



May 30, 2013

Lee County Board of Commissioners
2120 SW Main Street
Fort Myers, FL 33901

Dear Commissioners:

We understand that at your June 3rd Management and Planning meeting the Board will be discussing the CIP transportation projects (Agenda Item #2). BikeWalkLee would like to share its comments and recommendations on the transportation component of the draft CIP and ask that you consider these issues in the larger context of the fiscal realities facing transportation funding.

This memo is organized around projects in the CIP and includes our previous recommendations, as well as those of the LPA and CSAC Committees. We believe that implementing these recommendations would allow the Board members and the County to realize the goal of fiscal responsibility and community livability.

Estero Boulevard

Estero Boulevard should be considered as the county's top priority project. Given the economic value that the Town of Fort Myers Beach provides in tourist tax dollars,¹ the limited right of way (ROW) and a need to integrate the street improvements with the utility projects, it is essential that the County take a different approach to improvements than it might normally. Every attempt to join utility and street improvements will ensure a more cost effective and least disruptive approach. Further, this street is essential to get right, as the limited ROW on this narrow barrier island and significant travel activity creates a significant need to prioritize pedestrian, bicycle, and transit options. This approach was one of our recommendations last year and was included in the 2013 LPA recommendation.²

Alico Road Widening

¹ 22% of Lee County's daily tourist tax dollars are from the Town of Fort Myers Beach. See *Fort Myers News-Press* 5/29/13.

² See Attachment 1. The May 20, 2013 LPA recommendation related to Estero Boulevard was as follows: Estero Blvd. Improvement: that South Estero Boulevard improvements should be moved to the highest priority for funding since that road meets the definition of how the priority should be set in Objective 2.3 in the current Comprehensive Plan.

The Alico Road project should not move forward until a comprehensive master plan for the Research Diamond area is completed. A master plan for the Research Diamond will ensure that the roadway conforms to the envisioned land use, long-term economic potential, and the requisite overall transportation network. The problem with moving this forward too soon is that the transportation design will limit future land use choices. Lee County has some time to work on this project, as one of the "drivers" behind moving forward was the Innovation Hub. Now that Governor Scott has vetoed the \$7.5 million allocation for the project there is additional time, and an increased need, to better understand what is anticipated to happen in the area. This approach is supported by the LPA in its recent deliberations,³ the CSAC,⁴ and BikeWalkLee.

Homestead Road Complete Streets

The Homestead Road Complete Streets study now underway should be completed before making further decisions on the appropriate next steps and schedule for the Homestead Road widening project (from Sunrise Blvd. to Alabama Rd.). Last year, the Board provided \$1.2 million for the Lehigh Complete Streets activity centers study and design work, which is scheduled to take 18 months to complete. One of the likely outcomes of this work will be the need for a project that embraces complete street concepts. The county will need to work closely with the community on any changes to the road design so that it is consistent with the Complete Streets activity centers concept.

Ortiz Avenue

In addition to the three road projects presented in the M & P package for discussion, it is also important to address the issue of the Ortiz Avenue project in the draft CIP. We want to reiterate our strong support for our previous recommendation and the Tice Historic Community's unanimous proposal that the Ortiz north of Ballard be redesigned as a two-lane with a turn lane/median with other complete street features. It is wasteful and unnecessary to build any road to an LOS of "B" (proposed for this section of Ortiz). Instead, the community has proposed several other options to increase the grid network in the community that will enhance transportation access for all users, provide safer travel options, and ensure a more financially sustainable project. This community currently has one of the highest transit riderships in Lee County, as well as some of the highest numbers of trips made by biking and walking. The recommended change in road design will result in short and long term cost savings for

³ The May 20, 2013 LPA recommendation related to the Alico widening was as follows:

- That the timing of the Alico Road extension be contingent on the completion of a master plan for the Research and Development Diamond and that it should lead to reallocation of funds as shown in the CIP.
- The Board of County Commissioners, in the funding for future expansion of Alico east of Treeline, take into account other funding mechanisms than gas tax such as forming an MSTU or other private funding mechanisms to accomplish the widening of that road rather than put that on the tax payer.

⁴ The CSAC met on May 22nd to consider the draft CIP and discussed the LPA motion, along with potential additional recommendations. However, due to lack of quorum, the CSAC was not allowed to vote on these recommendations. On April 18, 2012 the CSAC recommended: The Alico Rd./Ben Hill design and ROW acquisition should not proceed until after the County completes the CSAC's recommended land use study. The Board should be presented with both issues together, asking whether they want to fund a master plan study concurrent with or before proceeding to the alignment and conceptual design study phase.

the county, increased safety and usability of obviously needed multi-modal transportation choices, and avoidance of one of the more egregious harms of 'old model' transportation planning – the decimation of a community's integrity and viability with arbitrary roadway bisections and 'improvements'. This approach was supported by the 2013 LPA recommendations,⁵ the CSAC 2012 recommendations, and BikeWalkLee (see Attachments 1, 2, and 3.)

Big Picture Problem

It is essential that the Board confront the transportation funding realities facing Lee County. Instead of assuming that there will be funding for all projects in the CIP, the Board must begin to prioritize how it will spend its limited current and future revenues.

Here's the real problem with the transportation CIP: It keeps all the projects that have been in the pipeline "moving forward" with plans to spend \$126 million on them in the coming 5-year window. However, to complete these projects, the County would have to almost DOUBLE the level of spending (to \$243 million) in the next CIP window (2019-2024) in order to complete them. The reality is that revenues are flat or declining from all sources as far as the eye can see:

- Gas tax revenues are projected to either decrease or stay flat through 2023 at both the federal and state level and it appears highly unlikely that Congress or the Florida Legislature plan to take action to raise gas taxes or replace it with a VMT tax or any other revenue source.⁶ [Note: Staff has projected annual increases of 3%/year in gas tax revenues, estimates which are more optimistic than either the federal or state projections.]
- In March the Board cut impact fees by 80%--this was historically the funding source for approximately 40% of the county's road projects.⁷ [Note: No methodology or explanation by staff was provided re: how the impact fee revenue estimates were derived. In order to evaluate whether these estimates are realistic, the Board needs to understand the assumptions made and methodology used to arrive at these numbers.]
- The County borrowed over \$50 million from the general fund (internal loans) for transportation projects over the last 7 years, and still owes most of that money (\$45 million).⁸

The bottomline is that the funds available to finance the projects in the pipeline, let alone any new projects, has shrunk substantially and is grossly insufficient to construct all these projects. This means

⁵ The May 20, 2013 LPA recommendation related to Ortiz was as follows: That we ask the Board of County Commissioners to revisit the current plan on Ortiz north of Lockett Road to Hwy 80 to reconsider the recommendations from the community and to work with the community on redesigning that section of the road to satisfy the needs of the community.

⁶ Federal gas tax estimates come from CBO's Budget and Economic Outlook FY 2012-2022 report, Highway Trust Fund Revenues table, which shows flat gas tax revenues across this 12 year window. For Florida, the December 2012 Revenue Estimating Conference showed revenues from highway fuel sales tax declining 1% in 2014-15, and then by 2022, the decline would be 1.3% from current levels. (Table 1, Revenue Summary).

⁷ From 2005-2012, 44% of the actual transportation expenditures on capital improvement projects came from impact fee revenues, an average of \$30.5 million/year. (based on LeeDOT data provided 4/1/13).

⁸ From LeeDOT table: "Road Loans using General Fund Loan Program," provided 3/6/13.

that the County is just "kicking the can down the road," spending money on planning, design, and ROW purchases for projects that it will never have the money to construct as currently designed. In other words, the CIP budget allows the Board to avoid making the hard decisions to plan to live within the funds available.

Though the staff has provided a new paper in the M & P briefing package discussing infrastructure funding options ("Discussion of Infrastructure Sales Tax Options"), this is not a solution to the current shortfalls. The idea of a sales tax increase was based on the MPO's long range plan to fund a multi-modal transportation system. Any discussion of a sales tax option needs to be first and foremost a conversation about transit. Second, we know from the county's past experiences as well as those of other counties, for these efforts to be successful in winning public support, a great deal of work is required to engage the community, identify exact expenditures, and have lots of lead time to educate the public before any referendum should be contemplated. The appropriate time and place to begin this discussion is in the context of the upcoming development of the MPO's 2040 LRTP. Rather than focus solely on the question of how to raise more revenues for transportation projects, it is time for the County to address the other half of this equation--how to reduce expenditures, getting more out of existing or improved transportation infrastructure to meet future needs. In order to be fiscally responsible, we need to start living within the resources available rather than hoping for future transportation funding.

The county's approach to transportation planning and budgeting needs a major overhaul in light of revenue realities. BikeWalkLee recommends that the Board hit the "pause" button, and do what other communities around the country are starting to do--take all the projects in the pipeline and re-evaluate them, right-size them, focus on improving existing roadways instead of building new capacity, work closely with their communities, and re-prioritize our transportation investments to live within the funds available.

In summary, we urge the Board to direct staff to modify the draft CIP to address the recommendations outlined above and bring a revised version of the CIP to the Board in September. We believe that this approach is consistent with the Board's vision and will save considerable resources in the future.

We look forward to continuing to work with you to improve the safety, mobility, and quality of life for all residents of Lee County.

Sincerely,
/s/

Darla Letourneau and Margaret Banyan
On behalf of BikeWalkLee

Attachments:

1. LPA Motion Adopted May 20, 2013 on draft CIP
2. BikeWalkLee's June 6, 2012 memo to BoCC on draft CIP

3. CSAC Recommendations to BoCC on draft CIP, April 18,2012
4. Tice Historic Community Planning Group letter to BoCC, "Tice Community Improvement Initiative",
"March 19, 2013

cc: Doug Meurer, County Manager
Pam Keyes, Assistant County Manager
Pete Winton, Assistant County Manager
David Loveland, LeeDOT Director
Tessa LeSage, Sustainability Director

Attachment 1: LPA Motion Adopted on draft CIP, May 20, 2013

LPA Recommendations. At the May 20th LPA meeting, after extensive deliberations, the LPA unanimously approved the following recommendations to the BoCC.*⁹

Ortiz: That we ask the Board of County Commissioners to revisit the current plan on Ortiz north of Lockett Road to Hwy 80 to reconsider the recommendations from the community and to work with the community on redesigning that section of the road to satisfy the needs of the community.

Alico widening:

- That the timing of the Alico Road extension be contingent on the completion of a master plan for the Research and Development Diamond and that it should lead to reallocation of funds as shown in the CIP.
- The Board of County Commissioners, in the funding for future expansion of Alico east of Treeline, take into account other funding mechanisms than gas tax such as forming an MSTU or other private funding mechanisms to accomplish the widening of that road rather than put that on the tax payer.

Estero Blvd. Improvement: that South Estero Boulevard improvements should be moved to the highest priority for funding since that road meets the definition of how the priority should be set in Objective 2.3 in the current Comprehensive Plan.

⁹ *Text of resolution provide by Janet Miller (Lee County Planning staff) on May 22, 2013. LPA member Steve Brodtkin voted in support of these recommendations, but moved to reopen the vote so he could vote against the overall motion because he felt that the CIP is not consistent with the Lee Plan. The motion as adopted states that the LPA finds the CIP consistent with the Lee Plan with the following recommendations.*

Attachment 2: BikeWalkLee Recommendations to BoCC on CIP, June 2012



June 19, 2012

Lee County Board of Commissioners
2120 SW Main Street
Fort Myers, FL 33901

Dear Commissioners:

We understand that the Board will be considering the draft CIP at its budget workshop on June 25th. BikeWalkLee would like to share its comments and recommendations on the transportation component of the draft CIP. Last year, as called for in your approved Action Plan to implement the 2009 Complete Streets Resolution, the staff developed a revised transportation planning and budgeting process. This year is the first time that the new approach has been used to develop the 5-year transportation funding plan, reflected in the CIP. The staff is to be commended for its interdepartmental team effort in developing this plan.

The draft CIP is an improvement over previous years and reflects a first step in implementing the new approach. The staff has done an excellent job of ensuring that all planned road projects include bike/ped facilities in their designs. However, they have not yet taken the next step to analyze the merits of the road projects in terms of the broader complete streets and sustainability goals. It is our hope that as the collaborative county staff process evolves, road projects will be evaluated in terms of the goals and priorities the county has articulated.¹

Attached you will find specific recommendations made by the Community Sustainability Advisory Committee (CSAC) and supported by BikeWalkLee for changes to the draft CIP. (See Attachment 1.)

This memo is intended to provide some background and rationale for these recommendations. Given the County's revenue shortfalls, declining gas tax collections, lower impact fees, and reductions in federal and state funding, funding for transportation projects will be tight for the foreseeable future. Each of the expanded road capacity projects must be closely scrutinized, weighing both the initial capital and life-cycle maintenance costs against the county's current funding realities and certainties of future sources. Simply because the county has already invested some funding in the early phases of a particular project does not necessarily mean that it must automatically move forward to the next funding phase.

Overall Analysis

In order to better understand the transportation CIP and what it says about the county's focus, Table 1 sorts the projects into thematic categories (See Attachment 2) with the percentage of funds going to each type in the 1st year and over the 5-year period.

Table 1: Percent Funding Allocation by Project Type

	<u>1st Year</u> <u>% CIP Funds</u>	<u>5 Year Total</u> <u>% CIP Funds</u>
completing projects currently under construction	34%	7%
improving existing infrastructure (roads & bridges & equip)	32%	39%
exclusively complete streets-related projects	4%	14%
expanding road capacity	30%	40%

**Note that almost all the road projects in the CIP have bike/ped facilities. The category labeled "complete streets-related projects" are those that are almost exclusively related to complete streets, both retrofits to existing facilities and road reconstruction.*

One of the goals articulated in the County's Complete Streets Action Plan and the MPO 2035 LRTP policy is that the use of existing transportation facilities should be maximized and opportunities for improved connectivity explored before adding new facilities.

According to our analysis, both the 1st year and 5-year totals show the county investing between 30-40% of its resources on improving existing infrastructure, and a similar share (30%-40%) being invested in expanded road capacity. The Board should consider whether this mix is consistent with its vision, especially considering that the County will experience revenue shortfalls for the foreseeable future. Road expansion projects represent major capital investment costs as well as increased future maintenance costs. In addition, expanded roads have an impact on the livability of our communities. As a result, it is critical that these projects be closely scrutinized despite any prior purchase of ROW or design work.

Several times during the past year the Board has expressed its concerns about doing design work that just ends up on a shelf. You have also raised concerns about not buying ROW unless we are absolutely sure that the road will be built. Both of these concerns need to be taken into consideration in the evaluation of CIP projects that expand road capacity. In March, the MPO Board approved funding for traffic model updates and sensitivity analysis, which is now underway. The results of this analysis should be taken into account before this CIP is approved by the Board.

In addition, in February, the MPO adopted amendments to the 2035 LRTP that included changing five LeeDOT road projects in the LRTP from 4 lanes to 2 lanes divided with turn lanes and improved bicycle amenities. These changes were proposed by LeeDOT using complete streets principles. This approach was a win/win--addressing congestion concerns in a way that takes into account the needs of all users, making the streets safer for everyone and making our communities more livable. In addition, the

change resulted in savings of \$58.5 million--an average 43% reduction from planned costs. As the MPO considered these changes, there was discussion about applying this approach to other roads in the cost-feasible and needs plan. BikeWalkLee is working with MPO staff on developing criteria and a methodology for considering this "road diet" approach for other road projects and making it a standard option in model analysis.

Specific Recommendations

Ortiz Avenue

In terms of the road projects listed on the CIP (although it has no projected costs in this 5-year window), we are recommending that the above "road diet" approach be used for the Ortiz 4L-Luckett to SR 80 4L road project. See map in Figure 1 below (please note that the plans to expand the more industrial section south of Luckett is not an issue). This one-mile section of Ortiz is part of a long-standing community on both sides of the street. This section could comfortably be converted to a 2-lane divided with road improvements, making this section a complete street. At the March 27, 2012 meeting of the Palm Beach Community Planning Panel, the panel voted to ask the MPO to re-evaluate the 4-lane design in favor of a 2-lane street (with a turn lane) for the section from State Road 80 to Luckett and take into account trips taken by transit, biking, and walking. The panel and community members have subsequently reiterated their vigorous support to re-plan this as a 2-lane section.

This community currently has one of the highest transit riderships in Lee County, as well as some of the highest numbers of trips made by biking and walking. The recommended change in road design will result in short and long term cost savings for the county, increased safety and usability of obviously needed multi-modal transportation choices and avoidance of one of the more egregious harms of 'old model' transportation planning – the decimation of a community's integrity and viability with arbitrary roadway bisections and 'improvements'. This is a scenario we are all too familiar with, particularly in minority neighborhoods. Fortunately, we now know better and have other options available.

It is wasteful and unnecessary to build any road to an LOS of "B", (proposed for this section of Ortiz). Maybe in the past the county could afford to build unneeded capacity, but those days are gone. Given higher priority funding needs and tight budget resources, the savings that can be realized by converting this project could be applied to other priority projects, such as the Fort Myers Beach Estero Improvements or Lehigh's Homestead Rd. There is a significant amount of money that can be saved.

We know that for the five road projects that were converted to road diets in the recent LRTP amendments, the savings ranged from 22% to 62% of the total cost of the project, reflecting the differences on drainage and right of way needs. Based on these estimates, converting this 1.33 mile section of Ortiz could save between \$2.1 million and \$6.1 million (22-62% range). Note that this does not include the savings in long-term maintenance costs for the county, nor does it include the potential savings that could be realized by selling back unneeded right of way that has already been purchased.

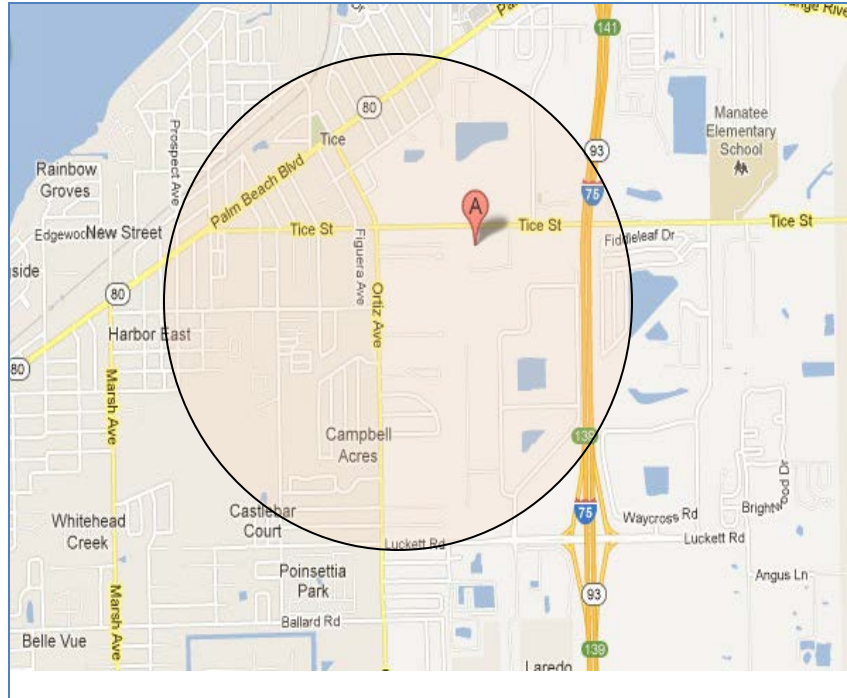


Figure 1: Ortiz Lockett to SR 80

Alico/Ben Hill Widening

Consistent with CSAC recommendations on both December 14th and April 18th, 2011 and as stated in our 5/2/12 memo to the Board, we are recommending that the \$1.6 million proposed for the 2012-13 design phase of the Alico Rd./Ben Hill widening project be delayed to allow for the development of a comprehensive master plan for the Research Diamond area. This will ensure that the roadway conforms to the envisioned land use, long-term economic potentials and the requisite overall transportation network rather than dictating or limiting those choices now. We also strongly support the LPA's recommendation that the Board pursue a joint funding mechanism (such as an MSTU/MSBU), as stated in the existing Comp Plan (Policy 38.1.8), to pay for widening of Alico Road.

Estero Boulevard and Homestead Road

Further, we have stated on previous occasions that Estero Blvd. on Fort Myers Beach should be a top priority for the county. With the limited ROW on this narrow barrier island, it is essential that the redesign of this area rely heavily on making it pedestrian/bicycle/transit-friendly. We strongly support funds proposed in this CIP for the Estero Blvd. Improvement Project and hope that it will proceed on this schedule, if not faster.

Another priority road project on the CIP is the Homestead project (Sunrise to Ala.). It's important that this project design be consistent with the community plan's pilot projects and designed as a complete street.

Other Recommendations

With respect to the exclusively complete streets projects, the CIP does not yet include many of the projects that were recommended by the staff complete streets team, CSAC and BPAC over the past 2 years . There are many excellent projects on this list that need to be costed out, prioritized and added to the 5-year CIP.

Consistent with the recommendations outlined in Attachment 1, making \$1.6 million available in 2012-13 (from our recommended delay of Alico Rd. project) would allow several bike/ped/complete streets projects scheduled for later years to be moved up to next year--specifically, the Fiddlesticks Blvd. shared use path project (\$850 K) and the Heritage Palms shared use path gap on the new 6 Mile Cypress widening project (\$150 k); and several more small bike/ped gap projects recommended by the CSAC over the past 2 years as part of the complete streets review of the resurfacing contract projects. (See Attachment 2 for detailed table.)

We agree with the recommendations from both the CSAC and BPAC that the Daniels south side path planned for 2016-17 (added for the first time in this draft CIP) be removed from the CIP and replaced with both committees' first priority--the College Parkway (Summerlin to Winkler) complete streets project, which is an excellent example of complete streets corridor planning.

In sum, we urge the Board to direct staff to modify the draft CIP to address the recommendations outlined above and in Attachment 1, and bring a revised version of the CIP to the Board in September. We believe that this approach is consistent with the Board's vision and will save considerable resources in the future.

We look forward to continuing to work with you to improve the safety, mobility, and quality of life for all residents of Lee County.

Sincerely,

/s/

Darla Letourneau

On behalf of

BikeWalkLee

Attachments:

1. CSAC Recommendations to BoCC on draft CIP, April 18,2012
- 2, Table: CSAC complete streets team analysis of LeeDOT 5-year CIP, April 13, 2012

Cc: Karen Hawes, County Manager
Holly Schwartz, Assistant County Manager
Doug Meurer, Assistant County Manager
David Loveland, LeeDOT Director
Tessa LeSage, Sustainability Director

¹ For example, the Nov. 2011 Action Plan includes the following goals that are driving the internal complete streets process and it would be helpful to analyze how the CIPs help achieve these goals.

1. *incorporate interdepartmental review in the planning process for road maintenance & CIP priorities*
2. *reduce crashes & severity of crashes*
3. *improve mobility & accessibility of all individuals*
4. *encourage mode shift to non-motorized transportation & transit*
5. *reduce air & water pollution & reduce noise impacts*
6. *increase transportation connectivity*
7. *maximize the efficient use of existing facilities*
8. *safely integrate intermodal connections across the network*
9. *promote safe and convenient access and travel for all users and people of all abilities*

Attachment 1: CSAC Recommendations to BoCC on draft CIP, April 18,2012

At the April 18th CSAC meeting, committee unanimously agreed on a motion to adopt the Complete Streets Working Group Recommendations, as presented below, and ask staff to forward to the Board of County Commissioners:

1. A 5-year resurfacing list for arterials & collectors

- *Endorse the 5-year resurfacing evaluation complete street projects & priorities as proposed by the County staff's Interdepartmental Project Team (IPT) and amended by BPAC.*
- *Request the IPT to prioritize the entire list of compiled resurfacing complete streets projects.*
- *Request LeeDOT to complete cost estimates for all projects on list.*
- *Complete within next 2 months so that results can begin to be used in finalizing this year's CIP.*
- *At a minimum, this list should be used to identify higher priority projects to replace Daniels south side path project.*

2. 5-Year CIPs from LeeDOT, Transit, Parks & Rec, & Utilities

- *Endorse LeeTran's CIP.*
- *In next year's CIP collaborative process, incorporate an analysis of the county's complete streets and sustainability goals and how all these CIPs move the county forward in meeting those goals.*

3. An in-depth review of the transportation CIP

c. Exclusively complete streets-related projects:

- *Before next year's CIP, develop a policy and criteria for roundabouts.*
- *Remove the Daniels south side path from CIP and replace it with College Parkway (Summerlin to Winkler) complete streets top priority project & others (up to \$2.2 M).*
- *Move up funding year for Heritage Palms SUP gap in 2013/14.*
- *Move up funding year for design of Fiddlesticks SUP in 2013/14 and construct in 2014/15.*

d. Expand road capacity:

- *LeeDOT should work in conjunction with the Lehigh Community Planning process to ensure that the Homestead (Sunrise to Ala.) road project design is consistent with the community plan's pilot projects and is designed as a complete streets.*
- *Re-evaluate whether the Ortiz 4L--Lockett to SR 80 4L road project can be converted to 2 lane divided with road improvements, using updated MPO data and LRTP amendments approach. The County should wait until the Palm Beach Community Plan has submitted its plan before taking any further action on this project. In addition, staff should consider suspending any further ROW purchases this year until after the re-evaluation has occurred and the analysis is reviewed by the Board.*

- *The Alico Rd./Ben Hill design and ROW acquisition should not proceed to the until after the County completes the CSAC's recommended land use study. The Board should be presented with both issues together, asking whether they want to fund a master plan study concurrent with or before proceeding to the alignment and conceptual design study phase.*
- *Coordinate the design of the North Airport Road extension projects with Parks & Rec to ensure a safe and convenient crossing of the road by John Yarbrough Linear Park path users.*

ATTACHMENT 2					
LeeDOT 5-YR CIP-3/2012	CSAC CS team analysis	Date: 4/13/12			
Project Type	2012-13 cost	5-yr. total	% of total funds		Comments
Complete proj. under construc.:			1 yr.	5 yr.	
Bonita BeachRd. phase II	\$ 366K	\$ 366 K	Includes bike/ped		Landscaping--pd. w/ad valorem tax
Colonial/Six Mile to SR 82	\$ 829 K	\$ 829 K			" "
Six Mile widening	\$1,500 K	\$1,500 K			" "
Summerlin/BoyScout	\$ 880 K	\$ 880 K			" "
Matlacha bridge replac.	\$5,661 K	\$5,661 K	Includes bike/ped		
Subtotal:	\$9,236 K	\$9,236K	34.4%	7.3%	
Improving Existing Rds/bridges:					
Big Carlos Pass bridge replac.	0	\$8,675 K			
Master bridge proj	\$ 530 K	\$1,210 K			
Daniels resurfacing	\$1,700 K	\$1,700 K	Includes bike lanes		
Road resurf.	\$3,500 K	22,000K			
Roadway beautific.	\$ 100K	\$ 500 K			
Kismet/Littleton realign	0	\$ 850 K	Includes bike/ped		
Fiber Ring (CC toll)	0	\$ 350 K			
Toll interop.	0	\$ 850 K			
Toll system replac.	0	\$1,600 K			
Signal system ATMS upgrade	\$ 750 K	\$3,000 K			
Signal mainten. upgrad	\$ 100K	\$ 500 K			
Master signal proj.	\$1,500 K	\$7,500 K			
Intersec. equip replac.	\$ 250 K	\$ 250 K			
Subtotal:	\$8,430 K	\$49,285 K	31.5%	38.9%	
Exclusively Complete St.-related:					
Bike/ped existing facil.	\$472 K	\$3,917 K			
Stringfellow/Oleander paved shoulder	\$ 230K	\$ 230 K			
Villas sidewalks	\$ 190K	\$ 429 K			
Summerlin/N. Brentwood ped con.	\$ 17K	\$ 51 K			

<i>Three Oaks/Imperial bike lanes</i>	\$ 52 K	\$ 52 K			
<i>Fiddlesticks Blvd SUP</i>	0	\$ 850 K			
<i>Daniels SUP--S side</i>	0	\$2,200K			
<i>6 Mile SUP gap (Heritage Palms)</i>	0	150K	1st yr.	5 yr.	Comments
<i>Briarcliff/Rippe signaliz.</i>	0	\$ 255 K			
<i>Crystal/Plant. roundabout</i>	\$ 125K	\$ 575 K			
<i>Crystal Dr. reconstruct (2L divided)</i>	0	\$1,100 K			
<i>Estero Blvd. improv (FMB)</i>	0	\$7,000			
Subtotal:	\$1,086 K	\$17,895 K	4.1%	14.1%	
Expanding rd. capacity:					
<i>N. Airport Rd. Extens</i>	\$3,745 K	\$3,745 K	Includes bike/ped		Relieves Colonial traffic
<i>N. Airport Rd. reconstr</i>	500 K	\$2,300 K	Includes bike/ped		CS corridor w/above
<i>Alico Rd./Ben Hill</i>	\$1, 590 K	10,710K	Includes bike/ped		
<i>Bonita Beach Rd. Phase III</i>			Includes bike/ped		\$ only in 6-10 yr. window
<i>Burnt Store Rd. (SR 78 to Van Buren)</i>	\$ 500 K	\$15,140 K	Includes bike/ped		
<i>Three Oaks exten N</i>			Includes bike/ped		\$ only in 6-10 yr. window
<i>Homestead 4L (sunrise/Ala.)</i>	\$1,700 K	\$15,050 K	Includes bike/ped		Connected to Lehigh community plan
<i>Luckett Rd--Ortiz to I-75 (to 4 L)</i>			Includes bike/ped		Purchased ROW already \$ only in 6-10 yr. window
<i>Ortiz 4 L/Colonial to MLK</i>	0	0	Includes bike/ped		\$ only in 6-10 yr. window
<i>Ortiz 4L/Luckett to SR 80</i>	0	0	Includes bike/ped		Connected to Palm Beach community plan ROW purchases already
<i>Ortiz 4L/MLK-Luckett</i>	0	0	Includes bike/ped		Purchased ROW already
Subtotal:	\$8,035	\$50,435	30%	40%	
GRAND TOTAL:	\$26,787 K	\$126,851 K			

Attachment 3: CSAC Recommendations to BoCC on draft CIP, April 18,2012

At the April 18, 2012 CSAC meeting, committee unanimously agreed on a motion to adopt the Complete Streets Working Group Recommendations, as presented below, and ask staff to forward to the Board of County Commissioners:

1. A 5-year resurfacing list for arterials & collectors

- *Endorse the 5-year resurfacing evaluation complete street projects & priorities as proposed by the County staff's Interdepartmental Project Team (IPT) and amended by BPAC.*
- *Request the IPT to prioritize the entire list of compiled resurfacing complete streets projects.*
- *Request LeeDOT to complete cost estimates for all projects on list.*
- *Complete within next 2 months so that results can begin to be used in finalizing this year's CIP.*
- *At a minimum, this list should be used to identify higher priority projects to replace Daniels south side path project.*

2. 5-Year CIPs from LeeDOT, Transit, Parks & Rec, & Utilities

- *Endorse LeeTran's CIP.*
- *In next year's CIP collaborative process, incorporate an analysis of the county's complete streets and sustainability goals and how all these CIPs move the county forward in meeting those goals.*

3. An in-depth review of the transportation CIP

c. Exclusively complete streets-related projects:

- *Before next year's CIP, develop a policy and criteria for roundabouts.*
- *Remove the Daniels south side path from CIP and replace it with College Parkway (Summerlin to Winkler) complete streets top priority project & others (up to \$2.2 M).*
- *Move up funding year for Heritage Palms SUP gap in 2013/14.*
- *Move up funding year for design of Fiddlesticks SUP in 2013/14 and construct in 2014/15.*

d. Expand road capacity:

- *LeeDOT should work in conjunction with the Lehigh Community Planning process to ensure that the Homestead (Sunrise to Ala.) road project design is consistent with the community plan's pilot projects and is designed as a complete streets.*
- *Re-evaluate whether the Ortiz 4L--Lockett to SR 80 4L road project can be converted to 2 lane divided with road improvements, using updated MPO data and LRTP amendments approach. The County should wait until the Palm Beach Community Plan has submitted its plan before taking any further action on this project. In addition, staff should*

consider suspending any further ROW purchases this year until after the re-evaluation has occurred and the analysis is reviewed by the Board.

- *The Alico Rd./Ben Hill design and ROW acquisition should not proceed to the until after the County completes the CSAC's recommended land use study. The Board should be presented with both issues together, asking whether they want to fund a master plan study concurrent with or before proceeding to the alignment and conceptual design study phase.*
- *Coordinate the design of the North Airport Road extension projects with Parks & Rec to ensure a safe and convenient crossing of the road by John Yarbrough Linear Park path users.*

Attachment 4: Tice Historic Community Planning Group Letter to BoCC, "Tice Community Improvement Initiative," March 19, 2013

Tice Historic Community Planning Group

March 19, 2013

From: Tice Historic Community Plan Planning Group
Morse Shores Civic Association
Tice Civic Association
Russell Park Civic Association
To: Lee County Commissioners
Cc: Lee County Planning
Lee County Depart of Transportation

Subj: TICE COMMUNITY IMPROVEMENT INITATIVE

Tice has long been known as “The Gateway to Fort Myers” and as such needs to represent itself and the communities that make it up. Tice gives a first impression to those coming into Fort Myers and currently that impression could use a little work. For over a year the “Tice Historic Community Planning Group (THCPG)” formerly known as the “Palm Beach Boulevard Planning Panel” has been working on the “Tice Historic Community Plan”. This group made up of individuals and businesses from all parts of Tice has come together in an effort to reinvigorate the community and its presence in Fort Myers.

Our vision is that when residents and visitors think of Tice we would like a few words to come to mind, such as “historic homes, its central location, its uniqueness, and its multi-modal lifestyle”. Tice has the "bones" of a great neighborhood: unique houses, a good street network, and close-in destinations that promote walkability. Currently, Tice enjoys some of the highest pedestrian, bicycle, and mass transit numbers in the county. Why, because our little bit of paradise has a fantastic location, tons of charm, and is on its way to being a model for a multi-modal community that is not all chopped up by roads and sprawl.

Now we come to the point of where we need to make decisions for our future vision. The community has been busy talking with residents, staff, and experts on how best to position the community for a livable and economically viable future. Transportation in the community is a key driver of change. Below we present a list of improvements that will help put Tice on its way to becoming what it can be: a great welcoming attraction to Fort Myers and an economic contributor to the county.

History, Research and Analysis

Over ten years ago, Lee County Department of Transportation (LDOT) planned Ortiz Avenue as a major road expansion that did not take into account the community's future vision, economic viability, and safety needs. The community is primarily concerned about the widening of Ortiz Avenue north of Ballard to State Road 80 (see map). LDOT believes that parallel roads to I-75 are important in this area. However, the community would like to note that as it exists now, Ortiz is already a parallel road to I-75. Further, its ability to relieve the highway is limited by the fact that this 1.1 mile section of Ortiz dead-ends at Palm Beach Boulevard. LDOT’s plan, while it incorporates

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some pedestrian and bicycle features, does not represent the future of Lee County and Tice as both a multi-modal community and a safe place to live and work.

Because LDOT had referenced Gladiolus as a model for the future of the new road expansion, the community panel members took a walking tour to investigate how the street functioned. During this tour panel members spoke with residents and sheriff deputies, monitored traffic speed and flow, analyzed bicycle and pedestrian traffic, and assessed the overall feel of the road improvements.

The residents of Gladiolus Dr. voiced their appreciation for the sidewalks, new lighting and flashing pedestrian crossings, but found the road expansion was unnecessary, noisy, and traffic significantly exceeded the posted speed limit. Of the five cyclists observed during our tour, all used the sidewalk versus the dedicated and indicated bike sharrows lanes, presumably due to the high speeds on the road. One of our members attempted to ride on the road and deemed this stretch of road hazardous for bicycling.

The next step for the community was to investigate other options to develop transportation capacity throughout the neighborhood. What we found was that there are many other cheaper options for "right-sizing" Ortiz and distributing traffic throughout the area. On October 8th 2012 the community unanimously voted to, "to support a walkable two-lane option with a turn lane / median island at a speed no greater than 35 MPH on Ortiz, north of Ballard consistent with the community's illustrations and vision and if necessary, ask LDOT to explore other options if future capacity is needed in the outlying years. "

Recommendations for Transportation Improvements in Tice

As a result of the panel's vote, the community is asking the BoCC to support the following changes to the Ortiz Avenue road design north of Ballard:

- 1) Limit Ortiz Avenue north of Ballard to Palm Beach Boulevard to a 2-lane street with a center turn lane and appropriately spaced pedestrian islands.
- 2) Design the street at no greater than 35 MPH.
- 3) Install bus cut-outs for Lee Transit buses
- 4) Install an eight (8) foot sidewalk on the East and West sides of Ortiz Ave.
- 5) Install a roundabout at Tice and Ortiz to facilitate pedestrian safety and accommodate traffic flow.
- 6) Install pedestrian crossing signals where needed.
- 7) Install an oversized right turn lane at Luckett Rd. to allow truck traffic to access the road. Currently the traffic light poles and utility boxes are a hindrance for oversized trucks.
- 8) Install pedestrian crossing signals at Luckett Rd.
- 9) Analyze whether additional lights should be installed to enhance traffic flow in and around the flea market with alternatives for weekend operation.

To ensure that the area has adequate capacity to handle traffic, the following additional items should be vetted and analyzed by LDOT:

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- 1) Improve the Network Capacity. Extend and three lane Lexington Ave. to connect with the Billy's Creek Commerce Center. Because the development around this area will generate high walking and biking traffic, Lexington should be designed as a slower street and also include bike lanes and sidewalks. Tice Fire Department members indicate that this will further benefit the safety of our community by allowing quicker access to the areas south east of Ortiz. For example, should an accident happen on Ortiz opening up this streets will add addition fire rescue routes that currently do not exist. Further, this will benefit area businesses by allowing for quicker access from I-75 to the Billy's Creek Commerce Center. Finally, North Trail RV plans to expand, generating increasing demand for bicycle and pedestrian access.
- 2) Improve Tice Street. A final important transportation related movement will be to imprint and stain the pedestrian crossings throughout highly trafficked areas of Tice (simulated cobblestone): Tice St. and Palm Beach Blvd., Morse Shores Shopping Center, Tice St. and Ortiz Ave., Ortiz Ave. and Lockett Rd., and Ortiz Ave. and Ballard Rd.

Other Significant Changes in Tice

Tice is well on its way to being recognized as a multi-modal community. Recently the community wrote a grant that was funded by the Project for Public Spaces and awarded to Lee County. The grant was for the Tice neighborhood to develop a bike/ped master plan. This grant will also help the community develop its strengths and attract development and more economic growth.

Further, we would like to let the Commissioners know that Tice is already starting on its road to recovery and would like to note some of its recent growth: a) North Trail RV is expanding from its current location to include the property to the south nearly to the point of the Tice Fire Department. b) Goodwill Industries is making Tice their South West Florida Regional Headquarters in the old Ohio Medical building. c) Morse Shores shopping center has seen an increase in rentals to include our new Save-A-Lot grocery store.

Benefits to the County

These suggested changes to our transportation plan benefit Lee County as a whole by 1) Saving significant dollars in the construction and long-term maintenance costs of Ortiz by "right-sizing" this street, 2) Expanding transportation capacity throughout the area, 3) ensuring economic growth along the corridor that will increase the county's tax base, 4) supporting the current Lee County MPO efforts to increase network capacity (rather than focusing on the more expensive option of expanding single roads), and 5) freeing up limited dollars in the CIP for the BoCC to spend its limited dollars on other important transportation projects in other parts of the county.

Our Request

Our request is that the Lee County BoCC implement these changes in the upcoming Capital Improvement Program (CIP). Further we request that you support this

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approach in the upcoming Lee Plan adoption upon the community's submittal of our plan. The community plans to have its recommendations for the Lee Plan be ready along with county-wide revisions.

Our community is a great place to live and this plan serves the needs of the community and the commuter.

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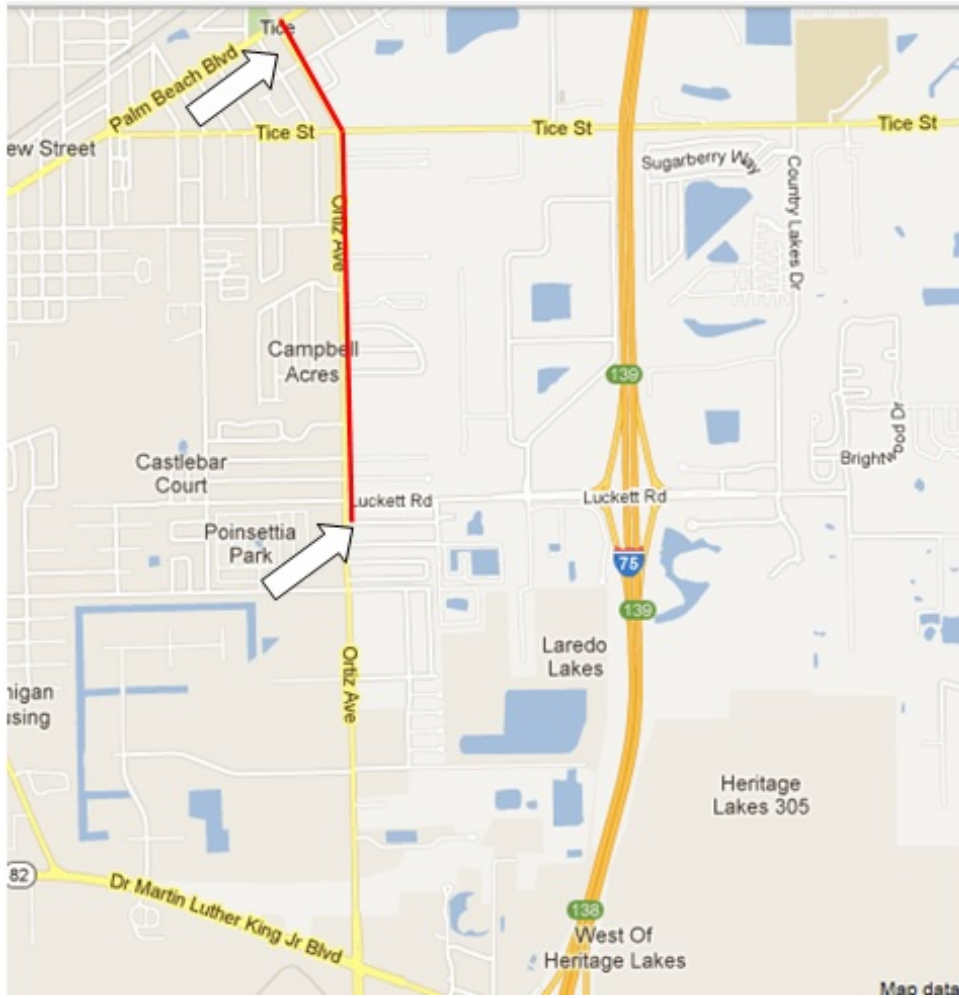


Figure 1: Affected Section of Ortiz



Figure 2: Potential vision for Ortiz North of Ballard

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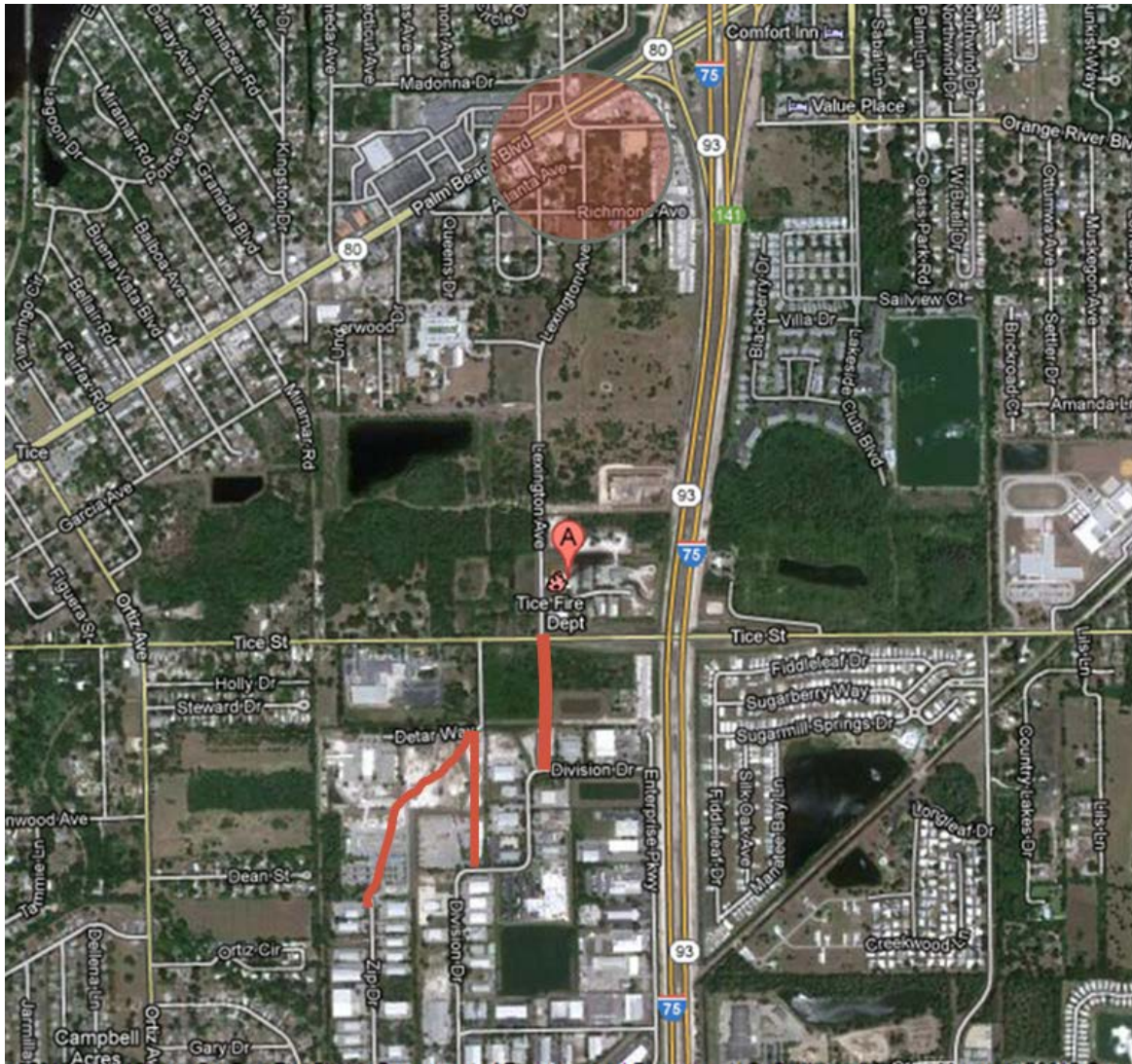


Figure 3: Opportunities to Increase Network Capacity