news-press.com/story/news/local/bonita-springs/2015/10/12/bonita-estero-push-fees-rapped/73592824/>

news-press.com

Bonita, Estero reps want more road funds

by 6:53 P.M. Edt October 12, 2015 • Oct. 12, 2015 • 2 min read • original

Officials in Bonita Springs and Estero have joined other communities in calling for increased impact fee collection from developers for road improvements, but the county commissioner representing south Lee County says reopening that debate is the wrong conversation.

The Citizens Advisory Committee of the region's Metropolitan Planning Organization approved a resolution last week calling for the county to collect 100 percent of the fees that are due. In March, the Board of County Commissioners increased the impact fee collection rate from the 20 percent set at the bottom of the recession, to 45 percent for the next three years

It will be presented at a Metropolitan Planning Organization meeting Friday.

Lee County Commissioner Larry Kiker is not ready to take another look at a decision that was reached after a year-and-a-half of debate and analysis.

"We've already talked to all those folks and we've already made a decision," Kiker said. "We're done."

Estero's Bill Williams, vice chairman of the Citizen's Advisory Committee, says the resolution's importance lies in bringing attention to the gap between transportation needs and the money required to fix it — provided both permanent and seasonal residents get behind it.

"It brings attention to it, but I think being a realist and a practical person who has practiced this field, unless the general public speaks out about it, unless you connect to the voter, I don't think it brings the same impact," said Williams, a retired manager of several communities in the Northeast.

Williams said that one of Estero's big needs, a new \$85 million interchange at I-75 and Corkscrew Road, is not high enough on the MPO's priority list to win funding, so the regional agency is faced with the dilemma of saying no to Estero or no to some other community.

"It puts the MPO in the position of taking something else off the list," William said.

Impact fees are set by a county ordinance that provides that the cost for services and facilities caused by a new development "will be borne primarily by those who benefit." Developers who improve nearby roads as part of a project receive a credit against the fees they have to pay

Most of the basic fees were cut by 3-4 percent, as recommended by a consultant who studied the impact of development on traffic. Developers get 55 percent off the reduced fees.

When the collection rate was first discounted in 2013, the county's impact collections had fallen from \$32 million in 2007 to barely \$1 million.

"We decided we needed to reduce them, to get things rolling again," Kiker said.
"It has worked pretty well."

Kiker said the county can take in money for road improvements "capturing" the first year of increased property taxes paid when the value jumps following a sale.

The county had budgeted \$7.9 million that sort of “incremental financing” in the fiscal year that began Oct. 1. It received \$2 million in impact fees last year, when developers were paying at a 20 percent rate.

Estero Council Vice Chairman Howard Levitan suggested that given the cost of projects needed to resolve the village traffic issues, the so-called incremental funding plan can be a supplement, but no substitute for collecting full impact fees.

“Just add it to what we get,” he said.

But Kiker said the people calling on the county to scrap the new impact fee payment rate need to wait and see how the alternative works before rushing to change it.

“Take a breath and let us do our job,” he said. “It took us a year-and-a-half to get to here.”

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Editorial: With construction booming again, do roads fit into the equation?

<http://www.naplesnews.com/opinion/editorials/editorial-with-construction-booming-again-do-roads-fit-into-the-equation-ep-1319295489-340329341.html>

naplesnews.com

Editorial: With construction booming again, do roads fit into the equation?

2 min read • [original](#)

Growth management

Across Southwest Florida, construction is booming in almost all ways possible.

New home construction is surging in Collier County ? between 250 and 300 permits have been issued in most of the months of 2015 so far, building department records show. Compare that to 2013, when typically fewer than 150 new residential permits were issued each month as the county emerged from the recession.

Commercial construction in Collier is also increasing, with 76 permits issued through September, compared with 78 in all of 2014, building department records show.

In unincorporated Lee County, where construction has been slower to emerge from the recession, building department records show 432 residential permits in September, which is down from the same month compared with the prior year. However, Lee building department records show 232 commercial and multifamily permits issued in September for \$149 million compared with September 2014 when 139 permits totaled \$15 million.

Taken together, the data confirms what most already know from observation.

Anecdotally, we're seeing construction projects rising in the all-important health care field. Bascom Palmer recently opened a new 20,000-square-foot medical complex in Naples. Contractors have announced the completion of the 86,676-square-foot, three-story Landmark Hospital of Southwest Florida, near the corner of Goodlette-Frank and Immokalee roads. The first residents recently moved into The Arlington, a \$195 million retirement community in Lely. South of Fort Myers, Lee Memorial Health System is working toward a 275-bed expansion of Gulf Coast Medical Center, which has 349 beds now.

Not all types of construction are booming to the same degree, however. What's not keeping pace? Roads.

An inevitable collision

In the plus column of road construction: the new direct Interstate 75 interchange to Southwest Florida International Airport; the rebuilt intersection of U.S. 41 East at Collier Boulevard; the widening of I-75 to six lanes near Alligator Alley, and a \$22 million widening to six lanes of a 2-mile stretch of Collier Boulevard in Golden Gate Estates.

In the minus column is the treacherous stretch of narrow State Road 82 crossing Collier, Lee and Hendry counties, the scene of high-speed traffic accidents killing more than 10 people so far this year; the absence of interchange and other improvements along Corkscrew Road in Estero until at least 2021, and new 25-year road plans for both Collier and Lee counties that include dozens of identified needs, yet no way to pay for most of them.

Members of a transportation board for Collier County were told Friday about the inevitable collision: The cost of constructing roads is rising yet the money coming in to do the work is declining.

Impact fees charged on new construction are supposed to help pay for growth such as necessary roads. Yet Lee County commissioners are entrenched on charging only 45 percent of the impact fees they could. Collier commissioners heard from staff this summer that full impact fees collected annually won't alone cover today's road-building needs. Collier Commissioner Tom Henning has proposed a formula to rely on rising property values in the future to raise money for major projects such as roads.

What's next?

In the meantime, what can we look forward to in new road projects in 2016-17?

The state Department of Transportation draft plan presented Friday to the Collier board calls for various bike paths and sidewalks, including \$2.2 million for a project along 2 miles of U.S. 41 near Pelican Bay. Tapping into federal dollars, a new \$6.5 million terminal building is planned at Marco Island airport in 2016-17.

The draft plan calls for about \$8.7 million in 2016-17 for bridge construction at three crossings in Golden Gate Estates.

So, the list of projects is growing, as is the variety. Costs are rising. The money collected to pay for them is declining. The question becomes: Where does the building of roads needed to serve all of this new construction fit into the equation?

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<http://www.naplesnews.com/opinion/editorials/editorial-with-construction-booming-again-do-roads-fit-into-the-equation-ep-1319295489-340329341.html>

Esteros Corkscrew Road inches higher on road list

<http://www.news-press.com/story/news/local/estero/2015/10/16/esteros-corkscrew-road-inches-higher-road-list/74055792/>

[news-press.com](#)

Estero's Corkscrew Road inches higher on road list

by Bill Smith • Oct. 16, 2015 • 2 min read • [original](#)

The Lee County Metropolitan Planning Organization has voted to back a plan to cut five years off the wait for work to begin on widening Corkscrew Road in Estero.

Work for widening the road from two to four lanes would now begin in the 2021-25 period for the stretch from Ben Hill Griffin Parkway to Alico Road.

Construction would be done in two phases, Ben Hill Griffin to The Preserve in 2021-25, extending to Alico Road during the 2026-30 period

The change would mean a 10-year delay in extending Three Oaks Parkway to Daniels Parkway and a five- to 10-year delay, to 2031-40, for an extension of 40th Street toward Lehigh Acres.

Estero Mayor Nick Batos was joined in his call by Don Eslick, chairman of the Estero Council of Community Leaders.

Eslick ticked off factors that increase traffic on Estero Road. He included examples such as thousands of new homes created after developers received approval from Lee County, a 1,000 student per year increase in enrollment at Florida Gulf Coast University, the successful Miromar Outlets, the crush of visitors in the winter season and the imminent opening of Hertz Corp's worldwide headquarters.

"The economic implications of this are tremendous," Eslick said. "Our ability to attract business in our area is diminished greatly by the inability to deal with this."

During the meeting, the Lee County communications director emailed a handout to news organizations listing more than a dozen road projects in "the Estero area" that have benefited from state and county dollars over a 15-year period. The funding "is one of the reasons today that near-term projects are not programmed for the Estero area," the release said.

Board members also urged the Florida Department of Transportation to look at speeding up plans to rebuild State Road 82, in light of frequent fatal accidents in recent years.

Cape Coral residents and officials made a plea for an interchange connecting their city to Interstate 75. Former City Council member Dolores Bertolini said residents and officials have asked for consideration of a new interchange, but have gotten nowhere.

"I implore you, open up that road towards Cape Coral," Bertolini said. "We're already becoming a force, not only in the community but in the state."

There is no exit on the nearly 15-mile stretch of I-75 between Bayshore Road in North Fort Myers and the Tucker's Grade interchange north of Cape Coral.

Board members and county commissioners clashed over ways and means of funding county transportation projects. Some MPO board members called for increasing impact fees collected from builders to offset the cost new development puts on county infrastructure. The commission has opted instead for growth increment financing, in which the first-year property tax increase attributable to the sale of new or existing property is earmarked for transit.

Bonita Springs Mayor Ben Nelson and Lee Commissioner Larry Kiker argued opposite sides of the concept.

Nelson said the BOCC approach is unrealistic.

"I'm sorry, it's going to take more money — from everybody," Nelson said. "(Growth increment financing) is not a great new revenue source, it's just a new way to calculate what we are going to put toward capital improvements."

Kiker called the increment financing plan a better choice than the alternative — which he said means constantly reprioritizing projects to make up for lack of funding.

"We just keep on talking about the same old subject over and over," Kiker said. "The process is broken, we need to relook at what we need to accomplish."

The Citizens Advisory Committee to the MPO presented a resolution to the board calling for restoration of 100 percent of the impact fees. It was accepted without comment.

As the session ended, Kiker noted Estero's lack of voting membership on the MPO board despite having become an independent municipality as of last Dec. 31. He urged the MPO staff to come back with a plan to "get it done" by the November meeting.

Cost of widening Corkscrew Road:

Engineering: \$3.88 million

Land: \$6.7 million

Construction: \$36 million

Where it comes from:

Delaying Three Oaks Extension to Daniels Parkway, from 2021-25 until 2031-40 — \$47 million

Delaying 40th Street extension from 2026-30 until 2031-2040 — \$4.8 million

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Fixing traffic woes proving a headache for Lee officials

<http://www.naplesnews.com/news/government/fixing-traffic-woes-proving-a-headache-for-lee-officials-ep-1324514088-337653771.html>

naplesnews.com

Fixing traffic woes proving a headache for Lee officials

by Maryann.Battle@Naplesnews.Com • 1 min read • original

Lee County elected officials spent their Friday morning venting about traffic.

Acting collectively as the Lee Metropolitan Planning Organization, comprised of 16 members from Lee's county and city governments, they tried to figure out how to pay for better roads.

Congestion and public safety concerns on key corridors in Lee — such State Road 82 as Corkscrew Road — all need to be addressed, but projects are stuck in a limbo of endless priority reshuffling, said Bonita Springs Mayor Ben Nelson.

"I'm done talking about it," Nelson said. "Until we decide we are willing to pay for what we need, this isn't anything better."

Lee's MPO changed its long-range transportation plan to move up aspects of the Corkscrew Road widening project east of the Interstate 75 interchange. Planning work for the road segment from Ben Hill Griffin Parkway to The Preserve could begin between 2021 and 2026.

That still is no guarantee the moved projects will get done in their new time frame, but the MPO's action does lift the importance of Estero's need among the county's growing wish list.

The MPO has asked the Florida Department of Transportation to consider using a financing plan to get State Road 82 improvements done sooner.

State Road 82 is like a recurring nightmare, said Commissioner Frank Mann.

Labor Day weekend alone, three people — including a 5-year-old girl — were killed in a State Road 82 crash near Corkscrew Road.

"I know we don't have a death factor that we can plug into a computer that would automatically throw a road into a higher priority, but I'm suggesting that in our hearts and minds that factor exists," Mann said. "These are lives of our citizens."

FDOT is not beholden to the MPO's suggestion. Lee's elected officials serve in an advisory capacity to the state by ranking local needs.

MPO members tabled a draft \$358.2 million five-year work plan presented by the Florida Department of Transportation because of their dissatisfaction. But the impact of that choice is dubious because FDOT can proceed with its work plan without Lee County's endorsement.

Work plan funding comes from multiple sources, including state and local governments. Members of the MPO expressed their frustration with the constant reshuffling of projects.

Lee officials keep debating "who gets the nickel" and "who gets shoved back 30 or 40 years," Nelson said.

FDOT high-level officials, who have more direct influence over many of the funding decisions, are not in the room when Lee County politicians square off, Nelson said, so the exercise is pointless.

"I'm sorry. It's gonna take more money, from everybody ... It's just going to. And people gotta get over that," Nelson said. "I mean, if you're gonna save money doing something — fine — save it. But you're not going to do it on the backs of our infrastructure and transportation system."

Connectivity critical when it comes to cycling

<http://floridabicycle.org/2015/12/connectivity-critical-when-it-comes-to-cycling/>

news-press.com

Connectivity critical when it comes to cycling

by 1:04 P.M. Est December 9, 2015 • Dec. 9, 2015 • 3 min read • [original](#)

Why does connectivity matter in cycling and walking? For the same reason that the whole is usually greater than the sum of its parts.

Having great facilities in isolation may be good for those people who want to ride or walk only in that area. But what about those who want (in particular) to ride somewhere to enjoy a good bike path? Or who want to be able to actually DO things – such as commute, shop, get to appointments – by bike without having to take their lives in their hands on local roads not built to accommodate cyclists?

When isolated bike lanes or paths are linked together by simply adding a few miles of paths, all of a sudden a bunch of smaller facilities become a good-sized, usable network – and the opportunities to bike places multiply exponentially.

Want to see that in action? Look at Cape Coral, where Cape Coral Bike Ped's considerable efforts with the city to link existing segments created a 90-mile network almost overnight – which recently helped win the city a Bronze Bike Friendly City designation and a lot of attention.

Want to see it not being done? Look at downtown Fort Myers, which desperately wants to be bike friendly and has made some investments in facilities to encourage cycling. However, if you want to ride to downtown to enjoy those improvements, be prepared for a lot of honking and sidewalks unless you know

the back streets and are willing to meander... because there are no good bike paths or lanes leading downtown in almost any direction (you can safely traverse the Edison Bridge if your legs are up for the climb).

The city missed a chance to correct this mistake by not including any bike improvements in the planned renovation of McGregor Boulevard set to begin soon. That means cyclists either have to brave the narrow driving lanes (curbed to add even more excitement) or join the pedestrians and (illegal) golf carts on the narrow sidewalks.... or they have to haul their bikes downtown, unload them to enjoy a ride, then reload and return home by car.

So Fort Myers may be where people *should* be riding their bikes, but over time Cape Coral may be where people *actually* ride on a daily and consistent basis – because, thanks to a sufficient and safe bike network, cyclists will actually be able to get there from here (wherever *here* and *there* may be).

Turning to a different kind of connectivity, this time of year a lot of people like to admire the artistic (and often awe-inspiring) efforts of homeowners who go all-out in outside décor for the holidays. Whether tastefully done or seriously over the top, holiday decorations are often quite a show – and there's no better way to see them than on a bike or on foot.

Bikes are good because you can cover more ground while still proceeding at a pace that lets you take it all in, but you really need a good set of lights (front and back) to keep everyone safe. A walk can be a more impromptu thing – grab a flashlight and go – and either activity will help you burn off a few of those holiday calories.

Even better, however, these excursions by bike or on foot can get you back in touch with your neighborhood (and your neighbors, if they're out taking in the sights and lights themselves) while taking you away from the usual frenzy of

family and festivities. It's a great break in the day and a great way to see nearby decorations (or even those not so nearby, if you're willing to go a little farther).



You have two Critical Mass rides to choose from -the traditional Fort Myers fun ride or the new Cape Coral ride. (Photo: Courtesy of Critical Mass)

Feeling really ambitious? Decorate your bicycle and become part of the festivities as you ride. The Caloosa Riders regularly roll out the lights for their annual Christmas Ride; you'd be surprised what they (and you) can accomplish with a couple of strings of battery-powered lights and a little imagination.

Whatever your reason, get into the season... and escape some of its stress with a ride or walk today.

BikeWalkLee is a community coalition raising public awareness and advocating for complete streets in Lee County—streets that are designed, built, operated and maintained for safe and convenient travel for all users: pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Information, statistics and background online at www.BikeWalkLee.org.

Ready to ride or run?