



## **Questions for 2012 BoCC candidates from BikeWalkLee**

1. In November 2009, the Lee County Commission unanimously adopted a Complete Streets Resolution which calls for streets that are designed, built, operated and maintained for safe and convenient travel for all users—pedestrians, bicyclists, transit users, and motorists of all ages and abilities. Since its adoption, the BoCC has supported the county administration's complete streets implementation plan, which requires a paradigm shift in traditional road construction philosophy and requires policy and institutional change.

**Question:** *If you are elected, what will you do to ensure that the county incorporates Complete Streets into the way it does business? How will you measure success?*

2. In February 2011, the BoCC adopted an award-winning Evaluation and Appraisal Report (EAR), an exhaustive review of the county's land use policies. This is a visionary plan with a focus on sustainability and a blueprint for changes in land use that will promote walkable/bikeable and transit-accessible neighborhoods, with complete streets concepts integrated into every component of the plan.

**Question:** *The hard work of turning this visionary plan into Comp Plan amendments is a critical task before the BoCC in 2012 and 2013. If elected, how will you ensure that the EAR vision is incorporated into Comp Plan amendments? An important part of the required changes involves revisions to the county's Level of Service (LOS) methodologies and new transportation concurrency approaches, with the intent of achieving a balanced transportation system that increases walkability, multi-modal transportation choices, and compact mixed use communities. What will be your approach to these changes? How would you ensure the integration of land use and transportation planning?*

3. One of the policies adopted by the MPO Board as part of the 2035 LRTP Plan adopted in Dec. 2010, was "to maximize the use of existing transportation facilities and explore opportunities for improved connectivity before adding new facilities to the MPO's Plans." There have been three recent examples that show the cost savings that can occur from changing the way we think about transportation (5 county road projects in LRTP changed from 4-lane expansions to 2-lanedivided roadway with median and turn lanes; Veterans/Santa Barbara interchange options set-aside to incorporate into multijurisdictional comprehensive corridor planning; and cancellation of the Colonial Expressway project).

**Question:** *What are your views on this approach? How would you go about re-examining other road projects that would save money and at the same time result in roadways that take into account the needs of all users, improve safety, and enhance the livability of the surrounding communities?*

4. Lee County's transit system (LeeTran) is limited, with long headways (30-90 minutes), limited routes and serves those who don't have cars. At the same time, Lee County's transit ridership percentage increase between 2011 and 2012 was the 2nd highest in the nation (17%). The MPO 2035 LRTP Needs Plan now provides a path forward for transit system that will attract "choice riders" by reducing headways to 15 minutes. This is estimated to increase projected ridership by 450% but would add \$900 million to the Needs Plan.

**Question:** *How do you see the link between a robust transit system and economic health in Lee County? What kind of revenue increases would you support to create a robust transit system? Do you believe a county-wide or regional transit authority is wise? If so, why? If not, why not?*

5. Lee County has adopted a goal of a balanced multi-modal transportation system, yet elements of its funding system are still focused exclusively on roads. For example, the current road impact fees are restricted to roadway construction expenditures. A recent FDOT report to the Florida Legislature highlighted the need for communities to consider a mobility fee approach which is a charge on all new development to provide mitigation for its impact on the whole transportation system, allowing the funds to be used for roadways, transit, bikeways, and pedestrian walkways. A mobility fee could be designed to reflect and support the growth management patterns adopted in the Horizon 2035 EAR and now being incorporated in the Lee Plan update - aligning transportation and land use planning. Adjusted fee levels can incentivize infill, redevelopment, and denser, mixed use, transit oriented new development, and discourage exurban growth. Click [here](#) (or go to [http://bikewalklee.com/BWL\\_PDFs/BWL\\_facts/MobilityfeeBWLpaperfinal120615.pdf](http://bikewalklee.com/BWL_PDFs/BWL_facts/MobilityfeeBWLpaperfinal120615.pdf)) to read BikeWalkLee's background paper on mobility fees.

**Question:** *What are your views on replacement of the current road impact fee with a mobility fee? Given that there are now several county and city models in Florida for us to draw best practices from, how and with what timing would you suggest the county move forward on developing a mobility fee plan?*