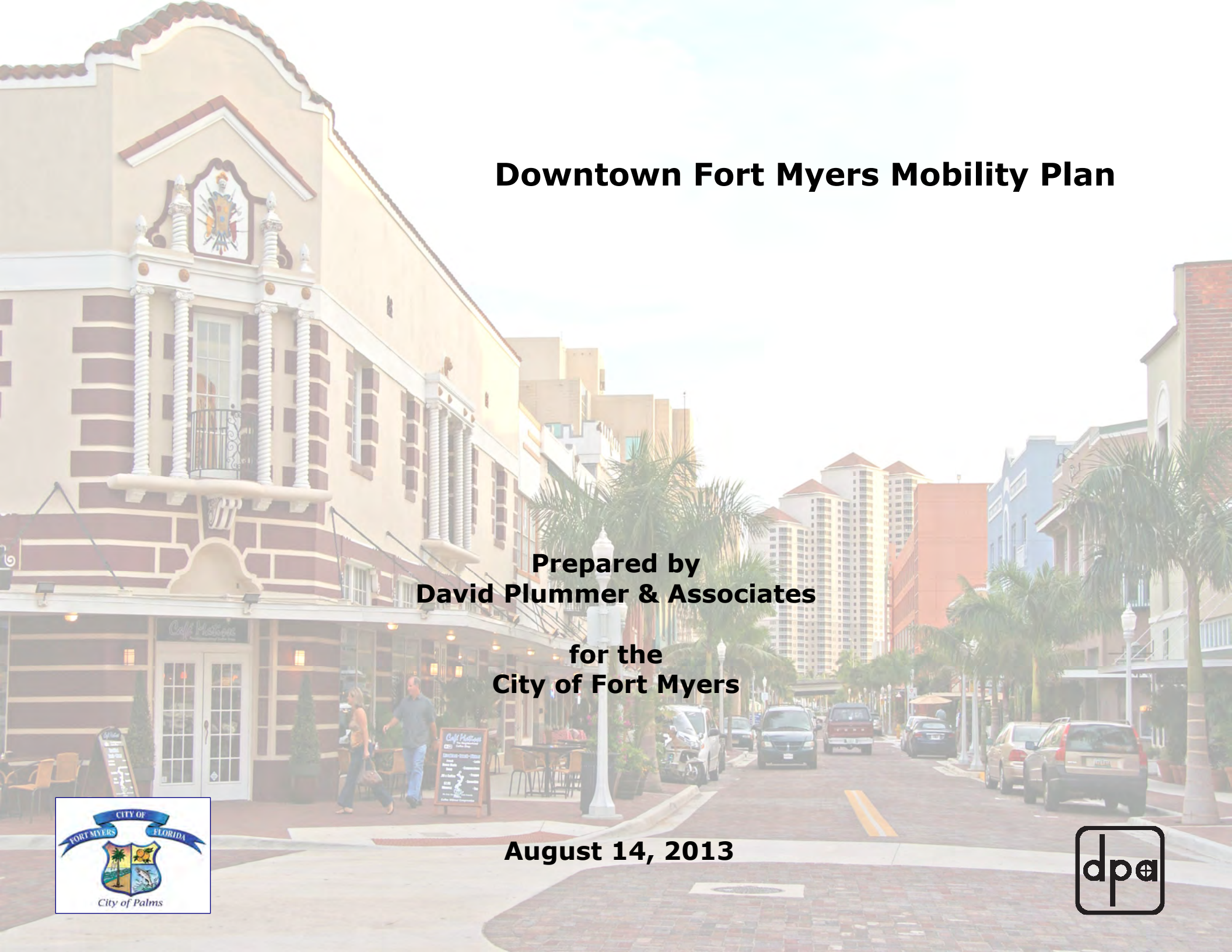
Downtown Fort Myers Mobility Plan

August 14, 2013



Downtown Fort Myers Mobility Plan

Prepared by
David Plummer & Associates

for the
City of Fort Myers

August 14, 2013

Table of Contents

Table of Contents (Continued)

List of Exhibits

Executive Summary

To support the continued revitalization of Downtown Fort Myers, the City wishes to improve mobility downtown by emphasizing alternative modes of travel, including transit and bicycle and pedestrian facilities, and considering land use strategies that support these travel modes.

The City retained David Plummer & Associates (DPA) and its project team (Spikowski Planning Associates, Henderson Franklin Starnes & Holt, PA, and Cella Molnar & Associates) to develop a Downtown Fort Myers Mobility Plan. As part of this effort, the DPA team researched and evaluated land use and multimodal transportation strategies and measures to reduce reliance on the automobile, foster alternative modes of transportation, and, in this way, reduce traffic and parking needs. The team also explored ways to replace traditional transportation concurrency requirements, which are based solely on roadway levels of service, with multimodal transportation alternatives

The resultant Downtown Fort Myers Mobility Plan is a multimodal transportation plan that provides for several alternative modes of travel, including bicycle and pedestrian facilities, public transit and waterways, as well as roads and intersections. The Plan also addresses land use strategies conducive to improving mobility.

The Mobility Plan covers the Downtown Redevelopment Area plus the area to the northeast that includes the Oasis and the First Street/Seaboard Street/Palm Beach Boulevard intersection and the area to the south that includes City of Palms Park and the Edison Avenue extension from Cleveland Avenue to McGregor Boulevard.

Review of Comprehensive Plan, 2010 Downtown Plan and Other City Plans

Before developing the Mobility Plan, the DPA team reviewed the Fort Myers Comprehensive Plan and the 2010 Downtown Plan, which includes both the 2003 Downtown Fort Myers Plan and the 2009 Fort Myers Riverfront Development Plan, to identify goals, objectives, policies, actions and other proposals related to mobility in the City. Several other City documents were also reviewed. The findings and conclusions from this review were provided to the City staff in a memorandum dated October 30, 2011, which is included as Appendix A in this report.

Review of Existing and Future Conditions

The DPA team also gathered readily-available data and analysis regarding existing and future conditions in Downtown Fort Myers from various sources, including the City of Ft. Myers, Lee County, LeeTran, FDOT and the Lee County Metropolitan Planning Organization. The information gathered, which is provided in an earlier report titled Existing and Future Conditions Report (February

2012), covered land use and major traffic generators, the roadway network, roadway volumes and levels of service, parking, bicycle and pedestrian facilities, public transit and water transportation facilities.

Mobility Strategies and Measures

The DPA team then evaluated a full spectrum of land use and multimodal transportation strategies that can reduce reliance on the automobile, foster alternative modes of transportation, and reduce traffic and parking needs. An extensive list of mobility strategies and measures was compiled and organized into six categories, as shown in Appendix B.

The DPA team drew from this list to identify specific mobility measures that would be beneficial to Downtown Fort Myers. A wide range of mobility options were identified, including bicycles, pedestrians, transit and waterways, as well as road and intersection improvements. Land use and Transportation Demand Management (TDM) measures were also evaluated. Given current economic conditions, emphasis was placed on identifying relatively low cost, cost efficient mobility options.

These mobility options were discussed and further developed through meetings with City staff. Specific mobility options were then drawn on a series of aerials to illustrate the downtown mobility options under consideration for public review and comment.

Public Workshop

A public workshop was held on March 20, 2012 at the Harborside Event Center to present these mobility options. The workshop was publicized via postcards mailed to downtown residents and businesses, posters displayed around downtown, and a slide show posted on the City's website.

The workshop began with a presentation that reviewed the goals of the Mobility Plan, summarized the activities to date, described the six categories of mobility options under consideration, and urged the public to provide feedback. A copy of the PowerPoint presentation is included in Appendix C.

Over 100 people attended the public workshop. Written comments were received from 53 people via completed comment sheets, letters or e-mails. The written comments were summarized in a table, which is provided in Appendix D.

Downtown Fort Myers Mobility Plan

After carefully considering the many valuable comments and suggestions received from the public, numerous additions and changes were made to the mobility strategies under consideration. The Downtown Fort Myers Mobility Plan, as presented in this report, is the outcome of this process.

There are six components in the Downtown Fort Myers Mobility Plan, including ten aerial exhibits that illustrate the specific recommendations in the Plan.

1. Complete Streets

   The goal of Complete Streets is to plan, design and, if necessary, retrofit streets so that they accommodate all modes of travel and are safe, comfortable and accessible to users of all ages and abilities. The City's Complete Streets program will be an important factor in improving mobility throughout Fort Myers. Downtown Fort Myers already has some of the best examples of Complete Streets in all of Lee County. The Downtown Fort Myers Mobility Plan is an important step forward in carrying out the city's Complete Streets program. The Comprehensive Plan amendments that will result from this mobility plan may provide a model for subsequent amendments that will fully implement the City's Complete Streets program.

2. Road and Intersection Improvements (Exhibits 2-1 and 2-2)

   Less reliance is placed on major road construction projects and, in particular, the widening of roads in Downtown Fort Myers to four or more lanes. Greater reliance is placed on optimizing the two-lane, grid street system prevalent in Downtown Fort Myers, using roundabouts to keep traffic moving.

   The road and intersection improvements include, among other things:

   (a) conversion of First Street and Second Street/Seaboard Street to two-way traffic operations, with two lanes (one lane in each direction) on each road, plus roundabouts at two key intersections;
   (b) realignment of SR 82 through Downtown Fort Myers via a series of two-lane roads, with five roundabouts to keep traffic moving; and
   (c) reconnection of Market Street across the Seminole Gulf Railway to Evans Avenue.

   These improvements, along with improved public transit and enhanced bicycle and pedestrian facilities and services, should facilitate travel in and around downtown for the foreseeable future.

3. Bicycle and Pedestrian Facilities and Services (Exhibits 3-1 through 3-4)

   The bicycle and pedestrian facilities and services include several projects previously identified in the City's 2007 Bicycle and Pedestrian Plan and the 2006 Parks and Open Space System Master Plan, plus several additional features included in this Mobility Plan, such as:

   (a) completion and extension of Riverwalk;
   (b) development of two pedestrian corridors from the Rosa Parks Transportation Center into the Downtown core area;
   (c) improved pedestrian crossings at key locations;

(d) repair and expansion of existing bike racks and installation of additional new bike racks;
(e) installation (in phases) of bike docking stations and operation of bike sharing program; and
(f) Seminole Gulf rail line as a multimodal facility, including pathways.

4. Transit Facilities and Services (Exhibits 4-1 and 4-2)

LeeTran is the lead agency for transit in Lee County. Accordingly, the Mobility Plan includes transit improvements (both local and premium service) from the current LeeTran Transit Development Plan (TDP), including:

(a) expansion of Rosa Parks Transportation Center;
(b) Express Bus routes along Palm Beach Boulevard/SR 80 to the northeast, Dr. Martin Luther King Jr. Boulevard/SR 82 to the east, and Cleveland Avenue/US 41 to the north; and
(c) Bus Rapid Transit (BRT) along Cleveland Avenue/US 41 to the south.

The Mobility Plan also includes two key transit elements that are not featured in the current LeeTran TDP:

(a) multimodal corridor utilizing the Seminole Gulf Railway corridor; and
(b) transit circulator in Downtown Fort Myers.

The Lee County Metropolitan Planning Organization (MPO) is currently studying potential transit and pathway options utilizing the Seminole Gulf Railway corridor. The Mobility Plan envisions that, if transit options are implemented within this corridor, they should be well connected to the Rosa Parks Transportation Center and other Downtown destinations.

Both the 2003 Downtown Fort Myers Plan (the Duany Plan) and the 2009 Fort Myers Riverfront Development Plan envisioned a transit circulator serving Downtown Fort Myers. The downtown trolley was the subject of another recent study for the City, which is discussed in this report. With close cooperation between the City and LeeTran, LeeTran successfully ran a trolley service in Downtown Fort Myers during the peak season from November 2012 through April 2013, with two trolleys running concurrently. One trolley ran on a short route serving the Downtown core area, while another trolley ran on a longer route through the Downtown core area between the Oasis high-rise development and Port Royale. This service should be continued into the future and eventually expanded.

5. Waterways (Exhibit 5-1)

The Mobility Plan includes a number of waterways features, including:

(a) expansion of the Fort Myers Yacht Basin, with additional slips for leased and transient boating;
(b) relocation of existing boat ramp;
(c) future access to Lofton's Island, if and when it is developed; and

(d) accommodation of private water taxi service.

6. Land Use (Exhibit 6-1)

   Land use strategies can provide densities and land development patterns that promote mobility, enhance multimodal opportunities, and support transit. The Mobility Plan anticipates that the City will continue to promote such land use strategies. Emphasis should be placed on Transit-Oriented Development (TOD) and Transit-Ready Development (TRD) in the future. The proposed Seminole Gulf multimodal corridor may present future opportunities for the latter.

   For convenience, a Summary of Mobility Plan Recommendations is provided in the section following the Mobility Plan.

Implementation of the Mobility Plan

Among other things, implementation of the Mobility Plan involves providing incentives for reducing vehicle miles of travel (VMT) and funding the recommendations for this Plan. The section of this report on Implementation discusses various Federal funding sources, MPO revenues projections, a possible Lee County transit authority, para-transit fees, Tax Increment Financing (TIF), ad revenues, user fees and private contributions and sponsorships. In addition, the limitations of road impact fees and the differences between mobility fees and road impact fees are discussed.

In addition, it was estimated that it will cost approximately $13.8 million in capital costs and $1.15 million per year in operating costs to fully implement the Mobility Plan. A comparison of these costs to implement the plan with available, existing revenues indicates that additional revenues will be needed to fully support the Mobility Plan.

For this reason, a number of feasible funding options are presented for consideration by city officials.

A. Funding Option A: Separate Ad Valorem Tax for Downtown Property Owners. One option for funding the Mobility Plan would be to increase the millage rate (perhaps by 0.100) for Downtown property owners only to support the Downtown Mobility Plan. A separate Ad Valorem Tax to fund the Mobility Plan would be the most broad-based, reliable funding source, since all property owners in Downtown Fort Myers would pay an amount each year to help fund the Mobility Plan.

B. Funding Option B: Dedication of One Half of Increase in Downtown Tax Increment Revenues. With the economy improving, tax increment revenues will likely increase in the Downtown redevelopment district. One option for funding the mobility plan would be to dedicate one half of any increase in Downtown tax increment revenues to funding the mobility plan.

C. Funding Option C: Special Assessment for Mobility Plan. Under this option, property owners in Downtown Fort Myers would be subject to a special assessment for benefitting property owners to help fund the Mobility Plan. Such an assessment would require a detailed engineering study to establish the rational nexus for the assessment and the amount of the annual fees.

D. Funding Option D: Road Impact Fee Waiver in Lieu of Contributions to Multimodal Mobility Fund. With this option, developers in Downtown Fort Myers would be allowed to waive road impact fee payments in their entirety, if they agree to voluntarily pay a substantial proportion of their road impact fee obligation (perhaps 95%) into a Multimodal Mobility Fund to support the Mobility Plan. Developers outside Downtown Fort Myers would pay road impact fees as before. The reduction in the amount paid (perhaps 5%) would serve as an incentive for developers to participate in the Multimodal Mobility Fund option.

E. Funding Option E: "Transportation Alternatives" Grants. It may be possible to supplement the preceding funding options through grants obtained from the new Transportation Alternatives (TA) program. This program was established by the new federal MAP-21 program to replace prior grants known as Transportation Enhancements.

These suggested funding options can be implemented individually or in combination with other options. These can be supplemented by other funding sources, such as other federal and state grants, ad revenues from both public transit and bike sharing programs, private contributions for bike sharing programs, and the like.

Consideration should be given to implementing a mix of funding options that includes options that are less dependent upon growth. For example, road impact fee revenues are heavily dependent upon future growth to generate revenues. A downturn in the economy can have a dramatic affect on revenues generated by impact fees. Also, it would be reasonable to have existing development help fund the Plan, since it will also benefit from the Mobility Plan.

Proposed Comprehensive Plan Amendments

The section of this report titled Proposed Comprehensive Plan Amendments contains proposed goals, objectives, policies, actions and standards related to the Downtown Fort Myers Mobility Plan. Once this Mobility Plan is accepted by the City Council, the City staff will process these amendments through the formal public hearing procedures, which require approval by the Planning Board and the City Council and submission to the State of Florida.

Conclusions

A summary of the major conclusions from the Mobility Plan is provided in the last section of this report. For example, consideration should be given to replacing road impact fees with mobility fees as a means of assessing future development a proportionate share of the costs for needed mobility enhancements.

The draft Plan will be presented to the following City boards for review and comment before being presented to the City Council for review and approval.

- Bicycle-Pedestrian Advisory Board
- City Planning Board

- Historic Preservation Committee
- Community Redevelopment Agency

Introduction

The City of Fort Myers recently completed the award-winning Downtown Utility and Streetscape Improvements Project that replaced underground utilities and beautified over 50 City blocks. The City is now implementing other recommendations set forth in the City's 2010 Downtown Plan.

To support the continued revitalization of Downtown Fort Myers, it is important for the City desires to improve mobility in Downtown Fort Myers by placing greater emphasis on alternative modes of travel, including transit and bicycle and pedestrian facilities, and implementing land use strategies conducive to these travel modes.

The City retained David Plummer & Associates (DPA) and its project team (Spikowski Planning Associates, Henderson Franklin Starnes & Holt, PA, and Cella Molnar & Associates) to develop a Downtown Fort Myers Mobility Plan. As part of this effort, the DPA team researched and evaluated land use and multimodal transportation strategies and measures to reduce reliance on the automobile, foster alternative modes of transportation, and, in this way, reduce traffic and parking needs.

Recent State legislation made transportation concurrency optional for local governments, but also provided that existing concurrency programs will remain in effect until repealed or modified by the local jurisdiction through comprehensive plan amendments. For this reason, the team also explored ways to replace traditional transportation concurrency requirements in Downtown Fort Myers. Traditional concurrency can stop development based solely on roadway levels of service, whereas downtowns should excel in multimodal transportation alternatives. Without this change, adherence to traditional concurrency requirements, on a roadway link-by-link basis, could impede much needed redevelopment in Downtown Fort Myers. Whether or not traditional transportation concurrency requirements are replaced, the City will benefit greatly from a plan to improve mobility in and around downtown.

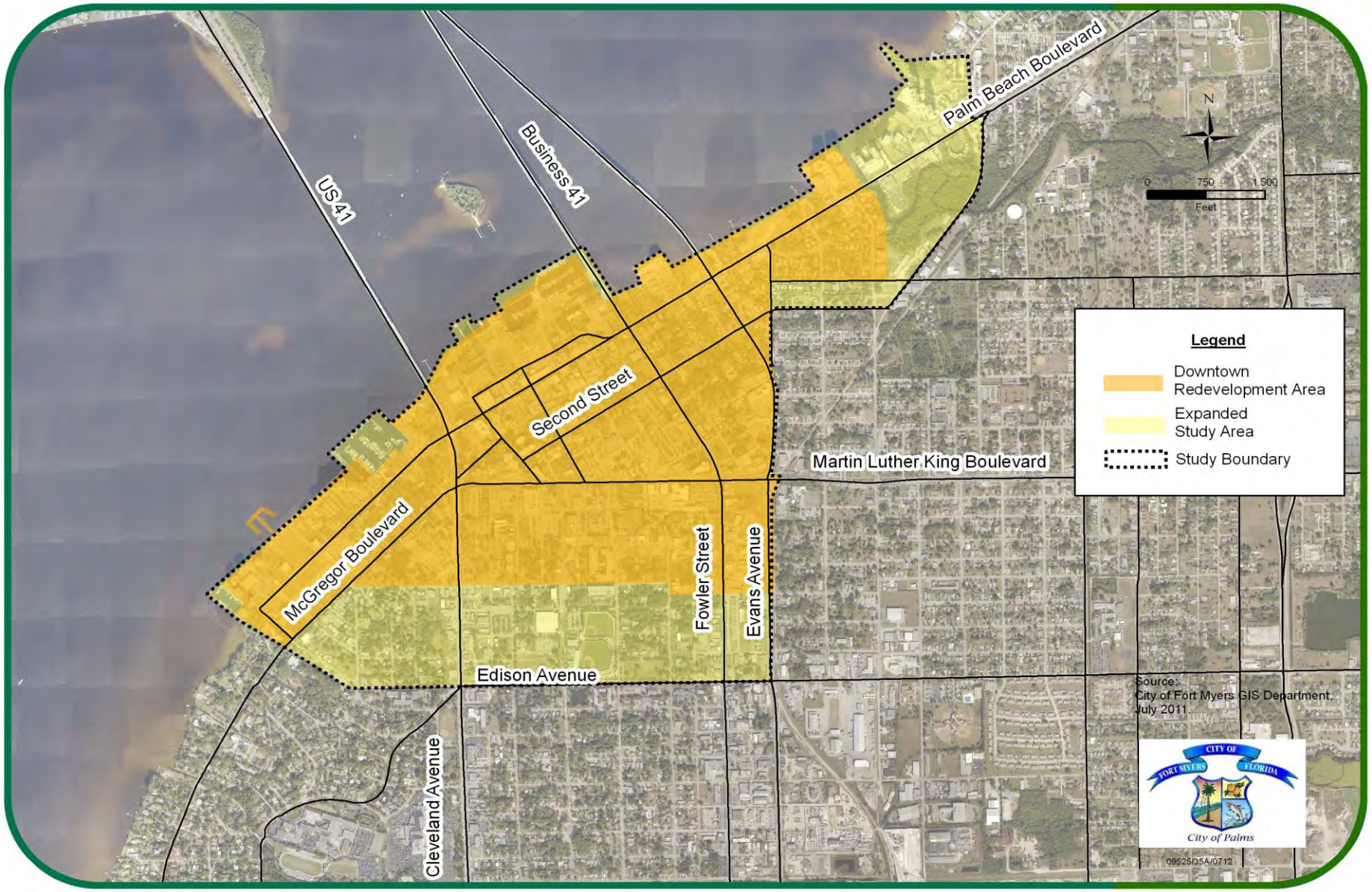
The resultant Mobility Plan is a multimodal transportation plan that provides for several alternative modes of travel, including bicycle and pedestrian facilities, public transit and waterways, as well as roads and intersections. The Plan also addresses land use strategies conducive to improving mobility. Recommendations from the Mobility Plan may subsequently be implemented through amendments to the City's Comprehensive Plan.

The Downtown Fort Myers Mobility Plan will help promote the economic vitality of Downtown Fort Myers by improving travel in and around downtown and providing better accessibility to downtown businesses and residents. This will help make Downtown Fort Myers a more attractive and welcoming destination for Southwest Florida residents and visitors alike.

As shown in Exhibit A, the study area includes the Downtown Redevelopment Area, as shown in Map C-1 in the Future Land Use element of the City of Fort Myers Comprehensive Plan. For purposes of this Mobility Plan, this area was expanded to the northeast to include the Oasis high-rise development and the First Street/Seaboard Street/Palm Beach Boulevard intersection and to the south to include the City of Palms Park and the Edison Avenue extension from Cleveland Avenue to McGregor Boulevard at Virginia Avenue.

The study area, therefore, extends from the Edison-Ford Winter Estates to the Oasis development and from the Caloosahatchee River to Edison Avenue.

Exhibit A: Study Area



Review of Comprehensive Plan, 2010 Downtown Plan and Other City Plans

The DPA team reviewed the Fort Myers Comprehensive Plan (Amended August 2010) and the 2010 Downtown Plan (March 2010) to identify goals, objectives, policies, actions and other proposals related to mobility in the City. The 2010 Downtown Plan includes both the 2003 Downtown Fort Myers Plan prepared by Duany Plater-Zyberk & Company (DPZ) and the 2009 Fort Myers Riverfront Development Plan prepared by a team led by Acquest Realty Advisors.

Other City documents were also reviewed.

- Downtown Fort Myers Streetscape Plan (April 2002)
- Downtown Parking Needs Capacity Study (October 2006)
- Parks & Open Space System Master Plan (November 2006)
- City of Ft. Myers Bicycle and Pedestrian Plan (July 2007)
- Sidewalks in Fort Myers (July 2007)

The findings of this review were reported to the City in a memorandum titled Mobility Strategies in the Fort Myers Comprehensive Plan, the 2010 Downtown Plan and Other City Plans (October 31, 2011), which is provided in Appendix A of this report. Particular attention was given to mobility strategies and measures that would directly affect Downtown Fort Myers.

The Fort Myers Comprehensive Plan, the 2010 Downtown Plan and the other City plans establish the City's goals and objectives regarding transportation and mobility and, in this way, present a vision for the future of Fort Myers. The plans clearly place an emphasis on the need to provide for alternative modes of travel, such as transit and bicycle/pedestrian facilities.

However, there are some inconsistencies that need to be addressed. For example, the historic link-by-link system for transportation concurrency often requires the expansion of roadway facilities, regardless of the impact of such expansion on adjacent properties and alternative modes of travel and the great expense of such expansion for right-of-way acquisition and construction, especially in Downtown Fort Myers. The Comprehensive Plan should be amended to remove the link-by-link transportation concurrency system now in place in Downtown Fort Myers and place greater reliance on improved mobility through alternative modes of travel.

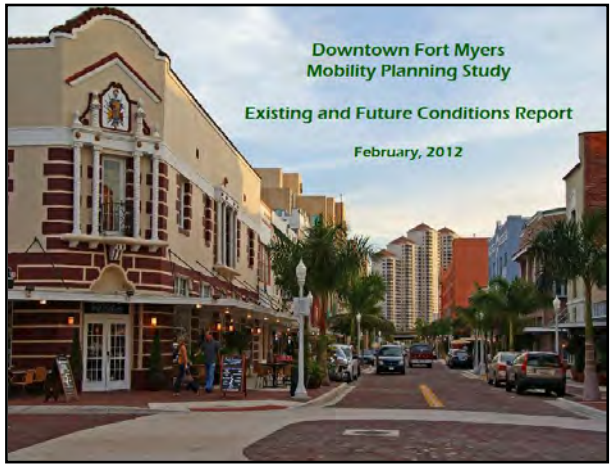
For a more extensive review of the Fort Myers Comprehensive Plan, the 2010 Downtown Plan and the other City plans, please refer to the DPA memorandum in Appendix A.

Review of Existing and Future Conditions

The DPA team then gathered readily-available data and analysis regarding existing and future conditions from various sources, including the City of Ft. Myers, Lee County, LeeTran, FDOT and the Lee County Metropolitan Planning Organization. The information gathered covered land use and major traffic generators, the roadway network, roadway volumes and levels of service, parking, bicycle and pedestrian facilities, transit and water transportation facilities.

Among the documents reviewed were the following:

- City of Fort Myers Five-Year Capital Improvement Plan
- Downtown Fort Myers Streetscape Plan (April 2002)
- Downtown Parking Needs Capacity Study (October 2006)
- Parks & Open Space System Master Plan (November 2007)
- City of Fort Myers Bicycle and Pedestrian Plan (July 2007)
- Sidewalks in Fort Myers (July 2007)
- SR 80 Corridor Downtown Redevelopment Impact Study
- SR 82/Martin Luther King Jr. Boulevard Re-Alignment Corridor Study
- East Fort Myers Revitalization & Redevelopment Plan (May 2009)
- Martin Luther King Jr. and Veronica S. Shoemaker Boulevards Revitalization Plan
- Lee County 2011 Annual Capital and Operating Budget
- Lee County MPO Bicycle and Pedestrian Master Plan
- LeeTran Transit Development Plan
- Lee County MPO 2035 Long Range Transportation Plan (LRTP)
- Florida Department of Transportation District 1 Work Program, Lee County



A draft Existing and Future Conditions Report, dated August 2011, was distributed to the City staff and representatives of LeeTran, Lee County and the Florida Department of Transportation for review and comment. The draft report was revised based on comments received from various parties who reviewed the draft report, and the report was re-issued as the Existing and Future Conditions Report, dated February 2012.

This Existing and Future Conditions Report provides useful background information that helped facilitate the development of the Downtown Fort Myers Mobility Plan.

The skyline of Downtown Fort Myers has changed considerably in recent years, with several high rise developments along the Caloosahatchee River shore line. Further growth is anticipated with the expansion of the Harborside Event Center and the initiation

of Phase 1 of the Fort Myers River District Riverfront Development Plan through the construction of a 1.8 acre water detention basin. Other important projects include the construction of a new 40,000 sq. ft. Fort Myers-Lee County regional library at First Street and Royal Palm Avenue and a new 23-acre LeeTran operations and maintenance facility off Evans Avenue south of downtown.

Existing traffic counts are generally lower today than they were a few years ago, due to current economic conditions. As the economy rebounds, however, level of service caps could be exceeded on Cleveland Avenue (US 41) from south of Victoria Avenue across the Caloosahatchee River bridge, on Dr. Martin Luther King Jr. Boulevard between Monroe Street and Cleveland Avenue (US 41), and at key intersections on the south approaches to the Edison Bridge. Reaching these caps could halt downtown redevelopment that otherwise carries out key city goals and policies.

Both 2035 traffic projections under the MPO 2035 Cost Feasible Plan and projections from more-detailed corridor studies were reviewed. Based on these various projections, there may be future level of service issues on Cleveland Avenue north of Victoria Avenue, Dr. Martin Luther King Jr. Boulevard west of Fowler Street, Victoria Avenue between Cleveland Avenue and Broadway, and Edison Avenue between Cleveland Avenue and Fowler Street and on the southern approaches to the Edison Bridge.

However, while the MPO travel model is considered the best tool available for projecting future traffic volumes, it has limitations. For example, the travel model was developed more for suburban conditions and does not reflect the well developed grid system found in and around downtown. Also, bicycle and pedestrian trips are not considered in the model. Therefore, travel model traffic projections may be overstated somewhat in the study area. The next iteration of the MPO model will be better suited to evaluating urban conditions because the process will begin by evaluating alternative land-use scenarios that would reduce vehicle trips and trip lengths while increasing transit viability. The selected land-use scenario will be used by the MPO when creating its long-range transportation plan for the year 2040, which will be completed by 2015.

The Downtown Utility Replacement and Streetscape Improvements Project greatly enhanced pedestrian facilities in Downtown Fort Myers and made downtown more bicycle and pedestrian friendly by improving sidewalks and crossings, restoring two-way traffic on Bay Street and Second Street, and reducing vehicle speeds on these roads. However, there are still gaps in the existing bicycle and pedestrian networks, where these facilities are fragmented and inconsistent. Such gaps can be a significant deterrent for people considering the use of these facilities.

Six LeeTran routes currently serve Downtown Fort Myers. While these routes are certainly beneficial to those traveling to and from downtown, they are of limited use for local circulation within downtown. LeeTran's recently updated FY 2012-2021 Transit Development Plan anticipates expanded local bus service plus express service to the Rosa Parks Transportation Center from Lehigh Acres (via SR 82), Pine Island Road (via SR 78 and US 41) and Charlotte County (via SR 80) and Bus Rapid Transit (BRT) along US 41 to the Rosa Parks Transportation Center. These will enhance transit service to and from Downtown Fort Myers along these routes.

For a more thorough review of existing and future conditions in Downtown Fort Myers, please refer to the Existing and Future Conditions Report dated February 2012. A copy of this report may be obtained from the City Public Works Department.

A separate study was conducted by the City in early 2012 to conduct trolley demand surveys and business interviews in Downtown Fort Myers to assess the demand for trolley service and to identify an initial trolley route. The results of these surveys and interviews and the evaluation of alternative routes for the initial trolley service were presented in a report titled Downtown Fort Myers Trolley Study, Phase 1 Trolley Demand Surveys and Trolley Routes and dated July 16, 2012. This information was presented at a City Council workshop on August 6, 2012. During this workshop, the City Council authorized the City staff to make preparations with LeeTran for running 2 trolleys on the recommended trolley route for two successive 6-month peak seasons beginning in the Fall 2012. This is explained in further detail below in Section 4.7 of this report.

Mobility Strategies and Measures

The DPA team researched and evaluated land use and multimodal transportation strategies and measures to reduce reliance on the automobile, foster alternative modes of transportation, and, in this way, reduce traffic and parking needs. An extensive list of mobility strategies and measures was compiled and organized into six categories, as shown in Appendix B.

- Roadway Improvement Mobility Strategies
- Intersection Improvement Mobility Strategies
- Bicycle/Pedestrian-Related Mobility Strategies
- Transit-Related Mobility Strategies
- Land Use and Policy-Related Mobility Strategies
- Transportation Demand Management (TDM) Strategies

The list was expanded to include the various pros and cons for each mobility strategy. In addition, the applicability of each strategy to Downtown Fort Myers was noted.

Those strategies with little or no applicability to Downtown Fort Myers were dropped from the list. For example, High Occupancy Vehicle (HOV) lanes may be a good strategy for freeways, but would not be applicable to Downtown Fort Myers, which does not have freeways in close proximity.

The DPA team drew from this list to identify specific mobility measures that would be beneficial to Downtown Fort Myers. A wide range of mobility options were identified to address various modes of travel, including bicycles, pedestrians, transit and waterways, as well as road and intersection improvements. Land use and Transportation Demand Management (TDM) measures were also included in the mix of mobility options. Given current economic conditions, emphasis was placed on identifying relatively low cost, cost efficient mobility options.

These mobility options were discussed at length with the City Public Works and Community Redevelopment Agency (CRA) staff and further developed through meetings with the staff. Specific mobility options were then drawn on a series of aerials to illustrate the mobility options under consideration for the Downtown Fort Myers Mobility Plan and presented at a public workshop for public review and comment.

Public Workshop

A public workshop was held on March 20, 2012 from 5:30 pm to 7:30 pm at the Harborside Event Center to present the mobility options under consideration for the Downtown Fort Myers Mobility Plan. The DPA team arranged the public workshop and provided advance notice of the workshop via postcards mailed to downtown residents and businesses, posters displayed around downtown, and a slide show posted on the City's website.

A PowerPoint presentation was made by the team at 6 pm to explain the Mobility Plan and to review the goals of the Mobility Plan, the activities to date, the purpose of the workshop, the six categories of mobility strategies, and the mobility options under consideration. A copy of the PowerPoint presentation is included in Appendix C.

Large display boards with much of the information from the PowerPoint presentation were on display around the meeting room. Attendees had ample time before and after the PowerPoint presentation to review the boards and ask questions of the City staff and the DPA team. Attendees were encouraged to fill out written Comment Sheets. The public comment period was held open for two weeks after the workshop date to allow attendees sufficient time to submit written comments.

Over 100 people attended the workshop. Most attendees seemed supportive of the mobility plan in general and several of the mobility options under consideration.

Written comments were received from 53 people via completed Comment Sheets, letters or e-mails. The written comments were summarized in a table, which distinguished between general comments and more specific comments related to the mobility options under consideration. The table summarizing the written comments is provided in Appendix D.

The DPA team received much valuable input from the public. By far, the most frequent comments were in support of converting First Street from one-way traffic back to two-way traffic. There were also several comments in support of the following:

- improved bicycle and pedestrian facilities
- bike sharing programs
- trolley service
- water taxis
- roundabouts

Downtown Fort Myers Mobility Plan

Following the workshop, the DPA team reviewed the comments received during the public workshop, gave careful consideration to the many comments and suggestions, and made several changes to the mobility strategies under consideration, based on this valuable input.

This formed the basis for the draft Downtown Fort Myers Mobility Plan, which is described below. The Plan provides recommended mobility options, priorities, approximate costs, and possible funding sources for the Plan. The draft Plan will be presented to the following City boards for review and comment before being presented to the City Council for review and approval.

- Bicycle-Pedestrian Advisory Board
- City Planning Board
- Historic Preservation Committee
- Community Redevelopment Agency

The section of this report titled "Proposed Comprehensive Plan Amendments" contains proposed goals, objectives, policies, actions, and standards for the Fort Myers Comprehensive Plan. Once this mobility plan is accepted by the City Council, the City staff will process these amendments through the formal public hearing procedures, which require approval by the Planning Board and City Council and submission to the State of Florida.

1. Complete Streets

The first objective in the City of Fort Myers Comprehensive Plan Transportation Element calls for a complete multi-modal transportation system.

> *"OBJECTIVE 1: To meet the transportation needs of the incorporated area through a safe, convenient, and energy efficient multi-modal system of roadway, rail, air, boating, public transportation, and bicycle and pedestrian facilities."*
>
> "*Policy 1.1): The transportation system will be examined for ways and means in which more balance between the modes can be achieved."*

To this end, the City adopted a Complete Streets resolution (Resolution 2011-36) on October 3, 2011. This resolution is included in Appendix E. The City is now in the process of developing regulations implementing this resolution. The City plans to conduct a study of Complete Streets in the City.

The goal of Complete Streets is to plan, design and, if necessary, retrofit streets so that they accommodate all modes of travel and are safe, comfortable and accessible to users of all ages and abilities. Pedestrians, bicyclists and transit riders, as well as motorists, of all ages and abilities must be able to move safely along and across streets.

The Complete Streets program will be an important factor in improving mobility throughout Fort Myers. Downtown Fort Myers already has some of the best examples of Complete Streets in all of Lee County. The Downtown Fort Myers Mobility Plan is an important step forward in carrying out the city's Complete Streets program. The Comprehensive Plan amendments that will result from this mobility plan may provide a model for subsequent amendments that will fully implement the city's Complete Streets program.

2. Road and Intersection Improvements

The Downtown Fort Myers Mobility Plan includes a wide range of mobility strategies and measures that address various modes of travel, including bicycles, pedestrians, transit and waterways, as well as road and intersection improvements. Given current economic conditions, emphasis was placed on identifying relatively low cost, cost efficient mobility measures.

This is especially true for road and intersection improvements in Downtown Fort Myers, where major capacity improvements, such as new roads and road widening, often require very expensive right of way acquisition and result in costly displacements of adjacent businesses and residences. These displacements can be very costly, in terms of acquisition costs, business damages and reduced City tax base.

Also taken into consideration is the fact that a number of major corridors in Downtown Fort Myers are identified as constrained facilities in Comprehensive Plan Transportation Element Standard 2.6.3.3. Constrained roads are roads where further widening has been deemed infeasible. These constrained roads include the following:

- McGregor Boulevard from West First Street to US 41
- US 41 from Edison Avenue to the river
- West First Street from McGregor Boulevard to US 41
- SR 80 from US 41 to Seaboard Street.

Policy 2.8 in the Transportation Element states:

> *"Constrained roadways shall receive priority for: (a) Mass transit routes; (b) Alternate mode facilities (bicycle/pedestrian); (c) Improvements to alternate or parallel roadways; (d) traffic operations improvements; (e) turn lane improvements; and (f) "Soft" improvements such as ridesharing and staggered work-hour programs."*

Two additional downtown corridors should be added to this list of constrained roads due to right-of-way constraints:

- Second Street from Monroe Street to Palm Beach Boulevard
- Dr. Martin Luther King Jr. Boulevard from US 41 to Central Avenue

In recommending mobility strategies and measures for roads and intersections, the Mobility Plan relies primarily on the well-developed grid system of two-way, two-lane streets in Downtown Fort Myers, along with roundabouts to keep traffic moving at key intersections. These improvements, along with improved public transit and enhanced bicycle and pedestrian facilities and services, will facilitate travel in and around downtown for the foreseeable future.

Mobility in Downtown Fort Myers is enhanced by its dense network of two-lane streets. Widening these streets is not necessary and in fact would be counterproductive to mobility, as well as damaging to the historic character of downtown. Therefore, traditional

transportation concurrency, which requires the widening of roads or construction of new roads to improve traffic flow, is not an appropriate planning strategy in Downtown Fort Myers. Instead of widening roads and new road construction, mobility in Downtown Fort Myers will be enhanced through coordinated measures described in this Mobility Plan.

After decades of mandating concurrency, in 2011 the Florida legislature decided to let local governments determine whether to maintain, repeal, or modify concurrency within their boundaries. An important mobility strategy for Downtown Fort Myers is to take advantage of this new flexibility and exempt downtown development and redevelopment from any concurrency requirement that would otherwise forbid or restrict development based on inadequate levels of service on roadways. This exemption will ensure that development or redevelopment that otherwise carries out key city goals and policies can proceed. This strategy is recommended in this Mobility Plan and would be implemented through amendments to the Fort Myers Comprehensive Plan (Transportation Element and Concurrency Management System Element), as detailed later.

Whether or not traditional transportation concurrency requirements are replaced in Downtown Fort Myers, the City will benefit greatly from a plan to improve mobility in and around downtown.

Exhibits 2-1 and 2-2 show the various road and intersection improvements, respectively, included in the Mobility Plan. These are discussed below.

2.1 Streetscape Improvements

Before the development of the 2003 Duany Plan, many key downtown streets had been reconfigured to speed automobile traffic through downtown – or divert it around downtown – at the expense of pedestrian and commercial life. Travel lanes had been widened to higher-speed standards, parallel parking had been removed, two-way streets had been converted to one-way traffic, and traffic was diverted from First Street. Mobility for those just trying to get through downtown was improved, but mobility for those whose destination was downtown worsened. Over time it became clear that these changes were contributing to downtown's demise.

A central focus of the Duany Plan was reconfiguring streets to more pedestrian-friendly designs. Many of these changes required the relocation of curbs and other costly construction. A complete streetscape plan was prepared in conjunction with the Duany Plan and was later implemented as city officials completely replaced underground water, sewer, and drainage lines from 2005 through 2009. The result has been a complete restoration of two-way streets west of Fowler Street, narrower travel lanes, restoration of First Street as a through street, restoration of on-street parking, new street lights, and new traffic signals and interconnects. The area covered by the Downtown Streetscape project is shown in Exhibit 2-1.

2.2 Removal of Downtown Streets

A one-block segment of Heitman Street between Main Street and Dr. Martin Luther King Jr. Boulevard has already been removed to accommodate expansion of the Lee County Justice Center.

The following road segments, which are shown in Exhibit 2-1, are proposed for removal by the 2010 Downtown Plan as development in the riverfront redevelopment area progresses. These streets should be removed only if there is no other way to accomplish the city's riverfront redevelopment program.

- Heitman Street from Bay Street to Edwards Drive
- Edwards Drive from Heitman Street to Monroe Street
- Dean Street from Bay Street to Edwards Drive

2.3 Extension of Zip Parking Near New Library

The new 40,000 sq. ft. regional library now under construction in the southwest quadrant of the First Street/Royal Palm Avenue intersection is expected to draw an estimated 300,000 people per year, attract new businesses, and become a community destination. In anticipation of parking becoming an issue for patrons of the library, it is recommended that the City's Zip Zone parking be extended along First Street to Fowler Street and on Lee Street from First Street to Second Street, as shown in Exhibit 2-1.

2.4 Conversion of First Street and Second Street/Seaboard Street to Two-Way Traffic

The 2003 Duany Plan called for the conversion of the First Street/Bay Street and Second Street/Seaboard Street one-way pair back to two-way traffic to improve local traffic circulation and access to adjacent businesses. This has been done west of Fowler St. The City also plans to convert First Street and Second Street/Seaboard Street back to two-way traffic east of Fowler Street, pending funding and approval from Florida DOT.

Comprehensive Plan Land Use Element Standard 3.4.3.1) states:

> *"The City shall construct and maintain new or improved two-way roadways within the Downtown Redevelopment Area to ensure adequate evacuation of downtown. Further, the City will designate First Street as a two-way City road and Second Street as State Road 80."*

As noted above, many people who provided written comments at the public workshop expressed support for converting First Street from one-way traffic back to two-way traffic, consistent with this Comprehensive Plan standard.

The SR 80 Corridor Downtown Redevelopment Impact Study, dated March 2005, examined the SR 80 corridor in detail. This study examined the long-term impacts of increased traffic demand in the SR 80 corridor due to Downtown redevelopment and evaluated alternative improvements in this corridor. The study identified Alternative 4A as the preferred alternative. With Alternative 4A:

- SR 80 would be re-designated as Second Street/Seaboard Street only, with the City taking maintenance responsibility for First Street.
- First Street would become a two-way street, with a two-lane divided cross section.
- Second Street/Seaboard Street would become a traditional, two-way multi-lane boulevard, with a four-lane divided cross section.
- It was estimated that the cost for Alternative 4A would be approximately $35.9 million in 2004 dollars, with $26.3 million for construction and $9.6 million for right-of-way acquisition.

Although First Street east of Fowler Street remains one-way westbound, the roadway width is consistent with the eventual two-way cross section identified in the SR 80 Corridor Downtown Redevelopment Impact Study. Therefore, the conversion of First Street to two-way traffic operations would be at relatively low cost.

While the City supports the conversion of Second Street/Seaboard Street back to two-way traffic, the City is concerned with the proposed widening of Second Street/Seaboard Street to a four-lane, divided roadway. In addition to the high costs for construction, required right-of-way acquisition would be very expensive and disruptive to adjacent businesses and residents. The City has had continued discussions with FDOT regarding this issue.

The City's current Capital Improvement Program (CIP) includes approximately $13.2 million for First Street and Second Street improvements, with approximately $2.0 million for land, and $11.2 million for construction. Approximately, $0.5 million has already been budgeted for design and engineering. FDOT is identified as the funding source for construction. Construction is scheduled to begin in about five years.

Considering the extremely expensive cost of widening Second Street/Seaboard Street to a four-lane, divided roadway, the Mobility Plan includes both First Street and Second Street/Seaboard Street as two-way, two-lane facilities for the foreseeable future, as shown in Exhibit 2-1. The two lanes on First Street and two lanes on Second Street/Seaboard Street would maintain the same number of lanes eastbound (2) and westbound (2) as exists today and match the four lanes on Palm Beach Boulevard east of Seaboard Street. A roundabout at the First Street/Seaboard Street/Palm Beach Boulevard intersection would help keep traffic moving at this key intersection. Palm Avenue can be used to divert traffic off of Second Street/Seaboard Street west of Palm Avenue. A roundabout is proposed at the intersection of Seaboard Street and Palm Avenue to facilitate use of this collector road.

In addition, current plans call for enhanced transit service in this corridor. The Mobility Plan recommends trolley service in Downtown Fort Myers, extending along First Street and Second Street/Seaboard Street to Palm Beach Boulevard. LeeTran's recently updated FY 2012-2021 Transit Development Plan proposes express service along the SR 80 corridor.

2.5 SR 82 Realignment

Another change under consideration is the re-routing of SR 82 west of Fowler Street to use Victoria Avenue and/or Edison Avenue (plus the planned extension of Edison Avenue), instead of the west end of Dr. Martin Luther King Jr. Boulevard, to get to Cleveland Avenue and McGregor Boulevard. This would help address traffic congestion and pedestrian conflicts on this section of Dr. Martin Luther King Jr. Boulevard near the Justice Center.

The Justice Center Parking Garage and several County and Juror parking lots are located south of Dr. Martin Luther King Jr. Boulevard. As a result, there is heavy pedestrian traffic across this road, especially during the AM and PM peak hours and at lunchtime. In addition, cars queue up on this road in the morning and afternoon when people come to drop off and pick up students at the St. Francis Xavier elementary school on Heitman Street.

The SR 82/Martin Luther King Jr. Boulevard Re-Alignment Corridor Study, dated Revised August 2007, examined the western end of the SR 82 corridor in greater detail and, in particular, the feasibility of relocating the westernmost portion of SR 82 from Dr. Martin Luther King Jr. Boulevard to Victoria Avenue.

The study recommended that the SR 82 cross-section for all alternatives be a 4-lane divided road with a proposed 90-foot right-of-way. Based on operational analysis, travel time analysis, environmental analysis, and right-of-way issues, the study proposed Alternatives 3 and 4 as the suggested alternatives. It was recommended that the City move forward with a formal environmental review to clearly identify a preferred alternative.

- Alternative 3 connects Dr. Martin Luther King Jr. Boulevard to Victoria Avenue using Broadway.

- Alternative 4 connects Dr. Martin Luther King Jr. Boulevard to Victoria Avenue using Monroe Street.

However, it would be very expensive to widen these roads to four-lane, divided roadways in this urban environment. In addition to the high costs for construction, required right-of-way acquisition would be very expensive and disruptive to adjacent businesses and residents, particularly along Dr. Martin Luther King Jr. Boulevard west of Central Avenue.

The recently-adopted Lee County MPO Long Range Transportation Plan Highway Needs Plan reflects McMahan Alternative 3, which uses Broadway to connect Dr. Martin Luther King Jr. Boulevard to Victoria Avenue. The MPO estimates that the cost for widening these three roads to four-lanes would be approximately $29.6 million (in Present Day Costs).

• Victoria Avenue from Cleveland Avenue to Broadway	$4.8 million
• Broadway from Victoria Avenue to Dr. Martin Luther King Jr. Boulevard	$8.5 million
• Dr. Martin Luther King Jr. Boulevard from Broadway to Fowler Street	$16.3 million
• Total	$29.6 million

The City's current Capital Improvement Program (CIP) includes approximately $18.8 million for the SR 82 Realignment, with approximately $2.7 million for design and engineering, $5.0 million for land, and $11.1 million for construction. Most of these costs are beyond the current five-year work program.

Considering the extremely expensive cost of widening Dr. Martin Luther King Jr. Boulevard, Broadway (or Monroe Street) and Victoria Avenue to four-lane, divided roadways, the Mobility Plan instead recommends improvements to a series of two-lane roads to divert some traffic off of the congested section of Dr. Martin Luther King Jr. Boulevard west of Central Avenue, as shown in Exhibit 2-1.

- Dr. Martin Luther King Jr. Boulevard from Central Avenue to Broadway
- Central Avenue from Dr. Martin Luther King Jr. Boulevard to Edison Avenue
- Broadway from Dr. Martin Luther King Jr. Boulevard to Victoria Avenue (and Edison Avenue, via the existing four-lane street)
- Victoria Avenue from Broadway to Cleveland Avenue
- Victoria Avenue from Cleveland Avenue to McGregor Boulevard
- Edison Avenue from Central Avenue to Cleveland Avenue
- Edison Avenue from Cleveland Avenue to McGregor Boulevard (via the realignment/extension of Edison Avenue)

These two-lane roads would become part of the SR 82 corridor, along with Dr. Martin Luther King Jr. Boulevard east of Broadway. The section of Dr. Martin Luther King Jr. Boulevard west of Broadway would remain open as a city street.

Traffic circulation on these two-lane roads can be improved in several ways.

- Improved signage and markings to encourage motorists to use these roads to travel between Dr. Martin Luther King Jr. Boulevard, Cleveland Avenue and McGregor Boulevard.

- Proposed roundabouts at key intersections to help keep traffic moving safely and efficiently.

    - Dr. Martin Luther King Jr. Boulevard/Monroe Street/Broadway
    - Broadway/Victoria Avenue
    - Broadway/Edison Avenue
    - Dr. Martin Luther King Jr. Boulevard/Lee Street/Thompson Street/Central Avenue
    - Central Avenue/Edison Avenue
    - McGregor Boulevard/Virginia Avenue/Edison Avenue Realignment/Extension

- Improved median treatments for two-lane roads, as described in Section 2.10 below.

    - Divided median, at select locations
    - Two-way left-turn lane, where needed
    - Pedestrian islands, where needed

Such improvements to a series of two-lane roads would be much less costly than widening several roads to four-lanes, in terms of right-of-way acquisition, construction and business and residential displacements. These improvements, however, will not preclude the four-laning of Dr. Martin Luther King Jr. Boulevard, Broadway and Victoria Avenue at some point in the future, should it become necessary.

The Mobility Plan also recommends traffic calming (Exhibit 2-1) and improved pedestrian crossings (Exhibit 3-2) along the section of Dr. Martin Luther King Jr. Boulevard between Cleveland Avenue and Central Avenue.

2.6 Edison Avenue Four-Laning

The Lee County MPO's Long-Range Transportation Plan includes the widening of Edison Avenue to four lanes between Cleveland Avenue and Fowler Street in the 2035 Highway Needs Plan. The MPO estimates that the cost for widening this section of Edison Avenue to four-lanes would be approximately $11.7 million (in Present Day Costs).

The need for four lanes on this section of Edison Avenue may depend upon future development in the area and the future use of City of Palms Park. Traffic volumes on this road should be monitored over time.

As shown in Exhibit 2-1, the Downtown Fort Myers Mobility Plan recommends that this section of Edison Avenue remain two lanes for the foreseeable future and that it be widened to four lanes only if and when necessary. The proposed roundabouts at the Edison Avenue/Broadway and Edison Avenue/Central Avenue intersections will help keep traffic moving safely and efficiently with Edison Avenue as a two-lane road.

2.7 Edison Avenue Realignment/Extension

The Edison Avenue extension, which is shown in Exhibit 2-1, will provide a two-lane road connecting Cleveland Avenue with McGregor Boulevard at Virginia Avenue, generally consistent with the Engineering Study for Proposed U.S. 41-McGregor Blvd Connector. This improvement includes a roundabout at the McGregor Boulevard/Virginia Avenue intersection, which will facilitate movements in all four directions, while serving as a traffic calming feature on McGregor Boulevard.

The construction of the Edison Avenue connector from US 41 to McGregor Boulevard is scheduled in the City's CIP for engineering in FY 09/10, land acquisition in FY 09/10, and construction in FY 11/12. The roundabout at the McGregor Boulevard/Virginia Avenue intersection is included in this project.

The City's current Capital Improvement Program (CIP) includes approximately $3.1 million to complete the construction of the Edison Avenue realignment/extension from Cleveland Avenue to McGregor Boulevard. Approximately $2.3 million has already been budgeted for design and engineering, land and construction. Construction should be done in about two years.

The Downtown Fort Myers Mobility Plan includes this key improvement, which will connect Cleveland Avenue with McGregor Boulevard and improve access between the City of Palms Park and the Edison-Ford Winter Estates.

2.8 Two-Way Traffic on Fowler Street

The Lee County MPO's long range transportation plan has included plans to convert Fowler Street south of Dr. Martin Luther King Jr. Boulevard from two-way to one-way traffic southbound, as part of the SR 739 (Business 41/Metro Parkway) corridor in the MPO 2035 Highway Cost Feasible Plan. The MPO estimates that the cost for converting Fowler Street from four-lanes divided two-way to three lanes one-way (southbound) between SR 82 and the Metro/Fowler connector would be approximately $28.8 million (in Present Day Costs).

The City of Fort Myers strongly opposed making more of Fowler Street one-way due to anticipated adverse impacts to adjacent businesses. The City Council passed a resolution against the Fowler Street/Evans Avenue one-way pair street system at its October 17, 2011 meeting.

As a result, the Florida Department of Transportation removed the project from its work program. The State and the Lee County MPO have agreed to examine alternatives to converting Fowler Street to one-way traffic.

As shown in Exhibit 2-1, the Mobility Plan recommends that Fowler Street remain a two-way road south of Dr. Martin Luther King Jr. Boulevard. Maintaining two-way traffic on this section of Fowler Street will provide better traffic circulation and better access to established and future businesses along this important City thoroughfare. Also, sidewalks are proposed along Fowler Street from Dr. Martin Luther King Jr. Boulevard to Hanson Street, as shown in Exhibit 3-1.

2.9 Market Street Re-Connection

When the State reconstructed Evans Avenue as a one-way (northbound), three-lane road, as part of the SR 739 (Business 41/Metro Parkway) corridor, Market Street was cut off just east of Evans Avenue and the adjacent railroad tracks. Market Street from Evans Avenue to the west was cut-off from Market Street east of Evans Avenue, thus interrupting the continuity of this road.

One factor in cutting off Market Street may have been the very close proximity of new Evans Avenue immediately west of the tracks to Old Evans Avenue immediately east of the tracks. However, the City of Fort Myers has plans to convert Old Evans Avenue into a multiuse corridor for bicycles and pedestrians. With this change, there would no longer be two very closely spaced street intersections east and west of the tracks.

Consideration should therefore be given to re-connecting Market Street at Evans Avenue to restore access to neighborhoods to the east, as shown in Exhibit 2-1. The restoration of the connection of Market Street to the east will provide another route to/from Downtown Fort Myers from neighborhoods to the east. This restored route will allow local traffic to use Market Street instead of being diverted to Dr. Martin Luther King Jr. Boulevard to the north or Edison Avenue to the south, thus reducing the need to widen or improve these roads.

A search of FDOT's five-year Adopted Work Program for FY 2013-17 found 22 rail crossings in the State work program. The costs for these railroad crossings ranged from $200,000 to $475,000 for engineering, utilities and construction and average $300,000.

2.10 Median Treatments

Adding a median can result in a substantial reduction in crashes. Local experience illustrates the benefits and drawbacks of installing medians of different types.

The State used a variety of median treatments on McGregor Boulevard, including a divided median, two-way left-turn lanes and pedestrian refuges, depending upon what was appropriate on each stretch of road. A similar approach using a variety of median treatments should be considered for other two-lane roads in Downtown Fort Myers, provided there is sufficient right-of-way width, including:

- First Street from Fowler Street to Palm Beach Boulevard at Seaboard Street
- Second Street/Seaboard Street from Fowler Street to Palm Beach Boulevard at First Street
- Dr. Martin Luther King Jr. Boulevard (SR 82) from Cleveland Ave to Fowler Street
- Two-lane roads involved in the SR 82 Realignment, as described above

However, appropriate median treatments must be carefully planned and designed. Extremely long divided medians were constructed on Palm Beach Boulevard east of Seaboard Street in 2008. Although these medians clearly improved safety, several modifications were soon required to improve local traffic circulation and restore access to some adjacent businesses. Even with these modifications, mobility has been compromised because long medians are poorly suited to city streets that have numerous cross-streets and businesses.

The costs for these median treatments will vary, depending upon the design and site conditions. For example, the cost for adding a raised median is approximately $15,000 to $30,000 per 100 feet. The cost for installing a raised concrete pedestrian refuge (with landscaping) is approximately $10,000 to $30,000. (Source: Florida Planning and Development Lab, Florida State University; Accessing Transit, Design Handbook for Florida Bus Passenger Facilities (July 2008); Appendix K).

2.11 Golf Carts on City Streets

There is some interest in the City for allowing golf carts to use City streets. The City has conducted a pilot study, concentrating on possible golf cart use on certain City streets in one part of the City, west of Cleveland Avenue and north of Colonial Boulevard.

However, the use of golf carts on City streets, which has become somewhat controversial, is still under consideration. There are a number of issues, such as potential conflicts with other modes of travel and potential liability issues, to be considered.

Until the City has resolved these issues, the use of golf carts on City streets has not been included as an alternative in the Mobility Plan. It could be included as an alternative in the future, if and when the City has decided how it will address this issue.

2.12 Bridge Incident Management System

The Florida Department of Transportation (FDOT) is implementing a Bridge Incident Management System over the Caloosahatchee and Edison bridges in Fort Myers. The Project will install Intelligent Transportation System (ITS) devices including highway advisory radios, dynamic message signs, dynamic trailblazers, highway advisory warning signs, vehicle detection system, close circuited TV, and Road Weather Information System. The purpose of this project is to provide advanced warning to motorists on incidents at the two bridges and possible detours, thus allowing them to make an informed decision in using an alternate route, instead of getting caught up in traffic back-ups and getting involved in secondary crashes. The Project design build phase is now currently under way. The cost of the design build project is $6.18 million.

Several of the traffic advisory signs are located in the Downtown area. Dynamic message signs display updated messages. Dynamic trailblazer signs display arrows directing traffic to alternate bridge routes. Advance warning signs will be placed on approach roads outside the Downtown area.

Real-time information gathered by sensors and cameras will be delivered to the Lee County Department of Transportation, which will run the ITS devices from its Traffic Operations Center (TOC) at Billy Creek. The two bridges will be monitored for daily traffic, weather conditions (fog), and incidents. The personnel at the TOC will operate all these devices remotely, and transmit the advanced notification messages to the electronic signs along the roadways mentioned above. Live feeds from these devices will be available to FDOT's Traffic Management Center Southwest Interagency Facility for Transportation (SWIFT) SunGuide Center at the Daniels rest area via the TOC in Billy Creek, providing a coordinated incident management system.

2.13 Intersection Improvements

As noted previously, a number of major streets in Downtown Fort Myers are identified as constrained facilities in Comprehensive Plan Transportation Element Standard 2.6.3.3. Furthermore, Transportation Element Policy 2.8 says that constrained roads will receive priority for various transportation improvements, including traffic operations improvements and turn lane improvements.

Intersection improvements, such as those listed below, can help improve traffic operations on streets and at key intersections, often at relatively low cost.

- Signal timing adjustments
- Additional turn lanes
- Channelized movements
- Improved sight distance
- Turn restrictions
- Pedestrian countdown timers
- Signal removals
- Roundabouts

Some improvements, such as additional turn lanes and channelized movements, may result in higher vehicle speeds and longer pedestrian crossing distances. Their benefits must be weighed against their costs and side-effects.

Key intersections that may need intersection improvements to improve traffic circulation and intersection operations as downtown evolves are shown on Exhibit 2-2. Signal removal and roundabouts are discussed in further detail below.

2.14 Signal Monitoring

Two signalized intersections should be monitored over time to see if a signal continues to be warranted at these locations, based on traffic signal warrants. If not, consideration should be given to replacing the traffic signals with 2-way or 4-way stop control.

- Second Street at Jackson Street
- Second Street at Royal Palm Avenue

2.15 Roundabouts

Roundabouts are circular intersections where traffic flows continuously, but at relatively low, safe speed. Roundabouts will keep low to moderate traffic volumes moving at a safe, efficient speed, during both peak and off peak hours. In North America, the term

"modern roundabout" has been coined to distinguish roundabouts from other forms of intersections that use central islands, such as rotaries and traffic circles, that do not possess updated road geometry, yield on entry, and operating characteristics.

Roundabouts are relatively safe because they have far fewer conflict points when compared to signalized intersections. As a result, they have low accident rates and few fatalities, since the accidents that occur tend to be side-swipe accidents, rather than head-on or right-angle collisions. Also, the accidents generally occur at lower speeds. Research has long documented the safety benefits of roundabouts with 40 to 60 percent reduction in total crashes and 30 to 90 percent reduction in injury crashes.

The construction costs for a roundabout are often comparable to the costs for a signalized intersection, but they can cost more. On the other hand, roundabouts have relatively low maintenance costs, since there are no signal operations and maintenance costs involved. And, since roundabouts keep cars in constant motion, the cars burn less gas by not idling at an intersection.

As shown on Exhibit 2-2, the City has plans to construct two roundabouts. The planned roundabout at the McGregor Boulevard/Virginia Avenue intersection is discussed on pages IV.15-18 of the 2010 Downtown Plan as a feature that will calm traffic and serve as entry way into the Downtown area from the west. This roundabout will be constructed as part of the Edison Avenue realignment/extension from Cleveland Avenue to McGregor Boulevard, which will terminate at this roundabout, and the costs for the roundabout are included in those reported above for the Edison Avenue realignment/extension.

The planned roundabout at the West First Street/Altamont Avenue intersection is required as a Development Order condition. This roundabout will calm traffic and help control increased traffic volumes and turning movements at this location due to future development. The costs for this roundabout will be borne by developers along West First Street. The current City CIP indicates that this roundabout, which is not scheduled within the next five years, will cost approximately $333,000.

Exhibit 2-2 also shows seven possible future roundabouts at the following intersections. Consideration was given to projected traffic volumes and turn movements and the potential for acquiring needed right-of-way for the roundabout in deciding where roundabouts may be appropriate. All of these possible future roundabouts require further study and evaluation.

- Dr. Martin Luther King Jr. Boulevard/Monroe Street/Broadway intersection. A roundabout at this key location with heavy pedestrian traffic would function as a traffic calming device to help slow down through traffic.

- Broadway/Victoria Avenue intersection. This roundabout will help facilitate the use of Broadway and Victoria Avenue as part of the realignment of SR 82, as discussed in Section 2.5 above.

- Broadway/Edison Avenue intersection. A roundabout at this location would serve as a southern entry way into Downtown Fort Myers at the southwest corner of City of Palms Park.

- Dr. Martin Luther King Jr. Boulevard/Lee Street/Central Avenue/Thompson Street intersection. A roundabout at this location would facilitate turns and reduce delay at what is now a 5-legged intersection.

- Central Avenue/Edison Avenue intersection. This roundabout, along with four preceding roundabouts, would facilitate the use of Central Avenue and Edison Avenue as part of the realignment of SR 82, as discussed in Section 2.5 above.

- Palm Beach Boulevard/First Street/Seaboard Street intersection. A roundabout at this location would facilitate turns at this key intersection, provide better access to East Riverside Drive, and serve as an eastern entry way into Downtown Fort Myers.

- Seaboard Street/Palm Avenue. A roundabout is proposed at this intersection to facilitate use of this collector road to divert traffic off of Second Street/Seaboard Street east of Fowler Street.

The cost for these roundabouts will vary, depending upon whether or not a single-lane or multi-lane roundabout is constructed and the size or "footprint" and right-of-way requirements of the roundabout. It is anticipated that six of the seven proposed roundabouts would be single-lane roundabouts. Further study would be needed to determine if the Palm Beach Boulevard/First Street/Seaboard Street roundabout should be a single-lane or two-lane roundabout.

A search of FDOT's five-year Adopted Work Program for FY 2013-17 found four roundabouts in the State work program. Excluding a very costly roundabout that will replace a highly unusual diamond-shaped rural intersection, the costs for the three remaining roundabouts ranged from $299,000 to $519,000 for engineering and construction (but not right-of-way acquisition) and averaged $430,000.

A possible future traffic circle at the US 41 Fountain Interchange is shown in an illustration on page IV.13 of the 2003 Downtown Fort Myers Plan and described on page IV.14.

> *"The McGregor Boulevard entrance addresses the problems associated with the US 41 flyover, which comes down off the bridge as it approaches the downtown, then rises again. The ramps and signage also make it difficult to enter the downtown from this important artery, with visitors often misdirected away from the downtown when they are trying to reach it. The shorter-term proposal is to create a traffic circle underneath the ramp to improve the local traffic flow. Pending further traffic studies, the long-term proposal is to remove the flyover and bring the highway down to the ground sooner, so that traffic can easily choose to enter the downtown through the rerouting made possible by the traffic circle. Both of these scenarios require further study prior to implementation . . . . ."*

Further planning and engineering studies would be needed before the cost and feasibility of this improvement could be determined.

Exhibit 2-1: Road Improvements

Exhibit 2-2: Intersection Improvements

3. Bicycle and Pedestrian Facilities

As noted in the discussion on Complete Streets, the first objective in the City of Fort Myers Comprehensive Plan Transportation Element calls for a balanced, multi-modal transportation system.

Other Transportation Element policies and actions further address the need for enhanced bicycle and pedestrian facilities.

- Policy 1.3 and related actions support the creation of a network of bicycle facilities to link residential areas with activity centers, the river and the park system.
- Action 1.3.1 requires bicycle facilities on all new arterial and collector roads and where additional lanes are added, when feasible.
- Policy 1.4 and related actions supports the creation of a network of pedestrian facilities to link residential areas with the riverfront and activity centers.
- Policy 2.8 states that constrained roads shall receive priority for alternate mode bicycle and pedestrian facilities, along with other measures to relieve these facilities.

The Downtown Fort Myers Mobility Plan places a great deal of emphasis on enhanced bicycle and pedestrian facilities and services. The recommendations in the Mobility Plan do not in any way replace previous recommendations in the City's Bicycle and Pedestrian Plan (July 2007), Sidewalks in Fort Myers (July 2007) or Parks & Open Space System Master Plan (November 2006), which call for sidewalks on both sides of the street and an interconnected system of sidewalks, bike lanes, paths, greenways and trails within the City. They are intended to supplement these earlier plans.

Exhibits 3-1 through 3-4 illustrate many of the bicycle and pedestrian recommendations in the Mobility Plan.

3.1 Bicycle-Pedestrian Improvements

As noted previously, the City's recent Downtown Streetscape project reconfigured many streets to more pedestrian-friendly designs in the area shown on Exhibit 3-1. Enhanced features include new brick and concrete sidewalks and cross-walks, wider sidewalks with regularly spaced street trees, new streetscape furniture, bicycle racks, and the like.

By city ordinance, bicyclists are not allowed to use sidewalks on the north side of West First Street or in the downtown core area north of Dr. Martin Luther King Jr. Boulevard (including Jackson Street, Hendry Street, Dean Street, Broadway Avenue, and portions of Bay Street, First Street, Main Street, Second Street, and Monroe Street). The Duany Plan and Downtown Streetscape encourage cyclists to merge and flow with vehicular traffic on the streets. The reconfigured street system and frequent stops have reduced speeds on downtown streets, making this possible.

A key element of the 2009 Fort Myers Riverfront Development Plan is the establishment of two major pedestrian thoroughfares, *"inviting citizens and visitors to explore the riverfront and the rest of Fort Myers' historic downtown as an understandable, cohesive experience".*

- Edwards Drive -- to tie the entire riverfront together
- Hendry Street -- to tie the riverfront to the rest of downtown

A number of the bicycle and pedestrian corridors shown in Exhibit 3-1 were carried forward from the City's 2007 Bicycle and Pedestrian Plan, including on-street bike lanes and bike-friendly streets.

- On-Street Bike Lanes: Dedicated facilities on street (inside curbs) providing the 'main streets' of the bicycle network.

- Bike-Friendly Streets: Streets with edge treatment and calming that carry designated bicycle routes but do not have standard-width dedicated lanes.

The costs for sidewalks and bike lanes will vary, depending upon the design and site conditions. FDOT District 3 provides the following cost per mile estimates (Revised December 2011) for different types of bicycle and pedestrian facilities. These cost estimates would not apply in the downtown core area, where there is little or no right-of-way for the construction of new facilities, but could apply for routes to and from downtown.

- Sidewalks (5' width; one side) $152,784 per mile
- Sidewalks (5' width; both sides) $302,293 per mile
- Bike lane (5' paved shoulders; both sides) $166,910 per mile
- Multiuse trail (12' width; one side; off roadway) $400,983 per mile

Gaps in the bicycle and pedestrian networks can create unsafe conditions as pedestrians and cyclists are forced to walk or bike where appropriate facilities are not provided. An example of this is the lack of bicycle and pedestrian facilities on Fowler Street south of Dr. Martin Luther King Jr. Boulevard. To rectify this, the current City CIP includes a project to construct sidewalks along Fowler Street from Dr. Martin Luther King Jr. Boulevard to Hanson Street, with connections to the existing sidewalk networks at each end. The City has budgeted approximately $1.5 million for this improvement, which is scheduled beyond the fifth year of the CIP.

Bridges and overpasses can create gaps in the bicycle and pedestrian networks, if they are not designed and constructed to accommodate these modes of travel. For example, the US 41 Caloosahatchee River Bridge was not designed and constructed for pedestrian or bicycle travel. These activities are not allowed on the bridge. Footnote 2 on Exhibit 3-1 indicates that bicycle and pedestrian facilities should be included on this bridge, if and when the bridge is reconstructed.

The City CIP also includes a project to abandon Old Evans Avenue from Lafayette Street to Larmie Street and convert it into a multi-use pathway that connects with the bicycle and pedestrian facilities along Dr. Martin Luther King Jr. Boulevard to the north and

Edison Avenue to the south. Old Evans Avenue is no longer needed as a street now that new Evans Avenue has been constructed on the west side of the Seminole Gulf rail line. The City has budgeted approximately $388,000 for this improvement, which is scheduled beyond the fifth year of the CIP.

The Parks System Conceptual Park Designs and Waterfront Area Connections map on page 48 of the City's Parks & Open Space System Master Plan includes three walking routes in downtown that are shown in Exhibit 3-1.

- Proposed Boulevard Walking Route along First Street from Park Avenue to East Riverside Drive.
- Proposed Neighborhood Walking Route along East Riverside Drive from First Street to Tarpon Street.
- Proposed Waterside Walking Route along the river's edge from Port Royale to Tarpon Street End Park (plus several connections from Riverwalk to McGregor Boulevard, Bay Street, First Street, and East Riverside Drive).

The latter is discussed further in the next section of this report titled Riverwalk.

3.2 Riverwalk

A map on page 2-11 of the 2009 Fort Myers Riverfront Development Plan shows the existing Riverwalk, which extends along the river's edge from the west end of Centennial Park to just to the east of the Edison Bridge at Fowler Street. As stated on page 1-4 of the Plan:

> *"Public access to the waterfront is at the forefront of the redevelopment master plan. Beginning with a redeveloped waterfront in Centennial Park, a boardwalk helps extend river access past the environmentally sensitive mangroves. The new basin is of course lined with a promenade, and City Pier engages more actively with the river because of this basin and the addition of new dining and amusement facilities planned for the pier. An expanded marina provides additional slips for leased and transient boating, and the redevelopment of Edwards Drive will create a stronger pedestrian promenade along the south edge of the yacht basin."*

In addition, The Parks System Conceptual Park Designs and Waterfront Area Connections map on page 48 of the City's Parks & Open Space System Master Plan shows a Proposed Waterside Walking Route along the river's edge from Port Royale to the Tarpon Street Pier. This includes several interconnections from Riverwalk to McGregor Boulevard, Bay Street, First Street, and East Riverside Drive.

The City has taken many steps to provide a continuous Riverwalk. The main three-quarter-mile segment was completed in accordance with the 1986 downtown redevelopment plan, running from the western end of Centennial Park to the historic Burroughs and Langford-Kingston homes just east of Fowler Street. More recently, the City has required most proposed riverfront

developments to provide for the Riverwalk as a condition for approval. The City's 2010 East Fort Myers Revitalization & Redevelopment Plan proposed a wide riverfront esplanade east of Riverside Park.

> *"The properties between Riverside Park and the Tarpon Street Pier have a unique opportunity to be redeveloped with a public esplanade. This esplanade would have important public and private benefits and would add value to adjoining properties if they are redeveloped in a manner that takes advantage of this amenity. . . Buildings should front the Riverwalk and waterfront dining and retail space should be included."*

Figure 4.10: The proposed Caloosahatchee Esplanade

The current status of the Riverwalk was researched. As shown in Exhibit 3-1, those sections of the Riverwalk that are existing sections, planned sections, or potential future links are identified.

- **Existing sections** are physically in place today. Some are sidewalks along the waterfront, such as in Centennial Park and along Edwards Drive. Others are sidewalks parallel to but not adjoining the river, such as the segment connecting the Royal Palm Yacht Club to the Edison Ford Estates.

- **Planned sections** are at some stage in the planning process, typically to be built by developers as adjoining land is developed, either as sidewalks along the river's edge or as boardwalks over the water. These segments were determined by

examining the conditions of development approvals granted by the City of Fort Myers. Because development approvals may lapse without physical constructions, the completion of these segments is not assured.

- **Potential future links** are the sections that at this time have neither been constructed nor planned, but which would ultimately be required to complete the Riverwalk from the Edison & Ford Winter Estates to the Tarpon Street Pier. The City should pursue every opportunity to plan and/or construct these missing links. The construction of some segments can become conditions of approval for the development or redevelopment of adjoining land. Other segments could be built through cooperative arrangements between the city and private landowners. Some segments may be so difficult to complete in the near future that the Riverwalk may have to detour to public sidewalks before resuming its riverfront route.

City regulations governing downtown are explicit about the importance of the Riverwalk. Section 118.8.5.I in Article 8, Downtown Smart Code contains these provisions about the Riverwalk and public access to it.

> *"2. All new waterfront development and waterfront redevelopment . . . shall be required to provide a ten-foot riverwalk easement along the rear property line (river's edge) to preserve public access to and along the river."*
>
> *"3. A ten-foot easement shall be provided along one side yard line extending from the riverwalk easement to the street of any property where the riverwalk easement is not accessible from an adjoining street right-of-way or other riverwalk easement connecting to an adjoining street right-of-way. The side yard easement may be vacated by the city when the riverwalk easement becomes contiguous to an adjoining street right-of-way or other riverwalk easement connecting to an adjoining street right-of-way. Said easements may be restricted to use by the public from one-half hour before sunrise to one-half hour after sunset, and shall be in a form acceptable to the city."*
>
> *"4. Within the area designated above for the riverwalk/public access easement, the city shall also dedicate riverfront access on the following public streets: Cranford Court, Shelton Court, Commerce Street, Park Street, Fowler Street, Henley Place, Clifford Street, Altamont Street and Virginia Avenue. The public shall gain access to the riverwalk easements by utilizing the aforementioned public streets."*

The Riverwalk is a long-term project that may take another generation or longer to complete its envisioned full route from the Edison-Ford Winter Estates to the Tarpon Street Pier. East of Billy's Creek, city regulations do not currently require the Riverwalk. The following steps should be taken in furtherance of the long-term vision of the Riverwalk:

- The Comprehensive Plan should be amended to establish long-term policy for a public Riverwalk extending all the way from the Edison & Ford Winter Estates to the Tarpon Street Pier.
- The Comprehensive Plan should also be modified to allow the Riverwalk extension or public esplanade east of Billy's Creek to replace the standard requirement for an undisturbed native-vegetated buffer along the river.

- The Land Development Code should be amended to provide specific requirements for extending the downtown Riverwalk, as called for in the Downtown SmartCode, from Billy's Creek east to the Tarpon Street Pier.

The City has budgeted approximately $300,000 for the acquisition of land or conservation easements for the expansion of the existing Riverwalk. This is scheduled beyond the fifth year of the CIP.

3.3 Multimodal Corridor

As shown in Exhibit 3-1, the Mobility Plan anticipates that the Seminole Gulf rail corridor will function as a Multimodal Corridor at some point in the future.

The Conceptual Bicycle System Master Plan in the City's Bicycle and Pedestrian Plan shows the Seminole Rail Corridor as a "Proposed Bike Greenway". The Conceptual Parks System Master Plan and the Parks System Conceptual Park Designs and Waterfront Area Connections in the City's Parks & Open Space System Master Plan show the Seminole Rail Corridor as a "Proposed Greenway" and "Potential Rail Trail", respectively.

In addition, the Lee County MPO, with an FDOT grant, is conducting a rail feasibility study to explore multimodal transportation options in the Seminole Gulf rail corridor, including various forms of transit, bicycle and pedestrian facilities, in addition to continued freight and excursion service. Of course, this depends upon whether or not this railroad right-of-way becomes available for public use at some point in the future.

3.4 Pedestrian Crossings

Special attention should be given to improving pedestrian crossings, particularly across busy streets like First Street, Second Street, Dr. Martin Luther King Jr. Boulevard and Cleveland Avenue. Improved pedestrian crossings will help interconnect key destinations in Downtown Fort Myers, like the Rosa Parks Transportation Center south of Dr. Martin Luther King Jr. Boulevard and the new Regional Library on First Street. Recommendations regarding improved pedestrian crossings are shown in Exhibit 3-2.

During the preparation of the Existing and Future Conditions Report, a review of crash statistics over a three year period indicated that there were three crashes involving pedestrians on Dr. Martin Luther King Jr. Boulevard west of Broadway. Much of this time period pre-dates the completion of the Justice Center expansion. Many pedestrians cross this section of Dr. Martin Luther King Jr. Boulevard during the AM and PM peak hours and at lunchtime as people cross the road between the Justice Center parking garage and

parking lots on the south side of Dr. Martin Luther King Jr. Boulevard and work places on the north side of the road.

Improved crossings are needed to serve these pedestrians. A crosswalk with a flashing yellow light was recently installed across Dr. Martin Luther King Jr. Boulevard near the Justice Center entrance. As explained previously in Section 2.5, the re-routing of SR 82 has also been recommended to help address this problem.

During the public workshop held on March 20, 2012, a number of people suggested that a pedestrian crossing is needed across First Street east of downtown. A crossing is recommended near Palm Avenue for three reasons: (1) three high-rises (Beau Rivage & St. Tropez and Riviera) are located on the north side of the road; (2) there is a sidewalk connection on the south side of the road to Palm Avenue; and (3) a crossing at this location would be near scenic Billy's Creek.

In anticipation of pedestrian traffic between the Rosa Parks Transportation Center and the new regional library, it is recommended that an enhanced pedestrian corridor be established between the two along Jackson Street and Lee Street. Another is suggested from the Rosa Parks Transportation Center north along Hendry Street to connect with the two major pedestrian thoroughfares identified in the 2009 Fort Myers Riverfront Development Plan, Hendry Street and Edwards Drive. In addition to improved crossings, these corridors should have enhanced street furniture (including benches), shade, shelter and street lighting.

The costs for these pedestrian crossings will vary, depending upon the design and site conditions. For example, the cost for installing a raised concrete pedestrian refuge (with landscaping) is approximately $10,000 to $30,000. The cost for a raised pedestrian crosswalk is approximately $5,000 to $7,000. The cost for a raised intersection is approximately $25,000 to $70,000. Finally, the cost for a pedestrian signal can range from $30,000 to $140,000. (Source: Florida Planning and Development Lab, Florida State University; Accessing Transit, Design Handbook for Florida Bus Passenger Facilities (July 2008); Appendix K). FDOT District 3 estimates that the cost for a pedestrian-activated signal is approximately $11,300 for a four-legged intersection.

The City and State have coordinated in providing improved pedestrian crossings across Cleveland Avenue. The City has budgeted approximately $490,000 to improve crossings at key Cleveland Avenue intersections, with attention to ADA accessibility. This is scheduled beyond the fifth year of the CIP.

3.5 Bicycle Parking

The recent Downtown Streetscape project added public bike racks throughout downtown, allowing bicyclists to be much more comfortable leaving their bicycles unattended. The streetscape project used heavy steel inverted-U and wave racks, which allow bicycles to be secured through both their frames and wheels. The racks are placed in popular and visible locations and are painted off-white to match the other streetscape furniture and light poles.

Some of these bike racks were installed at street level, perpendicular to the curb in the end parallel parking space. Over time, this arrangement has proven unsuccessful in some locations because vehicles strike the bike racks broadside, permanently damaging them. The picture to the right shows recent damage to the remaining bike rack at this location. Two other damaged racks have already been removed.

Exhibit 3-3 shows the location of existing public bike racks throughout downtown, including locations were racks have been damaged beyond repair. This map also shows locations where additional bike racks could be installed where there is space on sidewalks or on public property adjoining sidewalks.

Ample opportunities are available to provide bicycle parking throughout downtown without forcing bicyclists to chain their bikes to street trees or lampposts. Additional bicycle parking could be provided in downtown parking garages. This parking would be indoors, protecting bicycles from the elements and providing some surveillance by parking garage attendants. Bicycle parking facilities inside the parking garages would encourage bicycle commuting by providing longer-term, weather-protected bicycle parking.

The Pedestrian and Bicycle Information Center (PBIC) estimates that it will cost $150 to $300 to purchase and install each bike rack (parks two bikes) and $1,000 to $4,000 for each bike locker (parks two bikes). The PBIC also estimates that it would cost $2,200 to provide a car parking space in a surface lot and $12,500 to provide a car parking space in a garage. Each car parking space would accommodate 10-12 bikes.

3.6 Bicycle Sharing Program

Bicycle sharing programs are gaining in popularity across the country. A bicycle sharing program makes bikes available for shared use, providing free or affordable access to bikes for short trips. The programs use docking stations, where bikes can be picked up and dropped off. The bikes are usually easily distinguishable by special designs and advertising displays.

South Florida has at least two bike sharing programs, one in Miami Beach and another in Broward County, which includes Ft. Lauderdale, Hollywood and Pompano Beach. But, they are not just found in big cities and beach areas. Punta Gorda has a Free Bicycle Loaner Program, where people can pick up bikes free of charge at several locations in Downtown Punta Gorda and along the riverfront.

It is recommended that consideration be given to establishing a bike sharing program for Downtown Fort Myers. Downtown residents, employees and visitors could all use the bike sharing program. There are many benefits associated with bike sharing programs, including potential commercial, health and environmental benefits.

- Provides an alternative to motor vehicles for short trips
- Reduces car trips and associated carbon emissions
- Reduces demand for motor vehicle parking spaces
- Helps consumers access hard-to-reach areas
- Encourages non-bikers to try cycling
- Encourages drivers to be on look-out for bike riders
- Provides exercise for bike riders
- Supplements transit
    - Can be linked to public transit at transit stations or stops
    - Can address "first-and-last mile" problem for transit commuters
    - Can use a single payment card for both transit and bike sharing

There is no single template for bike sharing programs. For example, Punta Gorda's Free Bicycle Loaner Program requires users to return the bikes to the station where they were picked up. In contrast, the Miami Beach and Broward County programs allow users to pick up bikes at one location and drop them off at another.

Programs that allow bikes to be picked up at one place and dropped off at another have the added expense of trucking bikes from full to empty docking stations. Some of these programs give riders a price reduction or extra time credit for leaving bicycles at empty docking stations to reduce trucking costs.

Appendix F includes two exhibits from a webinar sponsored by the Pedestrian and Bicycle Information Center (PBIC) and the University of North Carolina Highway Safety Research Center titled "Bike Sharing in the United States: State of the Practice and Guide to Implementation" on April 26, 2012. One exhibit provides approximate costs for implementing a bike sharing program. The other exhibit summarizes potential funding sources.

Capital costs range from $35,000 to $40,000 for equipment and installation of a small docking station to $53,000 to $58,000 for a large docking station. Operating costs range from $12,000 to $15,000 for annual operating costs for a small docking station to $24,000 to $28,000 for a large docking station. Of course, the City of Fort Myers could start off with small stations and expand to larger stations if and when needed.

Potential sources of funds for a bike sharing program include the following. Business interests and health organizations may be willing to help sponsor the program.

- Grants
- Bicycle donations
- Station sponsorship
- Revenues from ads . . . . . .

    - At bike docking stations
    - On bikes
- User fees
    - Affordable fees for first half hour plus each additional half hour or hour
    - Reduced fees for annual, monthly or weekly passes
    - Single payment card for both transit and bike sharing

Further research would be needed to determine the type of program that could be successful in Downtown Fort Myers, the costs associated with implementing the program, and the various means of funding the program. Particular attention should be given to finding sponsors for bike donations and the installation of docking stations. In Punta Gorda, bikes were donated by a marina.

Exhibit 3-4 shows potential bike docking stations in Downtown Fort Myers. Initially, bike docking stations could be placed at the Yacht Basin for people arriving by boat, at the Rosa Parks Transportation Center for people arriving by transit, or at other key locations, such as the new Regional Library, the Publix and the Edison-Ford Winter Estates. As the program becomes established, additional bike docking stations could be placed at Centennial Park (or Harborside Event Center), City of Palms Park, the Imaginarium, Seaboard Junction and residential communities, such as Beau Rivage & St. Tropez and Riviera.

Exhibit 3-1: Bicycle–Pedestrian Improvements

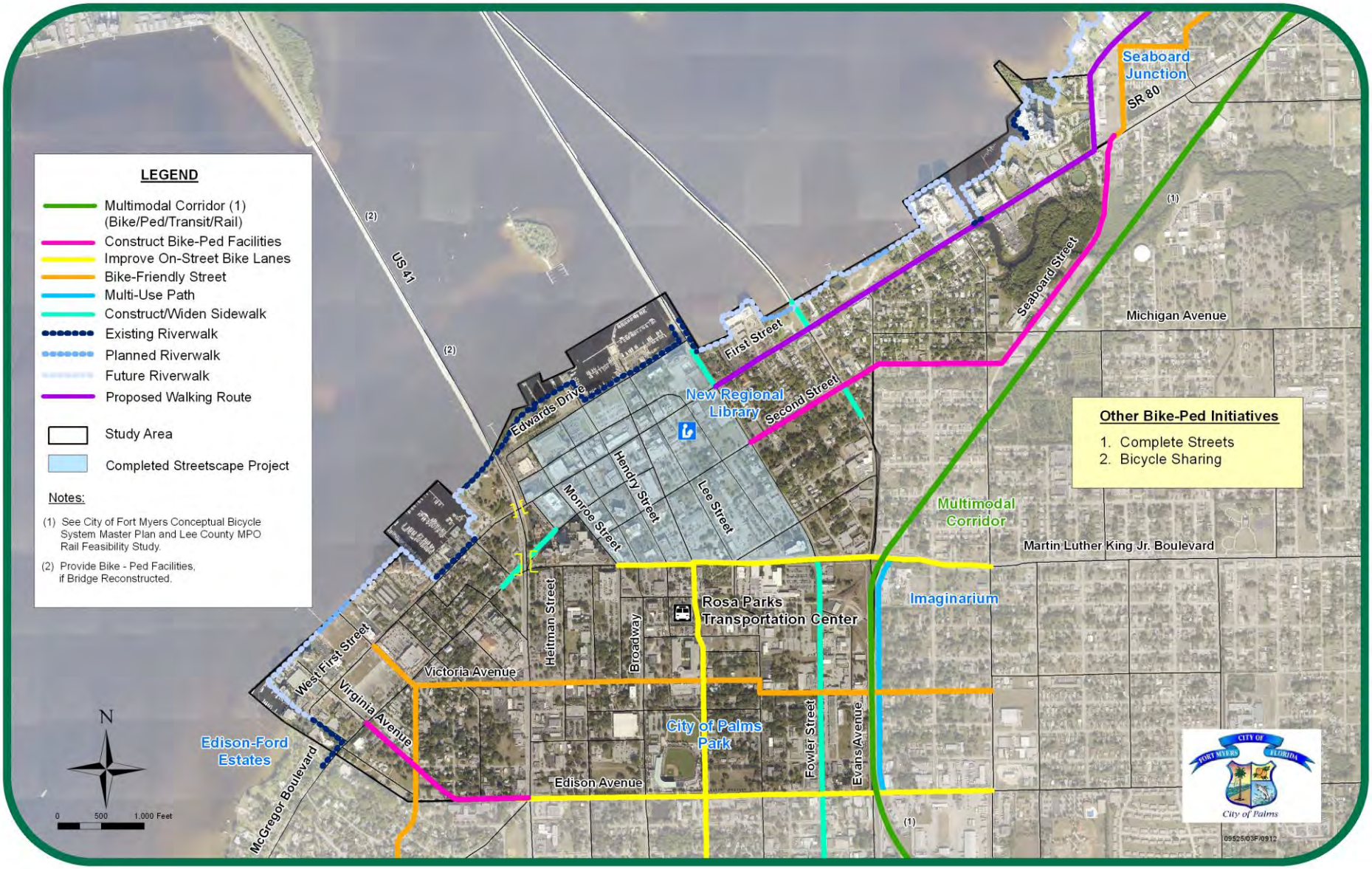


Exhibit 3-2: Pedestrian Crossings

Exhibit 3-3: Bicycle Storage

Exhibit 3-4: Bicycle Sharing Program

4. Public Transit

As noted above, the first objective in the City of Fort Myers Comprehensive Plan Transportation Element calls for a balanced, multi-modal transportation system, including public transportation. Other Transportation Element policies and actions further address the need for public transit.

- Action 1.1.2 supports the continued operation of the downtown multimodal transportation center (MMTC), the Rosa Parks Transportation Center.
- Policy 1.2 encourages public transportation friendly land uses in designated public transportation corridors.
- Policy 2.8 says that constrained roadways shall receive priority for public transit routes.
- Action 4.4.2 calls for a trolley feasibility study and, if feasible, implementation of a trolley system to provide access in and around the Downtown Redevelopment Area.

LeeTran is the lead agency for transit in Lee County. The Mobility Plan includes recommendations to supplement LeeTran activities by providing better circulation within Downtown Fort Myers and better accessibility to transit. Exhibit 4-1 highlights a few transit features in the Mobility Plan. However, it does not replicate LeeTran's current routes, stops and bus shelter locations or planned transit improvements found in LeeTran's recently updated Transit Development Plan (TDP). These can be found in LeeTran documents.

A key component of the Mobility Plan is a trolley circulator that will serve Downtown businesses, residents and visitors. A separate study, the Downtown Fort Myers Trolley Study, Phase 1, was conducted to evaluate trolley demand in Downtown Fort Myers, interview Downtown businesses, and identify an initial trolley route. Exhibit 4-2 shows the initial trolley route identified in that study.

4.1 Rosa Parks Transportation Center

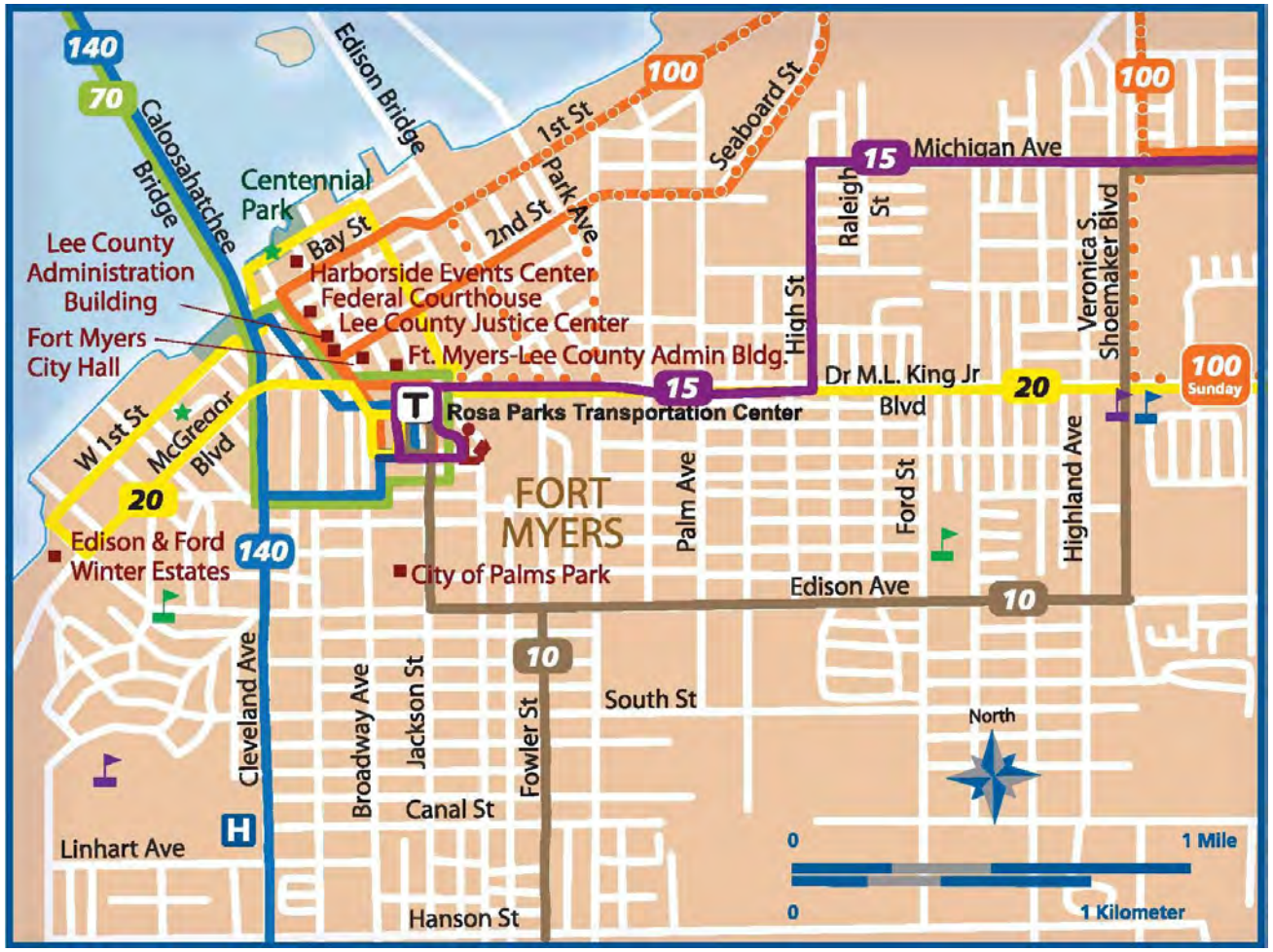
The Rosa Parks Transportation Center is located at 2250 Widman Way just south of Dr. Martin Luther King Jr. Boulevard between Hendry Street and Jackson Street. The Transportation Center, which was opened in November 2000 and occupies nearly two acres, is an SIS Intermodal Transfer Center, which serves as a hub for all forms of public transportation in Lee County, including at this time both Greyhound and LeeTran bus lines.

LeeTran is constructing a new $27 million operations and maintenance facility on 23 acres at 3251 Evans Avenue near Kennesaw. The facility will include a 12,000 sq. ft. administration building, an 18,000 sq. ft. operations building, and a 45,000 sq. ft. maintenance building. The facility is currently under design. The facility will eventually accommodate 200 buses and 500 employees through the year 2025.

LeeTran also recently constructed a new Edison Mall Station. This new station has 8 bus bays, public restrooms, WiFi and a security station.

4.2 LeeTran Routes Serving Downtown Fort Myers

Reprinted below is an inset from the current LeeTran System Map, which shows the six LeeTran routes now serving Downtown Fort Myers: Routes 10, 15, 20, 70, 100 and 140.



Source: LeeTran System Map (Inset), 1/12/12.

While these routes are certainly beneficial to those traveling to and from downtown, they are of limited use for local circulation. Most of these routes have headways (time between buses) of 30 minutes or more, which are not conducive for local circulation within Downtown Fort Myers.

4.3 Bus Shelters

LeeTran rider requests for more benches and shelters are being addressed through the LeeTran Transit Shelter Program. LeeTran scheduled 44 new shelter installations in one year, selecting the locations based on boarding activity, passenger requests and strategic location. Of these, 35 were built, primarily along US 41, Palm Beach Boulevard, Estero Boulevard and in Lehigh Acres. Two were installed in Downtown Fort Myers, one on the west side of Cleveland Avenue at Cortez Boulevard near Lions Park and the other on Victoria Avenue at Heitman Street near the St. Francis Xavier school.

In June 2012, a LeeTran official informed the Metropolitan Planning Organization that 40 new shelters had been installed and another 40 would be installed in the next phase of the project.

4.4 Transit Development Plan (TDP)

LeeTran recently updated its Transit Development Plan (TDP) for Lee County, which provides a 10-year plan for transit and a 2035 Vision Plan. The TDP is a FDOT requirement and must be updated every five years.

The TDP is a 10-year strategic plan for transit services. It involves an evaluation of demographic and travel behavior characteristics, an assessment of existing transit service, public involvement and out-reach efforts, the determination of transit needs, and service and implementation plan development. The updated TDP is different from prior TDPs in that it includes a 25-year vision and expanded public out-reach.

LeeTran envisions improved local transit service, express bus service, and Bus Rapid Transit (BRT), which is a rapid mode of transportation that can provide the quality of rail service and the flexibility of bus transit. Potential BRT lines along SR 80, SR 82, Colonial Boulevard, and US 41 were evaluated through a feasibility study conducted for Lee Tran. Based on that evaluation, a BRT line along US 41 from downtown to Gladiolus Drive has been included in the TDP's ten-year planning horizon.

Further information regarding the TDP can be found in the Lee County Transit Transit Development Plan, FY 2012 – 2021, Final Report, dated September 2011.

4.5 Multimodal Corridor

Plans to utilize the Seminole Gulf rail corridor as a multimodal corridor were described above in Section 3 regarding Bicycle and Pedestrian Facilities. This multimodal corridor is shown on Exhibit 4-1, along with interconnections with Downtown Fort Myers and, in particular, with the Rosa Parks Transportation Center.

The Lee County MPO has scheduled a rail feasibility study in FY 2011/12 to explore multimodal transportation options in the Seminole Gulf rail corridor, including various forms of transit, bicycle and pedestrian facilities, and continued freight service. This study will evaluate the feasibility of various passenger service options, including commuter rail, light rail and Bus Rapid Transit (BRT).

4.6 Para-Transit Fees

In Section 118.8.5 of Article 8, the Downtown Smart Code, the City has adopted land use regulations that state that bonus density and increased building height may be awarded through the planned unit development process in urban general, urban center and urban core zoning districts, if certain criteria are met. One of the criteria is a contribution to the city's annual cost of providing para-transit facilities, in the amount of $51.14 per unit annually, adjusted annually based on the Consumer Price Index. The para-transit fee is due when a certificate of occupancy is obtained. These funds are held in a noninterest bearing escrow account by the city in a fund known as downtown para-transit trust fund.

The City of Fort Myers has collected para-transit fees from Downtown high rise developments, such as the Cypress Club, St. Tropez and Riviera, and the Oasis. In addition, the City has collected para-transit fees from the Lee County Justice Center. These fees can be used to fund trolley feasibility studies and the implementation of a transit circulator (or trolley) system serving Downtown Fort Myers.

In August 2012, the City staff estimated the current funds available in the para-transit fund and the estimated annual contribution beginning in 2013.

City of Fort Myers Para-Transit Fund

Current amount available in the Para-transit Fund	$164,841.72
Outstanding funds expected by December 2012 (2012 contributions and previous year's outstanding balances)	+ 95,849.26
Total	$260,690.98
Estimated annual contribution beginning in 2013	$ 55,000.00

4.7 Downtown Trolley

The need for a transit circulator in Downtown Fort Myers is discussed on page II.7 of the 2003 Downtown Fort Myers Plan (the Duany Plan). The transit circulator (or trolley) would serve downtown residents and businesses and reduce auto usage downtown. It was recommended that, at least initially, this transit circulator be provided for free.

> *"Initially at least, this transit should be provided for free, as the revenues generated from reasonable fares are insignificant compared to the benefit to downtown businesses that will result. Ideally, these vehicles would eventually be funded by tax revenue from those businesses that benefit."*

The need for a transit circulator is also discussed in the 2009 Fort Myers Riverfront Development Plan.

> *"Connecting people with the various sites and amenities is critical. A hybrid-powered transit line that links the downtown with the Edison-Ford Estates, City of Palms Park, and sites to the north is proposed. This line would terminate at the Reilly Brothers depot."*

The City's Comprehensive Plan calls for a trolley system to serve Downtown Fort Myers. Transportation Element Action 4.4.2 requires a trolley feasibility study and, if feasible, implementation of a trolley system to provide access in and around the Downtown Redevelopment Area.

A trolley system serving Downtown Fort Myers is a key component of the Mobility Plan. The trolley system will serve Downtown businesses, employees, residents and visitors.

An initial trolley study was conducted in early 2012 to evaluate trolley demand in Downtown Fort Myers, interview Downtown businesses, and identify an initial trolley route. This was Phase 1 of the Downtown Fort Myers Trolley Study. Subsequent phases of the study will go into more detail regarding costs, fares, ridership projections, and system features (Phase 2) and funding alternatives and the long-term implementation of the trolley system in Downtown Fort Myers (Phase 3).

Phase 1 of the Downtown Trolley Study involved four surveys of Downtown residents, employees, pedestrians and visitors and several personal interviews with business owners/managers in the Downtown core area. The objective was to measure the interest in trolley service and to gain insights into the service they would like the system to provide.

The results of these surveys and interviews and the evaluation of alternative initial routes can be found in the report titled Downtown Fort Myers Trolley Study, Phase 1 Trolley Demand Surveys and Trolley Routes and dated July 16, 2012. The most significant conclusions from the surveys and interviews are listed below.

- Most of those surveyed indicated that they'd use the trolley
  - 86% of downtown residents
  - 68% of downtown employees
  - 65% of downtown pedestrians

- All interviewed business owners/managers expressed interest in having trolley service

- Vehicles should be downtown friendly – small size, easy to get on and off, clean, quiet, fit character of Downtown Fort Myers

- Serve downtown core area, West First Street and major residential areas

- Maintain short headways

- Provide frequent stops at corners and mid-block

- Provide service free of charge

- Provide weekday and weekend service

- Adjust weekend service for special events

Four alternatives (Alternatives 1-4) were developed for an initial trolley route serving Downtown Fort Myers. Following discussions with the City staff and LeeTran, a trial run was made of Alternative 4 using a LeeTran trolley on July 10, 2012. Based on this trial run, modifications were made to the Alternative 4 trolley route.

Modified Alternative 4 became the recommended route for initial trolley service in Downtown Fort Myers. It was understood that the route, schedule and headways would be adjusted as needed over time, once the initial service is established.

Exhibit 4-2 shows the recommended trolley route, which uses West First Street and First Street as the initial trolley route. The route is divided into two operational segments. The first segment (Downtown Trolley) serves the downtown core area along First Street between Monroe Street and Royal Palm Avenue near the new library, with loops at each end. It will operate with relatively short headways. The second segment (River District Trolley) is much longer and uses West First Street and First Street to travel between Port Royale and the Oasis. It will have longer headways. But, both trolleys will travel on First Street between Monroe Street and

Royal Palm Avenue, so that good headways can be maintained in this core area. Preferably, two trolleys would eventually run on the River District segment to provide better headways on this longer route.

Although this initial trolley route does not directly serve the Rosa Parks Transportation Center, it intersects four of the six LeeTran routes serving Downtown Fort Myers. LeeTran riders on those routes can get off those buses and use the trolleys to get around downtown. Direct service to the Rosa Parks Transportation Center should be considered, once the trolleys are established downtown and the initial trolley service is expanded. This is shown in Exhibit 4-2 as a Potential Future Expansion.

LeeTran is making 2-3 trolleys available for this initial trolley service in Downtown Fort Myers. LeeTran estimated that operating costs would be approximately $81 per hour per trolley. The overall costs for running the trolleys, therefore, would depend upon the days and hours of service and the number of trolleys in service.

Using LeeTran's figure of $81 per hour per trolley, it was estimated that it would cost approximately $79,000 per month to run three trolleys (1 on the Downtown segment and 2 on the River District segment) for 75 hours per week: Monday-Saturday from 11 am to 10:30 pm and Sunday from 11 am to 5 pm.

This is not affordable at this time. LeeTran has received a grant of $180,000 for initial trolley service in Downtown Fort Myers. The available match from the City's para-transit trust fund has been estimated as approximately $315,000 (including $260,000 available through December 2012 plus $55,000 annual contribution in 2013). Together, this totals $495,000 over the next year.

Given these available revenues, it was estimated that it would be affordable to run two trolleys (1 on the Downtown segment and 1 on the River District segment) for 59 hours per week: Monday-Thursday from 11 am to 8 pm and Friday-Saturday from 11 am to 10:30 pm, with no service on Sunday.

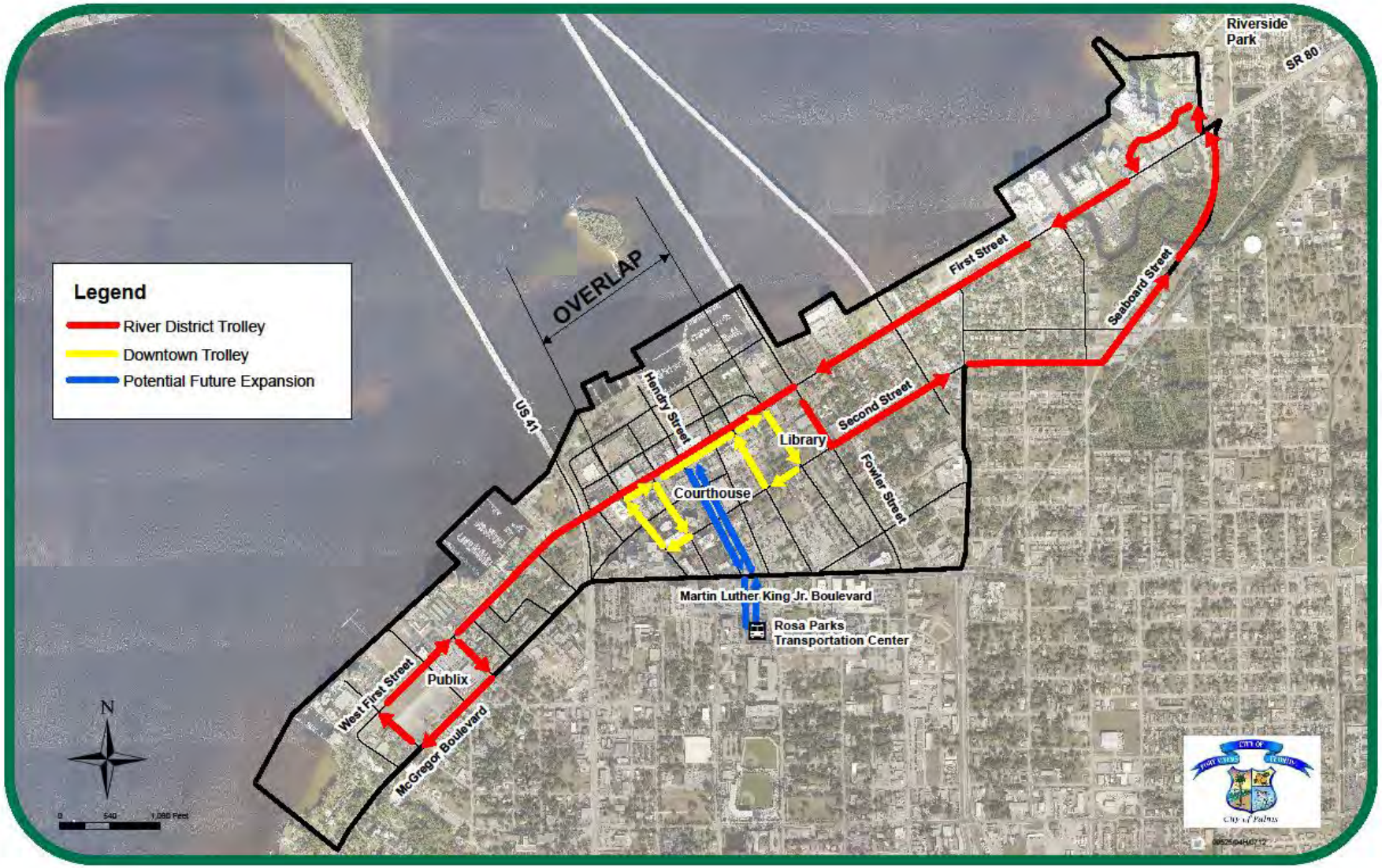
For several reasons, it is recommended that no fares be charged for this trolley service. Charging a fare discourages potential riders, especially for short downtown trips. Charging fares also delay boardings. LeeTran has estimated that the average time spent collecting a fare is 27 seconds. Therefore, if six people board a trolley at a stop, collecting fares would delay the trolley for about three minutes. These boarding delays would result in increased headways and longer waits for riders. Finally, fares would cover only about 20-30% of the operating costs for the trolleys. Trolleys should be viewed as a public service, like parks and libraries.

This information was presented by the City staff at a City Council workshop on August 6, 2012. During this workshop, the City Council authorized the City staff to make preparations with LeeTran for running 2 trolleys on the Modified Alternative 4 route for two successive 6-month peak seasons for 59 hours per week on the days and hours indicated above, beginning Fall 2012.

Clearly, further research is necessary, especially to find continuing sources of funding for the downtown trolley service. In addition, adjustments to the route, schedule and headings for this service will be made over time, as needed. Finally, smaller trolleys with one-step up for riders should be acquired for this on-going service.

Exhibit 4-1: Public Transit

Exhibit 4-2: Trolley Route, Modified Alternative 4



5. Waterways

The importance of the waterfront is emphasized in the 2009 Fort Myers Riverfront Development Plan.

> *"Public access to the waterfront is at the forefront of the redevelopment master plan. Beginning with a redeveloped waterfront in Centennial Park, a boardwalk helps extend river access past the environmentally sensitive mangroves. The new basin is of course lined with a promenade, and City Pier engages more actively with the river because of this basin and the addition of new dining and amusement facilities planned for the pier. An expanded marina provides additional slips for leased and transient boating, and the redevelopment of Edwards Drive will create a stronger pedestrian promenade along the south edge of the yacht basin."*

Exhibit 5-1 shows the waterways features included in the Downtown Fort Myers Mobility Plan.

5.1 Fort Myers Yacht Basin

The Fort Myers Yacht Basin is 15 miles in-land from the Gulf of Mexico on the south side of the Caloosahatchee River between the Edison Bridges and the Caloosahatchee Bridge (US 41), at Mile Marker 135 on the Okeechobee Waterway. The Yacht Basin's Ship and Convenience Store is located at 1300 Lee Street in Downtown Fort Myers. The Yacht Basin is owned and operated by the City of Fort Myers.

The City's Riverfront Development Plan contemplates an expanded marina with additional slips for leased and transient boating. For this reason, expanded boat access to the Yacht Basin is indicated on Exhibit 5-1.

The current City CIP includes three projects related the expansion of the Yacht Basin marina. However, none of these are scheduled within the next five years.

- $2.7 million to construct an L dock to provide 20 additional slips for larger vessels, which will increase revenue for the marina.
- $2.2 million to construct new transient use docks for the use by the public as a part of the waterfront development
- $1.8 million for a 4-story parking garage to meet customer needs, while generating additional revenue from included storage locker rentals.

Future access to Lofton's Island is discussed in the 2009 Fort Myers Riverfront Development Plan. Access to Lofton's Island (and other river islands) should be considered if and when the island is developed.

5.2 Existing Boat Ramp

A relocation of the existing boat ramp at Centennial Park is discussed in the 2009 Fort Myers Riverfront Development Plan.

> *"The existing boat ramp has been identified as a community asset, but needs to be relocated to a different location along the river. The ramp will be relocated out of the downtown and three possible options are being considered: Epler site across the River, Boatland site across the River and immediately adjacent to the Riverside Community Park."*

The relocation of the boat ramp is needed to implement riverfront development plans. The current City CIP includes a $290,000 project for design, engineering and construction of the relocated boat ramp. However, the project is not scheduled within the next five years.

5.3 Water Taxis

Five attendees at the public workshop on March 20, 2012, expressed an interest in having water taxi service along the riverfront. Downtown Fort Myers could be served by water transportation that would combine mobility with recreation and the potential for wildlife viewing. This service could include a mix of on-call water taxis plus regularly scheduled water shuttles, stopping at landing sites including the Edison / Fort Winter Estates, the Legacy Harbor Marina, the Yacht Basin, and the Oasis towers, plus sites outside downtown.

Water taxis operate successfully as private businesses in many waterfront communities without public subsidies. To be successful, property owners must be willing to provide dockage at prospective locations and public agencies must waive requirement for dedicated on-site parking.

Such a service would by no means diminish the need for a trolley circulator. The trolley circulator is needed to serve the downtown core area and the First Street / West First Street corridor from the Edison-Ford Winter Estates to the Oasis.

Exhibit 5-1: Waterways

6. Land Use

Land use strategies can provide densities and land development patterns that promote mobility, enhance multimodal opportunities, and support transit. For example, mixed land uses often produce shorter trips, many of which can be made by walking or bike riding. Mixed land uses may also promote shared parking. Land uses with higher density and intensity help support transit.

Comprehensive Plan Transportation Element Policy 1.2 encourages public transportation-friendly land uses in designated public transportation corridors. In addition, the "planned transit developments" along First Street are discussed in the 2009 Fort Myers Riverfront Development Plan.

> *"Throughout the planning process, emphasis has been placed on making better connections: between river and downtown, between attractions, and between downtown and the larger metropolitan area. The recommended master plan responds by reinforcing the city grid, dispersing parking resources around and at the edges of the redevelopment area to encourage pedestrian activity, and making explicit links to planned transit developments along First Street. The integration of a trolley system for more local use as well as the inclusion of biking and walking paths will only enhance this connectivity and expand the districts appeal as a regional destination for residents and visitors alike."*

Exhibit 6-1 shows current land use patterns that will help support transit in Downtown Fort Myers. These include existing riverfront development, the Riverfront Development Plan area, First Street Village, and potential redevelopment areas. These are all in close proximity to the West First Street/First Street corridor. This was a factor in identifying and evaluating potential routes for initial trolley service in Downtown Fort Myers, as discussed in Section 4.7 above.

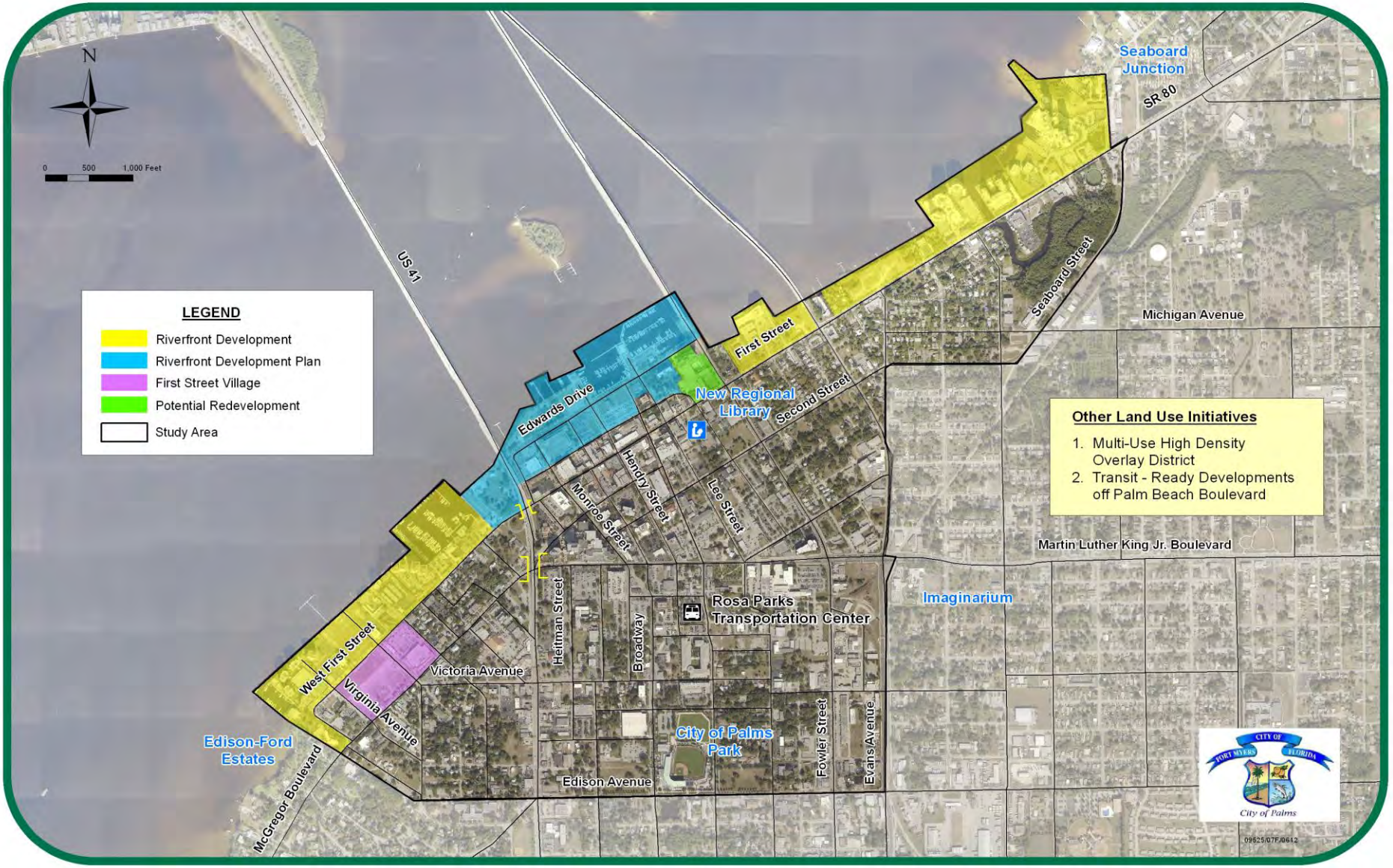
Other areas may be redeveloped as transit oriented developments (TODs). The FDOT describes transit-oriented development (TOD) as "moderate to high density, mixed-use, and walkable developments designed to facilitate transit and accommodate multiple modes of transportation." The Department further explains that the "transit core" is within 1/4 mile of a station, and "transit neighborhoods" are from 1/4 to 1/2 mile from a station.

TODs have proven popular across the country with young adults and empty-nester couples. This is a development market that has been overlooked in southwest Florida. It has considerable promise if potential sites are identified in advance as nodes on a future transit system. TODs are typically built around light rail stops, but could also be built around BRT, streetcars, or perhaps even express bus stops.

The middle ground that Fort Myers should promote right now is "transit-READY development" (TRDs), which are walkable concentrations of development (with housing and jobs) that are designed to accommodate transit when it becomes available. This development form is designed initially with surface parking, but laid out so that the parking can be reduced or converted into parking structures as transit arrives and the mix of uses reduces the necessity for so many vehicles.

The Mobility Plan includes the Seminole Gulf rail corridor as a multimodal corridor. The Lee County MPO, with an FDOT grant, has begun a rail feasibility study to explore multimodal transportation options along this corridor, including various forms of transit, bicycle and pedestrian facilities, in addition to continued freight and excursion service. If this corridor proves suitable for BRT or light rail service, redevelopment along this corridor would present many opportunities for TODs or TRDs. The East Fort Myers Revitalization & Redevelopment Plan (May 2009) has several references to TODs and TRDs along Palm Beach Boulevard and the Seminole Gulf rail corridor east of downtown.

Exhibit 6-1: Land Use



Summary of Mobility Plan Recommendations

The Downtown Fort Myers Mobility Plan is a multimodal transportation plan that provides for several alternative modes of travel, including bicycle and pedestrian facilities, public transit and waterways, as well as roads and intersections. The Plan also addresses land use strategies conducive to improving mobility.

Complete Streets

The goal of Complete Streets is to plan, design and, if necessary, retrofit streets so that they accommodate all modes of travel and are safe, comfortable and accessible to users of all ages and abilities. The City's Complete Streets program will be an important factor in improving mobility throughout Fort Myers. Downtown Fort Myers already has some of the best examples of Complete Streets in all of Lee County. The Downtown Fort Myers Mobility Plan is an important step forward in carrying out the city's Complete Streets program. The Comprehensive Plan amendments that will result from this mobility plan may provide a model for subsequent amendments that will fully implement the City's Complete Streets program.

Road and Intersection Improvements (Exhibits 2-1 and 2-2)

Less reliance is placed on major road construction projects and, in particular, the widening of roads in Downtown Fort Myers to four or more lanes. Greater reliance is placed on optimizing the two-lane, grid street system prevalent in Downtown Fort Myers, using roundabouts to keep traffic moving.

The road and intersection improvements include, among other things:

(d) conversion of First Street and Second Street/Seaboard Street to two-way traffic operations, with two lanes (one lane in each direction) on each road, plus roundabouts at two key intersections;
(e) realignment of SR 82 through Downtown Fort Myers via a series of two-lane roads, with five roundabouts to keep traffic moving; and
(f) reconnection of Market Street across the Seminole Gulf Railway to Evans Avenue.

These improvements, along with improved public transit and enhanced bicycle and pedestrian facilities and services, should facilitate travel in and around downtown for the foreseeable future.

Bicycle and Pedestrian Facilities and Services (Exhibits 3-1 through 3-4)

The bicycle and pedestrian facilities and services include several projects previously identified in the City's 2007 Bicycle and Pedestrian Plan and the 2006 Parks and Open Space System Master Plan, plus several additional features included in this Mobility Plan, such as:

(g) completion and extension of Riverwalk;
(h) development of two pedestrian corridors from the Rosa Parks Transportation Center into the Downtown core area;
(i) improved pedestrian crossings at key locations;
(j) repair and expansion of existing bike racks and installation of additional new bike racks;
(k) installation (in phases) of bike docking stations and operation of bike sharing program; and
(l) Seminole Gulf rail line as a multimodal facility, including pathways.

Transit Facilities and Services (Exhibits 4-1 and 4-2)

LeeTran is the lead agency for transit in Lee County. Accordingly, the Mobility Plan includes transit improvements (both local and premium service) from the current LeeTran Transit Development Plan (TDP), including:

(d) expansion of Rosa Parks Transportation Center;
(e) Express Bus routes along Palm Beach Boulevard/SR 80 to the northeast, Dr. Martin Luther King Jr. Boulevard/SR 82 to the east, and Cleveland Avenue/US 41 to the north; and
(f) Bus Rapid Transit (BRT) along Cleveland Avenue/US 41 to the south.

The Mobility Plan also includes two key transit elements that are not featured in the current LeeTran TDP:

(c) multimodal corridor utilizing the Seminole Gulf Railway corridor; and
(d) transit circulator in Downtown Fort Myers.

The Lee County Metropolitan Planning Organization (MPO) is currently studying potential transit and pathway options utilizing the Seminole Gulf Railway corridor. The Mobility Plan envisions that, if transit options are implemented within this corridor, they should be well connected to the Rosa Parks Transportation Center and other Downtown destinations.

Both the 2003 Downtown Fort Myers Plan (the Duany Plan) and the 2009 Fort Myers Riverfront Development Plan envisioned a transit circulator serving Downtown Fort Myers. The downtown trolley was the subject of another recent study for the City, which is discussed in earlier this report. With close cooperation between the City and LeeTran, LeeTran successfully ran a trolley service in Downtown Fort Myers during the peak season from November 2012 through April 2013, with two trolleys running concurrently. One trolley ran on a short route serving the Downtown core area, while another trolley ran on a longer route through the Downtown core

area between the Oasis high-rise development and Port Royale. This service should be continued into the future and eventually expanded.

Waterways (Exhibit 5-1)

The Mobility Plan includes a number of waterways features, including:

(e) expansion of the Fort Myers Yacht Basin, with additional slips for leased and transient boating;
(f) relocation of existing boat ramp;
(g) future access to Lofton's Island, if and when it is developed; and
(h) accommodation of private water taxi service.

Land Use (Exhibit 6-1)

Land use strategies can provide densities and land development patterns that promote mobility, enhance multimodal opportunities, and support transit. The Mobility Plan anticipates that the City will continue to promote such land use strategies. Emphasis should be placed on Transit-Oriented Development (TOD) and Transit-Ready Development (TRD) in the future. The proposed Seminole Gulf multimodal corridor may present future opportunities for the latter.

List of Mobility Plan Recommendations

The preceding sections of this report include many specific mobility recommendations. These recommendations are listed in Exhibit B. For several Mobility Plan recommendations, the original source for this recommendation is provided. The table also provides an approximate time frame for implementing the Mobility Plan recommendations. The approximate time frame refers to short term (1-10 years), mid-term (11-20 years) and long-term (21-30 years) and is subject to discussion. Also, a cross reference is provided to the section of this report, in which the recommendation is discussed.

This list of recommendations in Exhibit B was expanded in Appendix I to include further information regarding these recommendations, including a general cost estimate, potential funding sources and responsibility for each recommendation. Cost estimates are not provided for major construction projects typically funded through the MPO planning process, such as the reconstruction of Fowler Street as part of SR 739 improvements, the widening of Edison Avenue to four lanes, the realignment of SR 82 as a four-lane facility through Downtown Fort Myers, and so on. While these important projects are shown in the Mobility Plan, they are regional projects that are not the sole responsibility of the City of Fort Myers and generally serve through traffic rather than mobility within Downtown Fort Myers.

The cost estimates will change as more detailed information becomes available. Potential funding sources and the responsibility for the improvement or enhancement will be the subject of further discussion among interested parties.

Exhibit B - Summary of Mobility Plan Recommendations

Recommendation	Original Source Document	Time Frame (1) Short	Mid	Long	Report Section
Complete Streets					
Develop City regulations to implement Complete Streets		*			1.0
Conduct Complete Streets study		*			1.0
Road and Intersection Improvements					
Street removal, if needed for redevelopment					
Heitman Street from Bay Street to Edwards Dr	2009 Riverfront Development Plan		*		2.2
Edwards Dr from Heitman Street to Monroe St	2009 Riverfront Development Plan		*		2.2
Dean Street from Bay Street to Edwards Dr	2009 Riverfront Development Plan		*		2.2
Zip parking					
First St to Fowler St near new library	Downtown Fort Myers Mobility Plan	*			2.3
Lee St from First St to Second St	Downtown Fort Myers Mobility Plan	*			2.3
First St/Second St (SR 80) conversion to two-way 2L traffic	City CIP SR 80 Corridor Redev. Impact Study	*			2.4
SR 82 realignment via 2L Broadway, Central, Victoria, Edison	Downtown Fort Myers Mobility Plan		*		2.5
Edison Avenue widening to four lanes	MPO 2035 LRTP Needs Plan			*	2.6
Edison Avenue realignment/extension	City CIP	*			2.7
Fowler Street reconstruction (2-way) south of Dr. MLK Jr Blvd	MPO 2035 LRTP Cost Feasible Plan	*			2.8
Market St. reconnection across Seminole Rail corridor	Downtown Fort Myers Mobility Plan			*	2.9
Median Treatments	Downtown Fort Myers Mobility Plan	*	*		2.10

Exhibit B - Summary of Mobility Plan Recommendations

Recommendation	Original Source Document	Time Frame (1) Short	Mid	Long	Report Section
Signal, turn lane improvements					
First St/Fowler St	City CIP	*			2.13
First St/Park Ave	City CIP	*			2.13
Second St/Fowler St	City CIP	*			2.13
Second St/Park Ave	City CIP	*			2.13
Cleveland Ave/Edison Ave (signal upgrade)	FDOT Work Program	*			2.13
Dr. MLK Jr Blvd/Palm Ave	Downtown Fort Myers Mobility Plan			*	2.13
Evans Ave/Market St	Downtown Fort Myers Mobility Plan			*	2.13
Signal monitoring, removal only if warrants aren't met					
Second St/Jackson St	Downtown Fort Myers Mobility Plan				2.14
Second St/Royal Palm Ave	Downtown Fort Myers Mobility Plan				2.14
Roundabouts					
McGregor Blvd/Virginia Ave/Edison Ext	2003 Downtown Fort Myers Plan, City CIP	*			2.15
W. First St/Altamont Ave	Development approvals, City CIP		*		2.15
Dr. MLK Jr. Blvd/Monroe St/Broadway	Downtown Fort Myers Mobility Plan		*		2.15
Broadway/Victoria Ave	Downtown Fort Myers Mobility Plan		*		2.15
Broadway/Edison Ave	Downtown Fort Myers Mobility Plan		*		2.15
Dr MLK Jr Blvd/Lee St/Central Ave/Thompson St	Downtown Fort Myers Mobility Plan		*		2.15
Central Ave/Edison Ave	Downtown Fort Myers Mobility Plan			*	2.15
Palm Beach Blvd/First St/Seaboard St	Downtown Fort Myers Mobility Plan	*			2.15
Seaboard St/Palm Ave	Downtown Fort Myers Mobility Plan			*	2.15
Bicycle and Pedestrian Facilities					
Sidewalks					
Fowler Street from Dr MLK Jr Blvd to Hanson	City CIP	*			3.1
Multi-use pathway					
Old Evans from Dr MLK Jr Blvd to Edison	City CIP		*		3.1
Bike-friendly street					
Altamont from W. First St to McGregor	2007 Bicycle and Pedestrian Plan		*		3.1
Victoria Ave from McGregor to Central	2007 Bicycle and Pedestrian Plan	*			3.1

Exhibit B - Summary of Mobility Plan Recommendations

Recommendation	Original Source Document	Time Frame (1) Short	Mid	Long	Report Section
Market St from Central to east	2007 Bicycle and Pedestrian Plan		*		3.1
Ardmore-Harvard-Euclid	2007 Bicycle and Pedestrian Plan	*			3.1
Seaboard St/Edgewood Ave to east	2007 Bicycle and Pedestrian Plan		*		3.1
Bicycle lanes					
Jackson St from Dr MLK Jr Blvd to Hanson	2007 Bicycle and Pedestrian Plan	*			3.1
Edison Ave from Cleveland Ave to east	2007 Bicycle and Pedestrian Plan	*			3.1
Dr MLK Jr Blvd lanes from Monroe St to east	2007 Bicycle and Pedestrian Plan		*		3.1
Sidewalk gap					
McGregor/Main from Johnson to Heitman	2007 Bicycle and Pedestrian Plan		*		3.1
Fowler St from bridge to First St	2007 Bicycle and Pedestrian Plan		*		3.1
Park Ave from 3rd St to Second St	2007 Bicycle and Pedestrian Plan		*		3.1
Park Ave from First St to bridge	2007 Bicycle and Pedestrian Plan		*		3.1
Walking route					
Proposed Boulevard Walking Route on First St	2006 Parks & O. S. System Master Plan		*		3.1
Proposed Neighborhood Walking Route on E. Riverside Dr	2006 Parks & O. S. System Master Plan		*		3.1
Bike-ped facilities					
Caloosahatchee River Bridge (if reconstructed)	2035 MPO Cost Feasible Plan			*	3.1
Second St/Seaboard St east of Fowler St	City CIP	*			3.1
Edison Ave from Cleveland to McGregor	City CIP	*			3.1
Riverwalk	2009 Riverfront Development Plan	*	*	*	3.2
	2006 Parks & O. S. System Master Plan				
Multimodal Corridor	2007 Bicycle and Pedestrian Plan		*	*	3.3
	2006 Parks & O. S. System Master Plan				
	MPO Rail Feasibility Study				
Pedestrian crossings					
Dr. MLK Jr Blvd west of Monroe St	Downtown Fort Myers Mobility Plan		*		3.4
First St/Palm Ave	Downtown Fort Myers Mobility Plan	*			3.4
Cleveland Ave at Victoria, Edison	City CIP		*		3.4

Exhibit B - Summary of Mobility Plan Recommendations

Recommendation	Original Source Document	Time Frame (1) Short	Mid	Long	Report Section
Pedestrian corridor					
Lee St from Rosa Parks to library	Downtown Fort Myers Mobility Plan		*		3.4
Hendry St from Rosa Parks to Edwards	Downtown Fort Myers Mobility Plan		*		3.4
Bike racks					
Fix 3 bike racks (Exhibit 3-3)	Downtown Fort Myers Mobility Plan	*			3.5
Expand 5 bike racks (Exhibit 3-3)	Downtown Fort Myers Mobility Plan	*	*	*	3.5
Purchase, install 24 new bike racks (Exhibit 3-3)	Downtown Fort Myers Mobility Plan	*	*	*	3.5
Bike sharing docking station					
Fort Myers Yacht Basin	Downtown Fort Myers Mobility Plan		*		3.6
Regional Library	Downtown Fort Myers Mobility Plan		*		3.6
Rosa Parks Trans. Center	Downtown Fort Myers Mobility Plan		*		3.6
Publix	Downtown Fort Myers Mobility Plan		*		3.6
Edison-Ford Winter Estates	Downtown Fort Myers Mobility Plan		*		3.6
Harborside/Centennial Park	Downtown Fort Myers Mobility Plan			*	3.6
City of Palms Park	Downtown Fort Myers Mobility Plan			*	3.6
Imaginarium	Downtown Fort Myers Mobility Plan			*	3.6
B. Rivage, St. Tropez, Riviera	Downtown Fort Myers Mobility Plan			*	3.6
Seaboard Junction	Downtown Fort Myers Mobility Plan			*	3.6
Public Transit					
Trolley circulator	2003 Downtown Fort Myers Plan				
	2009 Riverfront Development Plan				
Use 2 trolleys provided by LeeTran		*			4.7
Purchase 3 small, state-of-the-art trolleys			*	*	4.7

Footnotes:

(1) Approximate Time Frame: Short-Term (1-10 years); Mid-Term (11-20 years); Long-Term (21-30 years)

Implementation of the Mobility Plan

There are many suggestions in the preceding sections regarding implementation of certain parts of the Mobility Plan. This section provides further recommendations for implementation of the Plan, including incentives for reducing vehicle miles of travel (VMT), potential revenue sources, proportionate share contributions, a Transportation Management Association (TMA), and monitoring of the Mobility Plan.

Incentives for Reducing VMT

The Mobility Plan strives to reduce reliance on the automobile, foster alternative modes of transportation, and, in this way, reduce traffic and parking needs. Vehicle miles of travel (VMT) can be reduced in a number of ways. VMT-reduction strategies try to address one or more of the following factors.

- reducing the number of trips generated by land uses
- reducing the average length of trips
- increasing the occupancy of vehicles
- shifting people to other modes of travel

The City of Fort Myers has already taken several steps to provide incentives to encourage development that produces relatively low VMT by having a good balance of land uses in close proximity to one another to encourage internal community trip capture, live-work projects to encourage internal project trip capture, high density developments concentrated in a corridor where they can be served by transit, and enhanced bicycle and pedestrian facilities to encourage non-motorized modes of travel. Here are some examples.

- Increased densities and/or intensities -- The City Comprehensive Plan enables intense development, where appropriate. Limits along the river are imposed by the State and seem unavoidable. In addition, for some projects, the City allowed higher densities along the river in exchange for, among other considerations, agreement to pay a paratransit fee per unit.

- Reduced parking requirements -- The City requires relatively little on-site parking (including none in the core) and considers itself responsible for providing shared public parking.

- Expedited development reviews -- The SmartCode allows the DCD director to administratively approve most development plans. The Hotel Indigo was approved administratively under the SmartCode with no on-site parking.

Other ways that the City can provide incentives for reducing VMT are as follows.

- Reduced application fees.
- Preferential vanpool/carpool parking or bicycle parking.
- Trip reduction "credits" (through internal capture and/or pass-by capture) that recognize VMT-reducing features in the development plan -- This would have to be incorporated into the City's guidelines for traffic impact statements and would require some follow-up to verify that the VMT-reducing features were implemented.
- Reduced road impact fees -- This would require development of a methodology for estimating the amount of the impact fee reduction and some verification that the developer followed through on the reasons for the impact fee reduction.

Potential Revenue Sources

Finding revenues to support the Mobility Plan is challenging, especially in this economic climate, with scarce revenues at every level. With this in mind, when developing the Plan, an emphasis was placed on identifying relatively low cost, cost efficient mobility measures.

A wide variety of funding sources must be considered for funding and implementing the Mobility Plan. These include, but are not limited to, federal funding sources, MPO funding projections, a transit authority, para-transit fees, tax increment financing, advertisement revenues and sponsorship by parties that benefit from the Plan.

The City of Fort Myers Comprehensive Plan requires that future development contribute a proportionate share of the costs for needed public facilities made necessary by its construction. Road impact fees and mobility fees, which are different methods for ensuring that development mitigates its impacts in approximate proportionality to those impacts, are discussed in the next section of this report.

Federal Funding Sources

The City must continue to aggressively pursue federal funding through grants and other federal programs. The FHWA Federal Transit Administration Livability in Transportation Guidebook provides a list of possible federal funding sources.

> *"There are many Federal funding sources available to promote livability through transportation projects. Some of these funding programs are administered by USDOT, while others are run by EPA and HUD. The following select examples are meant to illustrate the range of available funding types, not to represent comprehensive options.*

- *Brownfields Grants (EPA). Grants are available to help pay for area-wide brownfields planning, assessment, and cleanup. EPA encourages applicants to show how their projects will fit into their communities' master plans or development plans.*

- *Community Development Block Grant (HUD). Provides communities with resources to address a wide range of unique community development needs. The CDBG program provides annual grants on a formula basis to general units of local government and States.*

- *Congestion Mitigation and Air Quality Program (USDOT). Funds are awarded through States or MPOs in air quality nonattainment areas for projects that reduce transportation-related emissions, including transit, bicycle, and pedestrian facilities.*

- *Federal New Starts (FTA). Discretionary New Starts program is the Federal Government's primary financial resource for supporting locally planned, implemented, and operated transit "guideway" capital investments. From heavy to light rail, from commuter rail to BRT systems, the FTA's New Starts program has helped to make possible hundreds of new or extended transit fixed guideway systems across the country.*

- *FTA Livable Communities Initiative (USDOT). Uses sustainable design concepts such as TOD to strengthen linkages between transportation services and communities. Eligible recipients are transit operators, MPOs, city and county governments, States, planning agencies, and other public bodies with the authority to plan or construct transit projects. Nonprofit, community, and civic organizations are encouraged to participate in project planning and development as partners with eligible recipients.*

- *Sustainable Communities Initiative (HUD). Competitive grants in partnership with USDOT and EPA to stimulate integrated regional planning that guides State, metropolitan, and local decisions to link land use, transportation, and housing policy.*

- *Sustainable Communities Program (formerly Smart Growth Implementation Assistance) (EPA). Provides technical assistance to Tribal, State, regional, and local governments, in partnership with HUD and USDOT, for integrating smart growth*

- *Transportation Infrastructure Finance and Innovation Act (USDOT). Provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. TIFIA funding is available to State DOTs, transit operators, special transportation authorities, local governments, and private investors."*

Other sources of federal funding are available for funding transit projects. For example, The City of Coral Gables recently purchased a new trolley costing $400,000, entirely with funds from a federal grant under the American Recovery and Reinvestment Act (ARRA).

The Lee County MPO Bicycle & Pedestrian Master Plan provides a table (Exhibit PP) that shows the diverse funding sources that may be available for bicycle and pedestrian facilities and services. This table is provided in Appendix G of this report.

MPO Revenues Projections for Fort Myers

During the development of the Lee County MPO 2035 Long Range Transportation Plan, revenues were projected for the various MPO jurisdictions. Table 11-6 in the MPO 2035 Long Range Transportation Plan provides Fort Myers Highway Capacity Revenues, expressed in Year of Expenditure (YOE).

According to Table 11-6, Fort Myers Highway Capacity Revenues will total $72.9 million YOE from 2016 to 2035. These include revenues from the local option gas tax and road impact fees. However, for consistency with cost estimates provided elsewhere in this report, which reflect Present Day Costs (PDC), the figures in Table 11-6 were converted to a total of $41.8 million PDC from 2016 to 2035.

Of course, a portion of the substantial Federal/State capacity revenues in Lee County shown in Tables 11-1 and 11-2 of the MPO Plan will be earmarked for the City of Fort Myers, with some funds spent in and around downtown on US 41, SR 80 and SR 82. The amount of Federal/State funds earmarked for the area in and around downtown is not certain at this time.

These funds, especially those from Federal/State programs, will help fund major improvements to roads and intersections in and around downtown, including those proposed for SR 80 and SR 82.

Lee County Transit Authority

In September 2010, the Lee County Board of County Commissioners directed the County Manager to explore funding options for LeeTran. A Transit Task Force was formed to serve for one year and advise the Commission on funding options and transit issues.

The Transit Task Force is comprised of 19 members of the community, with a diverse representation that includes economic development agencies, large employers, health care, social services, higher education, and transportation and planning professionals. The Task Force process was facilitated by the FCRC Consensus Center, which helped facilitate discussions and tried to achieve a consensus of at least 75% support for Task Force recommendations and, if possible, unanimous support.

The Task Force developed recommendations to help put LeeTran on a path to long-term sustainability. The Task Force's recommendations can be found on page 3 of the Lee County Transit Task Force Phase II Final Report, which was distributed to Task Force members on December 2, 2011.

"The following recommendations have received unanimous support from members of the Task Force present at the final meeting of Phase II of the Task Force process.

- *Recommendation 1 – The Task Force recommends that it continue to meet to develop the concept of a Transit Authority, including funding sources, governance and responsibilities. The Task Force would address formation of the charter and board composition. The Task Force would like to expand in size to include representatives from municipalities and other interest groups not currently represented on the Task Force. The Task Force would like to preclude anyone in elected office, or running for elected office from service on the Task Force. The Task Force would like to continue to work through the Office of the County Manager.*

- *Recommendation 2 – The Task Force recommends the County continue to fund LeeTran at current service levels or better, until such time as sustainable funding is in place.*

- *Recommendation 3 – The Task Force recommends that the current meeting facilitator from the FCRC Consensus Center serve as process facilitator for the continuing work of the Task Force."*

"During its deliberations, the Task Force examined an array of funding options. Members heard presentations and had lengthy discussions on special taxing districts, gas taxes, sales taxes, millage rates, local option surtaxes, the county general fund, the local infrastructure surtax and a legislatively created special funding district. Of all the funding options, Task Force members showed strong support for using a sales surtax or setting up a legislatively created Special Funding District to pay for the 10-year Transit Development Plan."

These Task Force recommendations were presented to the Board at a Board workshop on February 27, 2012. The Board agreed that the task force should continue its work with the objective of identifying a sustainable funding source for transit and developing a proposal for a transit authority. Since then, the Transit Task Force has continued to meet to discuss these issues.

If a Transit Authority is eventually established in Lee County and the City of Fort Myers is a participant in the authority, then the transit needs of the City of Fort Myers in general and Downtown Fort Myers in particular will be addressed through the Authority. This should include both LeeTran routes to and from Downtown Fort Myers and the recommended trolley circulator serving Downtown Fort Myers.

Para-Transit Fees

The City's collection of para-transit fees was discussed at length in Section 4.6 of this report.

Para-transit fees have been assessed for recently-approved high-rise residential developments, in exchange for higher density, at a rate of $51.14 per unit per year, adjusted annually based on the Consumer Price Index (CPI). In addition, the Lee County Justice

Center partnered with the City of Fort Myers to provide para-transit service at a rate of $51.14 per unit per year for 300 units, amounting to $15,342 per year, adjusted annually based on the CPI.

Due to the current economic situation, several of the approved high rise developments that were assessed a para-transit fee have not yet been constructed. For this reason, the para-transit fees collected by the City have not been at the level previously anticipated.

Nevertheless, as long as the para-transit fees remain in place, these revenues will help fund a portion of the operating expenses for the recommended trolley circulator in Downtown Fort Myers. The revenues collected should increase, once the economy improves and more high rise developments are built.

Tax Increment Financing (TIF)

As explained on the City of Fort Myers website, Tax Increment Financing (TIF) is a unique tool that allows municipalities to promote economic development by earmarking property tax revenue from increases in assessed values within a designated TIF district. It is used to leverage public funds to promote private sector activity. Any funds received from a tax increment financing area must be used for specific redevelopment purposes outlined in the statute, and not for general government purposes.

While TIF funding is not often listed as a funding source for transportation projects in the City's capital improvement program or long range transportation plan, TIF can be used to fund improvements in support of redevelopment within the redevelopment district. As shown in the discussion below regarding Pasco County's mobility fee program, TIF funds can also be used to provide supplemental funding to incentivize much needed redevelopment.

Advertising Revenues

LeeTran and other transit agencies generate advertising revenue through advertisements on their vehicles and at bus stops and shelters. On large vehicles, there may be exterior ads, such as full bus wraps or tail and side ads and interior cards.

With regard to downtown trolleys, it's recommended that there be no exterior ads on the trolleys. It is important that the trolleys reflect and enhance the character of the community, and exterior ads would not be conducive to this. However, promotional materials about local businesses, such as the Fort Myers River District Map, could be distributed on board the trolley.

The bike sharing program could be another source of advertising revenue. Ads can be placed on the bikes themselves and at bike docking stations. Ads could also be placed on public bike shelters and lockers, whether or not they are associated with a bike sharing program.

User Fees

LeeTran will continue to charge fares for their six routes serving Downtown Fort Myers. However, it is recommended that no fares be charged for riding the downtown trolley.

First, for many potential trolley riders, it would not be cost effective to pay a fare for a short trip of a few blocks in Downtown Fort Myers. Many people would decide to walk instead. Also, employees or visitors who drive downtown and pay for parking may be unwilling to pay again for trolley fare. For these reasons, fares will discourage trolley use.

Second, the collection of fares delays boardings at trolley stops. LeeTran has estimated that the average time for collecting a fare is 27 seconds. In other words, if six passengers board at a trolley stop, the trolley will be delayed almost three minutes. These delays will add up quickly, increasing the headways between trolleys to unacceptable lengths of time.

Third, fares would cover only 20-30% of the trolleys' operating costs. Trolleys should be viewed as a community asset like a public park or library. They enhance Downtown Fort Myers as a destination, improve access to shops, restaurants and businesses, and, in this way, support the continued revitalization of Downtown Fort Myers.

On the other hand, trolleys could be chartered for private use for special events on weekends or late evenings, such as weddings, bar mitzvahs or business events.

Typically, bike sharing programs charge affordable fees for bike sharing. For occasional users, a small fee is charged for the first half hour or hour, with additional fees for longer time periods. Often, annual or monthly passes are available to reduce the costs for regular users.

Private Contributions and Sponsorships

Organizations and businesses that will benefit from the Mobility Plan may be willing to make contributions to help support the plan or sponsor certain elements of the Plan.

For example, Punta Gorda's Bicycle Loaner Program was the result of a public-private partnership between the City of Punta Gorda and TEAM Punta Gorda, a non-profit organization committed to the city's revitalization. A promotional brochure was made possible by a public outreach grant from the Charlotte Harbor National Estuary Program (CHNEP). In addition, some of the bicycles used in the program were donated by a marina and a hotel. Other bike sharing programs have received support from health organizations that consider the public health benefits of bike riding instead of driving.

Proportionate Share Contributions for Future Development

Objective 4 in Element 10, Capital Improvements of the City Comprehensive Plan requires that future development contribute a proportionate share of the costs for needed public facilities made necessary by its construction. Here are some excerpts from Objective 4.

> ***"OBJECTIVE 4***
>
> ***To require future development to pay for its proportionate share of public facility improvements made necessary by its construction.***
>
> ***Policy 4.1)*** *To utilize impact fees to finance public facility capacity needed to serve new development where and when needed.*
>
> *Action 4.1.1) Review and update existing impact fees as needed.*
>
> ***Policy 4.4)*** *New development shall bear a proportionate share of the cost of providing new or expanded public facilities and infrastructure required to maintain adopted levels of service through the City's adopted proportionate share ordinance, site-related developer dedications, and developer contributions."*

The City of Fort Myers currently participates in Lee County's road impact fee program. Road impact fees, however, have limitations for helping to fund the Mobility Plan, because they are collected for and can only be used for road and intersection improvements. This is discussed below.

Mobility fees are emerging as an innovative alternative to road impact fees, because they are collected for and can be used for multimodal transportation improvements, including transit and bicycle-pedestrian facilities, as well as roads and intersections. Mobility fees are also discussed below.

Road Impact Fees

In accordance with Section 122-461 of the City's Land Development Code, the City is participating in Lee County's road impact fee program. Lee County collects road impact fees for development within the City of Fort Myers, with the funds collected placed in a trust fund for the Impact Fee District corresponding to the City of Fort Myers.

However, Land Development Code Section 122-461(b) states:

"Imposition of all county impact fees is waived for construction in that area as shown on the map entitled "Enterprise Zone Boundary Map," dated August 7, 2006, and on file in the office of the city clerk."

The Enterprise Zone is an area targeted for revitalization, within which there are incentives for new businesses to develop. The 2006 Enterprise Zone boundaries did not include any land west of the railroad tracks and north of Dr. Martin Luther King Jr. Boulevard. The Enterprise Zone boundaries were changed in 2010 and now include much of Downtown Fort Myers, as seen in Appendix H.

Road impact fees for each land use category are the product of the travel demand for each unit of development, expressed as daily vehicle miles of travel (VMT), and the net cost per VMT. The travel demand for a specific land use is generally estimated based on trip generation, the percent new trips and the average trip length for that use. The net cost per VMT takes into account the average cost to add roadway capacity, with credit given for future revenue that will be generated by new development and help offset those costs.
Road impact fees are based solely on the demand for and cost of providing road and intersection capacity improvements. Other modes of travel are not covered by road impact fees and cannot be funded by these fees, unless they are an integral part of the roadway cross section, such as sidewalks or on-street bike lanes. Therefore, road impact fees do not provide adequate funding for much-needed alternative modes of travel in Downtown Fort Myers.

In addition, impact fees are collected from new development as mitigation for that development's traffic impacts. For this reason, they can only be used to create new capacity, either through road widening, new construction or intersection improvements. They cannot legally be used for maintenance or to address existing deficiencies created by prior development.

Modified Impact Fees

The impact fee could be modified to address some of the limitations of road impact fees. For example, the fee could be changed so that:

- Travel demand is based on person trips, not vehicle trips, so that it covers all modes of travel, including transit and bicycle-pedestrian facilities, as well as roads.
- Travel demand reflects urban downtown conditions, rather than suburban conditions, with lower trip rates, more shared trips, and shorter average trip lengths.
- Cost estimates include the costs for all needed mobility improvements, not exclusively road and intersection improvements.
- Resultant fees are discounted to account for other anticipated funding sources, such as federal funding sources, LeeTran, ad revenues, donations, sponsorships and City funds, if any.
- The fees collected can be used for other capacity enhancements for person trips, such as transit and bicycle-pedestrian facilities.

As with road impact fees, credits against the modified fees could be given to developers for contributions through other means, such as dedication of right-of-way, the construction or installation of facilities, and the like.

Mobility Fees

A new approach to funding mobility, which is now being implemented in some areas in the State, is a mobility fee. A mobility fee is based on anticipated future development and travel demand in the area of interest and the cost of providing needed multimodal mobility strategies and measures to accommodate that development and travel demand. Mobility fees can take into account both capital facilities and operating costs, such as the costs to provide enhanced transit service or bicycle and pedestrian facilities. Mobility fees are sometimes associated with replacing transportation concurrency.

While mobility fees are similar to impact fees in that they are a charge on new development for its impacts on transportation facilities, mobility fees differ from impact fees in significant ways, including:

- Mobility fees are usually based on person trips, not vehicle trips, and therefore are based on overall travel demand rather than vehicular demand;
- Mobility fees often have a variable fee structure that encourages shorter trips and reduction of total travel in urban areas;
- Mobility fees fund multi-modal transportation improvements for roadways, transit, and bicycle-pedestrian facilities (including capital projects, system efficiency and congestion management improvements, and transit capital and operating costs);
- Mobility fees can provide a charge for recouping a new development's share of transit operating costs; and
- Mobility fees are generally distributed among all the governmental entities responsible for maintaining impacted transportation facilities.

Mobility needs are determined based on an adopted transportation plan or mobility plan that may include trip reduction strategies in addition to multimodal capacity improvements. Also, unlike conventional road impact fees, mobility fees can be tied to achieving an area-wide future condition, and therefore may be applicable to addressing existing deficiencies, such as a gap in a sidewalk.

On July 19, 2011, Pasco County became one of Florida's first counties to adopt mobility fees. The Pasco Economic Development Council partnered with the county to develop the fees and gain support within the development community for adoption of the new fees.

The new mobility fees are based on person miles of travel, rather than vehicle miles of travel. They combine modes of travel, blend assets, and allocate revenues based on "strategic vision". The fees were also designed to promote compact, mixed use and energy efficient development.

The mobility fees are generally lower than the previous transportation impact fees. While no new revenue streams were approved along with the mobility fees, the County ear-marked current gas tax revenues to help lower the mobility fees throughout the County and earmarked one-third of increased property value funds (Tax Increment Financing, TIF) for transportation. These revenues from the property tax value increases represent a new revenue stream for transportation. Over time, as the economy improves, these TIF funds will open up opportunities to fund transportation infrastructure, including roads, transit (capital and operating) and bicycle-pedestrian facilities.

The Pasco County mobility fees vary for three different mobility fee districts. As explained in an article titled "Pasco County Implements Mobility Fee" in the Fall 2011 issue of Florida Planning:

> *"For purposes of the mobility fee, the five market areas were re-grouped into three fee districts – urban, suburban and rural areas. Each of these areas will be developed to different densities and urban form, and will be served by transportation systems with different characteristics. The urban area will be served with greater reliance on transit, and incur greater levels of roadway congestion. The suburban and rural areas would have progressively less congested roads and less dependence on transit. . . . . Goals for the mobility fee structure included the creation of a graduated fee structure – with lower fees in the urban area and progressively higher fees in the suburban and rural areas. Using the differences in mobility systems planned in each area, the graduated fee system was achieved."*

The intent of the graduated fee structure is to steer development toward areas planned for dense growth and multimodal transportation and discourage development in rural areas, where fees would be higher.

The new mobility fee schedule provides incentives to industries and offices that locate in the county's denser west and south areas. The intent is to stimulate construction and job creation in those areas. As explained in the article cited above titled "Pasco County Implements Mobility Fee":

> *"The fee program also provides for the application of tax revenues to incentivize job-creating "favored" land uses – predominantly office and industrial uses, and supporting land uses – by paying all or a portion of the mobility fee that these uses would otherwise pay. . . . . To accomplish the fee reductions, the County earmarked a portion of its existing transportation revenue from its current finance program and committed one-third of the ad valorem tax revenues resulting from the increase in the County-wide property tax yield (Tax Increment Finance or TIF) to fund the gap between discounted and standard mobility fees for the favored land uses. In addition, Transit-Oriented Development (TOD) and Town Center/Traditional Neighborhood Development (TND) were also identified as favored land uses, where no mobility fees or lower mobility fees would be charged for development meeting the TOD or TND criteria."*

The Pasco County mobility fee program assesses capital costs for roads, transit and bicycle and pedestrian facilities. It excludes operation and maintenance costs. As explained in the article "Pasco County Implements Mobility Fee":

> *"The mobility fee was developed taking into consideration the capital costs of transit system expansion, as outlined in the County's Transit Development Plan, thus providing justification for collected funds to be applied to transit system expansion. In addition, the financial plan for transportation system expansion considered the operating costs of the expanded transit system, which will be primarily funded with state/federal funds and the new tax increment revenue."*

The relationship between the new mobility fees and transportation concurrency are also addressed in this article:

> *" . . . . . Pasco County's mobility fee was not developed solely with the replacement of concurrency in mind. While Pasco County's mobility fee was developed considering funding levels to meet level of service standards on a long-term basis, concurrency has to do with infrastructure being in place to ensure level of service standards are maintained concurrent with development – at all times. There is no assurance that with payment of the mobility fee, the desired infrastructure will be in place or that level of service standards will be maintained at all times. To help address this issue, Pasco County is developing new level of service standards that match the desired economic and land use goals of the urban, suburban and rural market areas, as well as timing and phasing procedures to ensure that the new level of service standards are monitored and maintained."*

Cities in Pasco County can participate in the mobility fee program. As explained in the article:

> *"The Ordinance allows for all of Pasco County's cities to participate in the mobility fee program, opening up potential revenue streams for local government and also incentivizing growth (through reduced rates for Town Centers) to locate in or near established downtown areas."*

The City and Lee County should explore mobility fees as a possible alternative funding source for mobility improvements. This should be done on a regional or County-wide basis, with the fees varying to reflect the characteristics and needs for different geographic areas, such as Downtown Fort Myers. If a mobility fee is not implemented on a regional or County-wide basis, the resultant fees could place the City at a disadvantage when compared to other, non-participating parts of the County.

Transportation Management Association (TMA)

Section 7.7.4 of the City of Fort Myers Bicycle and Pedestrian Plan recommends that the City explore the possibilities of creating a Transportation Management Association (TMA) to serve Downtown Fort Myers, with the City being an active participant. A TMA would certainly facilitate the implementation of the Mobility Plan.

As described in the on-line Transportation Demand Management (TDM) Encyclopedia:

"Transportation Management Associations (TMAs) are non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center or industrial park. They are generally public-private partnerships, consisting primarily of area businesses with local government support. Transportation Management Coordinators (TMC) are professionals who work for TMAs or individual employers.

TMAs provide an institutional framework for TDM programs and services. They are usually more cost effective than programs managed by individual businesses. TMAs allow small employers to provide commute trip reduction services comparable to those offered by large companies. They avoid problems that may be associated with government-run TDM programs, since they are controlled by members.

Transportation Management Associations can provide a variety of services that encourage more efficient use of transportation and parking resources.

- *Access Management*
- *Commute Trip Reduction*
- *Commuter Financial Incentives*
- *Flextime Support*
- *Freight Transport Management*
- *Guaranteed Ride Home Services*
- *Marketing and Promotion*
- *Parking Management and Brokerage*
- *Pedestrian and Bicycle Planning*
- *Pedways*
- *Rideshare Matching and Vanpool Coordination*
- *Shared Parking Coordination*
- *Shuttle Services*
- *Special Event Transport Management*
- *Telework Support*
- *Tourist Transport Management*
- *Transit Improvements*
- *Transportation Access Guides*
- *Wayfinding and Multi-Modal Navigation Tools"*

TMAs are typically funded through dues paid by member businesses and government grants. One study estimated that TMAs can reduce total commute trips by 6-7% if implemented alone, and significantly more if implemented with other TDM strategies. Some TMAs have developed into sophisticated organizations working with transit, ride-sharing and bicycle and pedestrian options.

Section 7.7.4 of the City Bicycle and Pedestrian Plan identifies the principal benefits of forming a TMA for Downtown Fort Myers and lists recommended actions to help realize those benefits.

Monitoring the Mobility Plan

The City of Fort Myers should monitor the effectiveness of the Mobility Plan every three years, with a review of the progress made in implementing various components of the Plan, including Complete Streets, road and intersection improvements, bicycle and pedestrian facilities, public transit, waterways and land use. If this review reveals that progress is lacking in some key areas, recommendations will be made regarding ways to improve implementation of the Plan.

Consideration should be given to using a "mobility score" to monitor mobility in Downtown Fort Myers over time. A mobility score represents a weighted average of the levels of service estimated for various modes of travel, such as roads, transit, bicycle and pedestrian facilities, in a particular zone. The mobility scores do not represent a link-by-link level of service assessment. Rather, they measure performance for the zone, in this case Downtown Fort Myers. The mobility scores can be used to monitor progress over time in achieving better mobility.

Funding Options to Support the Mobility Plan

Potential revenue sources are discussed in the preceding sections of this report.

A comparison of the costs to implement the plan with available revenues indicates that additional revenues will be needed to fully support the Mobility Plan. A number of feasible funding options are presented here for consideration by city officials.

Planning-Level Cost Estimates for Implementing the Mobility Plan

From the information presented in Appendices I and J and elsewhere in this report, DPA has estimated the capital costs and operating costs for implementing the Mobility Plan over a 20-year period have been estimated. These represent order-of-magnitude cost estimates for planning purposes. More detailed cost estimates will need to be developed prior to implementation.

These cost estimates do not include major construction projects typically funded through the MPO planning process, such as the reconstruction of Fowler Street as part of SR 739 improvements, the widening of Edison Avenue to four lanes, the realignment of SR 82 as a four-lane facility through Downtown Fort Myers, and so on. Nor do they include costs for a proposed multi-modal corridor utilizing the CSX/Seminole Gulf Railway corridor, which is being studied separately by the Lee County MPO. While these are

important projects that will impact Downtown Fort Myers, they are regional projects that are not the sole responsibility of the City of Fort Myers and generally serve through traffic rather than mobility within Downtown Fort Myers.

The planning-level, order-of-magnitude capital and operating cost estimates are as follows:

Capital Costs:	
Road/intersection improvements	$ 8,600,000
Bicycle and Pedestrian Facilities	$ 2,400,000
Bike Sharing Program (Capital Costs)	$ 400,000
Public Transit (Capital Costs)	$ 2,400,000
Total Capital Costs	$13,800,000
Operating Costs:	
Bike Sharing Program (10 stations, year-round)	$ 150,000 per year
Public Transit (4 trolleys, year-round)	$ 1,000,000 per year
Total Operating Costs	$ 1,150,000 per year

The road and intersection improvements include:

(a) the conversion of First Street and Second Street/Seaboard Street to two-way traffic operations, with two lanes (one in each direction) on each road, plus roundabouts at two key intersections;
(b) the realignment of SR 82 through Downtown Fort Myers via a series of two-lane roads, with five roundabouts to keep traffic moving; and
(c) the reconnection of Market Street across the rail line to Evans Avenue.

For the first project, only right-of-way acquisition and the construction of the two roundabouts were included, since the City CIP contemplates FDOT funding reconstruction of the two- lane roads for two-way traffic. For the second project, the future four-laning of Dr. Martin Luther King Jr. Boulevard, Broadway Avenue and Victoria Avenue, which is included in the MPO 2035 Needs Plan, is not part of this Mobility Plan. This does not preclude the four-laning from being implemented at some point in the future, should it become necessary.

The bicycle and pedestrian facilities include several projects previously identified in the City's 2007 Bicycle and Pedestrian Plan and the 2006 Parks and Open Space System Master Plan, plus several additional features included in this Mobility Plan, such as:

(a) the completion and extension of Riverwalk;
(b) the development of two pedestrian corridors from the Rosa Parks Transportation Center into the Downtown core area;
(c) improved pedestrian crossings at key locations; and
(d) the repair and expansion of existing bike racks and the installation of additional new bike racks.

In addition, the Plan recommends implementation of a bike sharing program, with the installation of ten bike sharing docking stations in two or more phases. Based on information available from the on-line Pedestrian and Bicycle Information Center, small bike docking stations cost approximately $40,000 each to install and $15,000 each to operate annually. Some of these costs can be off-set by user fees and advertising revenues.

Another key element of the Plan is a transit circulator in Downtown Fort Myers. With close cooperation between the City and LeeTran, LeeTran successfully ran a trolley service in Downtown Fort Myers during the peak season from November 2012 through April 2013, with two trolleys running concurrently. One trolley ran on a short route serving the Downtown core area, while another trolley ran on a longer route through the Downtown core area between the Oasis high-rise development and Port Royale. For planning purposes, it was assumed that the trolley service would be expanded over time and the City would need to acquire up to six trolleys to continue this service over a 20-year period. Based on operating costs per hour provided by LeeTran, it was estimated that it would cost approximately $495,000 per year to run two trolleys year-round. Therefore, it would cost nearly $1 million per year to run four trolleys. Some of these costs can be off-set by advertising revenues. As discussed before, for a number of reasons, it is recommended that no fares be charged for riding the trolley.

In sum, it will cost approximately $13.8 million in capital costs and $1.15 million per year in operating costs to fully implement the Mobility Plan.

Existing Revenues

A major source of City revenues is Ad Valorem Taxes. According to the City's *Annual Budget Book, Fiscal Year 2012-13*, Ad Valorem Taxes generated $32.7 million in FY 2011-12 and $34.1 million in FY 2012-13 in the City General Fund. Only a portion of these taxes were collected within Downtown Fort Myers.

Ad Valorem Taxes in FY 2012-13 are based upon an 8.776 millage rate. The levy of 8.776 mills out of a maximum levy limit of 10 mills does not leave much room for future revenue generation through millage rate increases.

Another source of revenues in Downtown Fort Myers is Tax Increment Financing. The *Fort Myers Redevelopment Agency (CRA) 2012 Annual Report* indicates that tax increment revenues from all districts totaled $2.5 million for the fiscal year ended September 30, 2012. The CRA staff provided the following breakdown of tax increment revenues collected in the Downtown redevelopment district over the past few years.

	City TIF	County TIF	Total TIF
2005	$702,056.69	$572,463.46	$1,274,520.15
2006	$1,361,976.16	$1,048,608.29	$2,410,584.45
2007	$1,941,796.67	$1,277,930.66	$3,219,727.33
2008	$2,183,954.00	$1,274,415.35	$3,458.369.35
2009	$3,781,434.32	$1,927,088.62	$5,708,522.94
2010	$2,619,503.77	$1,292,265.15	$3,911,768.92
2011	$1,538,870.05	$759,162.00	$2,298,032.05
2012	$1,602,463.24	$696,423.00	$2,298,886.24
2013	$1,770,340.17	$736,417.94	$2,506,758.11

The City also collects annual para-transit fees for units in several high-rise developments. The City staff recently estimated that annual contributions for the para-transit fees are now approximately $55,000 per year. This is only about 6 percent of the costs for operating 4 trolleys year-round. Of course, the fees collected may increase over time as more high-rise units are developed.

In accordance with Section 122-461 of the City's Land Development Code, the City is participating in Lee County's road impact fee program. Lee County collects road impact fees for development within the City of Fort Myers, with the funds collected placed in a trust fund for the Impact Fee District corresponding to the City of Fort Myers.

The City staff provided the following breakdown of the general road impact fees collected by the City from fiscal year 2005 through June 30, 2013. Only a portion of these fees would have been collected in Downtown Fort Myers.

2005 = $ 6.55 million
2006 = $ 8.25 million
2007 = $14.06 million
2008 = $ 2.27 million
2009 = $ 0.03 million
2010 = $ 0.74 million
2011 = $ 1.03 million
2012 = $ 0.03 million
2013 as of 06/30/13 = $ 0.68 million

Total = $33.64 million

The road impact fee collections since 2007 clearly reflect the recent downturn in the economy. Hopefully, as the economy recovers, road impact fee revenues will increase. This listing shows the difficulty of depending too heavily on impact fees to fund a program.

Finally, some developments along First Street have been assessed a traffic mitigation fee as a proportionate share payment to help fund improvements identified in the First Street/SR 80 Master Traffic Study between Seaboard Street and Fowler Street.

Funding Option A: Separate Ad Valorem Tax for Downtown Property Owners

One option for funding the Mobility Plan would be to increase the millage rate for Downtown property owners only to support the Downtown Mobility Plan. A 0.100 millage rate increase would increase the tax revenue generated in Downtown Fort Myers by about 1.1%. The amount of the millage rate adjustment is certainly subject to further discussion.

A separate Ad Valorem Tax to fund the Mobility Plan would be the most broad based, reliable funding source, since all property owners in Downtown Fort Myers would pay an amount each year to help fund the Mobility Plan. This would include both year-round and seasonal residents and both residential and non-residential property owners. Furthermore, this funding source is not dependent upon future growth and the impact fees paid for that growth to generate revenues.

Funding Option B: Dedication of One Half of Increase in Downtown Tax Increment Revenues

With the economy improving, tax increment revenues will likely increase in the Downtown redevelopment district. One option for funding the mobility plan would be to dedicate a portion of any increase in Downtown tax increment revenues (possibly one half) to funding the mobility plan. Since the funding would come from increases in tax increment revenues, it should not adversely affect current commitments for tax increment funds.

Funds received from a tax increment financing area must be used for specific redevelopment purposes outlined in the statute, and not for general government purposes. However, improvements in the Downtown Fort Myers Mobility Plan could be included in the community redevelopment plan and funded through increases in tax increment revenues.

Funding Option C: Special Assessment for Mobility Plan

Under this option, property owners in Downtown Fort Myers would be subject to a special assessment for benefitting property owners to help fund the Mobility Plan. Such an assessment would require a detailed engineering study to establish the rational nexus for the assessment and the amount of the annual fees.

The City of Fort Lauderdale, Florida recently finalized the fees that downtown property owners will pay toward a planned 2.7-mile electric streetcar system called the Wave: http://www.wavestreetcar.com/. The Wave Streetcar Assessment was approved on July 9, 2013. The assessment requires business and property owners to cover $20.6 million of the cost of a $142.6 million system, with the remainder coming from federal, state, county and city governments. The resultant fees were $99 per year for residential property owners, 9 cents per square foot for non-residential property owners, and 3 cents per square foot for vacant land. The fees would be assessed annually for 25 years.

Funding Option D: Road Impact Fee Waiver in Lieu of Contributions to Multimodal Mobility Fund

With this option, developers in Downtown Fort Myers would be allowed to waive road impact fee payments in their entirety, if they agree to voluntarily pay a substantial portion of their road impact fee obligation (possibly 95%) into a Multimodal Mobility Fund to support the Mobility Plan. Developers outside Downtown Fort Myers would pay road impact fees as before.

The reduction in the amount paid (possibly 5%) will serve as an incentive for developers to participate in the Multimodal Mobility Fund option. The reduction will also serve as a financial incentive for developers to develop land in Downtown Fort Myers, eventually leading to higher Downtown densities, which is conducive to public transit and other alternative modes of travel.

Unlike road impact fees, which can only be used for road and intersection capacity improvements, the funds in the Multimodal Mobility Fund could be used to fund the following, as shown in the Downtown Fort Myers Mobility Plan.

- Complete streets.
- Bicycle and pedestrian facilities and services.
- Public transit facilities and services.
- Waterway facilities and services.
- Road and intersection improvements, including roundabouts.
- Other mobility measures included in the Downtown Fort Myers Mobility Plan.

However, to ensure that the Multimodal Mobility Fund is used to provide a balance among travel modes, the City should commit to spending at least a certain minimum percentage of the funds each year (possibly 30%) for alternative modes of travel besides road and intersection improvements.

Road impact fee credits would still be applicable. They can be applied to reduce the project's road impact fee obligation, whether the developer opts to pay the road impact fees or pay into the Multimodal Mobility Fund, in lieu of road impact fee payments.

An advantage of this approach to impact fees is that it does not require a new impact fee structure or fee schedule (with supporting technical documentation) or negotiations with Lee County to amend the County's road impact fee program to allow impact fees to be spent on alternative modes of travel.

A disadvantage of this approach is that the evolving concept of mobility fees, which could replace conventional impact fees, could reduce or eliminate impact fees in central urban areas such as Downtown Fort Myers. If fees were reduced but not eliminated, a similar discount concept could still be applied.

It should be recognized that road impact fee revenues are heavily dependent upon future growth to generate revenues. As shown above, a downturn in the economy can have a dramatic affect on revenues generated by impact fees.

Funding Option E: "Transportation Alternatives" Grants

It may be possible to supplement the preceding funding options through grants obtained from the new Transportation Alternatives (TA) program. This program was established by the new federal MAP-21 program to replace prior grants known as Transportation Enhancements. Funding levels have been reduced somewhat, but many of the bicycle and pedestrian improvements described in this plan are candidates for at least partial funding through TA grants.

All TA funding will be awarded through competitive grants. Half of Florida's TA funding will be administered by large MPOs (including the Lee County MPO) and half will be administered by Florida DOT. The City of Fort Myers can request grants from both programs.

Summary

A number of funding options have been presented for consideration. The suggested funding options can be implemented individually or in combination with other options. These can be supplemented by other funding sources, such as other federal and state grants, ad revenues from both public transit and bike sharing programs, private contributions for bike sharing programs, and the like.

Consistent with the City Comprehensive Plan, the City should continue to collect road impact fees to satisfy the City's requirement that future development pay a proportionate share of the cost of needed improvements. There is a lengthy discussion of mobility fees as an alternative to road impact fees earlier in this section of the report.

However, existing development will benefit greatly from the Downtown Fort Myers Mobility Plan. Also, a funding program that is heavily dependent upon future growth may not provide the revenues needed to implement the Mobility Plan. For these reasons, consideration should be given to implementing a mix of funding options that includes partial funding by existing development, as well as future development.

Proposed Comprehensive Plan Amendments

A primary means of implementing the Downtown Fort Myers Mobility Plan will be through the Fort Myers Comprehensive Plan, which sets forth goals and objectives for the future of Fort Myers and specific policies and actions to achieve those goals and objectives.

Amendments that are needed to the Fort Myers Comprehensive Plan are set forth below, highlighted in red. These amendments distill the concepts in the Mobility Plan into the format used by the comprehensive plan, generally adding new policies and actions while amending certain others.

Transportation Element

GOAL

To provide an efficient, safe, and responsive City transportation system consistent with environmental and land use goals.

OBJECTIVE 1

To meet the transportation needs of the incorporated area through a safe, convenient, and energy efficient multi-modal system of roadway, rail, air, boating, public transportation, and bicycle and pedestrian facilities.

Policy 1.1) The transportation system will be examined for ways and means in which more balance between the modes can be achieved.

Action 1.1.1) The City will encourage the Metropolitan Planning Organization to maintain this balance.

Action 1.1.2) Support the continued operation of the downtown multimodal transportation center (MMTC) to provide a link between modes of passenger transportation including, but not necessarily limited to, public and private buses, taxis, airport limousines, paratransit, Fort Myers' Trolleys, the AMTRAK shuttle buses, cars, and bicycles.

Policy 1.2) Additional transit routes and increased ridership will be promoted and public transportation friendly land uses in designated public transportation corridors will be encouraged.

Action 1.2.1) The City will encourage the Metropolitan Planning Organization and Lee Tran to increase ridership and add routes when appropriate.

Standard 1.2.1.1) Encourage Lee TRAN to maintain 4.5 transit trips per capita within the City of Fort Myers.

Action 1.2.2) The City will continue to allow high-density residential development within commercial districts (where the majority of Lee TRAN routes are located) to encourage the use of public transportation.

Action 1.2.3) Policies for trolleys in downtown Fort Myers are provided under Objective 11.

Policy 1.3) Create a network of bicycle facilities to link residential areas with activity centers, the river, and the park system.

Action 1.3.1) Bicycle facilities shall be provided whenever a new arterial or collector road is built and, when feasible, where additional lanes are added to existing arterial or collector roads.

Action 1.3.2) By December 2008, the City will develop bicycle facility standards for on roadway bike lanes utilizing the Lee County standards as a guide.

Action 1.3.3) Design, construction, and reconstruction of intersections along arterial and collector routes shall address bicycle needs. This should include traffic-actuated traffic signals that are sensitive to bicycles whenever possible.

Action 1.3.4) Identify corridors for off-road bicycle paths such as railroad and drainage canal Right of Ways.

Action 1.3.5) Policies for bicycle facilities in downtown Fort Myers are provided under Objective 11.

Policy 1.4) Create a network of pedestrian facilities to link residential areas with the riverfront and activity centers, particularly those that are pedestrian intensive, such as schools, recreation sites, and commercial areas.

Action 1.4.1) Continue to budget monies in the Capital Improvements for sidewalk improvements.

Action 1.4.2) Continue to coordinate with the School Board to annually update a priority list of sidewalk needs near schools located within the city.

Action 1.4.3) Develop a program for intersection improvements to aid pedestrian mobility.

Action 1.4.4) Implement section 134-73 of the Code of Ordinances of the City of Fort Myers requiring sidewalks on all new streets.

Standard 1.4.4.1) Require existing sidewalks adjacent to the property line to be in good condition before certificates of occupancy are issued for new or remodeled existing buildings.

Action 1.4.5) Identify intersections for "No Right on Red when Pedestrian/Cyclist Present" signs.

Action 1.4.6) Maintain Section 134-73 of the Code of Ordinances of the City of Fort Myers that places the burden of maintenance (and liability) of sidewalks on the property owners adjacent to said sidewalk.

Action 1.4.7) Policies for pedestrian facilities in downtown Fort Myers are provided under Objective 11.

Policy 1.5) Create an environment that promotes bicycling or walking to work/school and other utilitarian trips such as shopping.

Policy 1.6) Suitable commercial marina sites will be promoted for areas adjacent to waterways.

Action 1.6.1) The City will incorporate provisions for marinas in the Land Development Regulations.

Action 1.6.2) Policies for waterways in downtown Fort Myers are provided under Objective 11.

Policy 1.7) The City will promote intermodal terminals and access to aviation, rail and seaport facilities.

Action 1.7.1) Provide appropriate assistance to maintain railroad facilities that travel through and are in use within the City.

Action 1.7.2) Provide assistance to private railroad companies to provide for a rail/truck intermodal transfer terminal by:

(a) Making property available, for lease or purchase, in the City Industrial Park;

(b) Encouraging local freight and trucking firms to develop a working relationship with the Seminole Gulf Railroad; and,

(c) Assisting any potential developers of an intermodal freight terminal with permitting.

Action 1.7.3) Support the Lee County MPO in its analyses about the feasibility of adding multi-modal public transportation options to the existing and possibly expanded freight service within the Seminole Gulf railroad corridor.

Policy 1.8) Safety among and between all modes of transportation will be promoted on the transportation system.

Action 1.8.1) The City will consider traffic circulation safety in the Land Development Regulations.

OBJECTIVE 2

To maintain or provide adequate road and transportation system capacity to meet present and anticipated future traffic needs, coordinated with the future land use map and existing and proposed population, housing, and employment patterns, and protecting existing and future rights-of-way.

Policy 2.1) Each existing collector and arterial roadway will be examined for its potential for expansion within existing right-of-way to meet forecasted needs.

Action 2.1.1) The City will enforce minimum right-of-way requirements based upon the Future Functional Classification and Major Thoroughfare Maps. These maps will be coordinated with the Metropolitan Planning Organization, Lee County, and the Florida Department of Transportation.

Standard 2.1.1.1) Rights-of-way (ROW) standards for new and existing roads are as follows:

Table 1: Rights-of-Ways Standards

Classification	*Width*
Local Streets: Curb and Gutter (urban)	50’
Local Streets: Other, Swale (rural)	60’
Collector: Urban Section	100’
Collector: Rural Section	150’
Arterial: Urban Section	150’
Arterial: Rural Section	200’

Standard 2.1.1.2) Reduced (or expanded) rights-of-way will be considered on a case by case basis.

Policy 2.2) New transportation rights-of-way will be acquired at sufficient widths to ensure that likely future needs for expansion are met, to the extent authorized by Florida Statutes.

Action 2.2.1) The City will incorporate this provision into its Land Development Regulations by December 31, 2007.

Standard 2.2.1.1) Minimum rights-of-way acquisition standards are defined in Standard 2.1.1.1.

Policy 2.3) Roadways, where desirable, will be expanded to the necessary widths and laneage to meet traffic needs.

Action 2.3.1) The City will include road construction costs within its five-year Capital Improvements Plan.

Standard 2.3.1.1) In ranking projects for inclusion in the capital improvements program, the following factors will be considered:

(a) Safety, quantified using the Equivalent Property Damage Only (EPDO) value identified in the most recent Traffic Accident Report;

(b) Present Volume, using the most recent Traffic Count Report;

(c) Present Level of Service, using the Present Volume and the Florida Department of Transportation's Generalized Level of Service Tables using the Present Volume and ART-PLAN, ART-TAB, FREE-TAB, U2LN-TAB, or UMUL-TAB, or using the "Lee County Generalized Tables and Link Specific Service Volume Tables";

(d) Projected Volume, using volumes produced by the Metropolitan Planning Organization's long range transportation plan;

(e) Projected Level of Service, using the Projected Volume and the Florida Department of Transportation's Generalized Level of Service Tables or the Lee County service volume tables;

(f) Network Importance, based on Functional Classification and Hurricane Evacuation data;

(g) High Growth vs. Low Growth, using socio-economic data according to local knowledge;

(h) Service Life of the proposed facility (how long this improvement will last): Widening/new road – Service Life of 20 years; Signal timing change – Service Life of 3 years; Intersection improvement (minor) – Service Life of 5 years; Grade separation - Service Life of 15 to 20 years;

(i) Cost, using Florida Department of Transportation cost estimates. If the improvement is an increment of several projects, do not include previous costs; ~~and,~~

(j) Reducing level of service deficiencies on backlogged facilities created by capacity expansion constraints and projects permitted prior to adoption of the Comprehensive Plan~~.~~; and

(k) Mobility enhancements described in the Downtown Fort Myers Mobility Plan and in redevelopment plans adopted by the City of Fort Myers.

Policy 2.4) New roadway corridors will be provided when justified by need, where feasible, and when existing corridors cannot meet the need.

Action 2.4.1) New corridor construction will be incorporated into the Capital Improvements Program.

Action 2.4.2) Include on the Major Thoroughfare Plan Map, regional corridors consistent with the Southwest Florida Strategic Regional Policy Plan, the Metropolitan Planning Organization's long range transportation plan, and the Florida Transportation Plan.

Policy 2.5) Maintain land development regulations to require new development to have an internal traffic circulation system to serve the traffic generated by the development.

Standard 2.5.1.1) For each phase, development to be built in phases must have in place, provide, or assure a traffic circulation system that will handle the traffic generated by the development at the adopted level of service.

Standard 2.5.1.2) Developments of Regional Impact (DRI) and other developments at the discretion of the City may satisfy the adopted Comprehensive Plan's concurrency requirements by the payment of a proportionate share contribution for local and regionally significant traffic impacts of said DRI or other development, provided that the criteria of Chapter 163.3180(12), Florida Statutes are met. Transportation projects that qualify for proportionate share contributions/pipelining contributions must be approved by the City of Fort Myers. Proportionate share contributions may include, but are not necessarily limited to, cash payments, rightofway, construction, and road impact fee credits, as approved by the City of Fort Myers. The approval by the City shall specifically include the timing and date of completion of the proposed transportation improvement, the amount of funding to be approved, the administration of the funds, and the name of the project to be funded.

Standard 2.5.1.3) Other non-DRI developments may satisfy the adopted Comprehensive Plan's concurrency requirements, if consistent with the requirements of the City of Fort Myers Proportionate Fair-Share Ordinance.

Policy 2.6) The City will pursue acceptable level of service standards for its roadways, and coordinate the standards with Lee County and the Florida Department of Transportation.

Action 2.6.1) The City will obtain traffic counts and intersection studies to determine current service levels.

Action 2.6.2) The City will continue the interlocal agreement with Lee County DOT regarding joint participation in undertaking traffic counts within the City.

Action 2.6.3) The City will construct roadways, or make roadway improvements, consistent with adopted level of service (LOS) standards. In addition, the City will require other governmental agencies, having authority to construct roadways and/or roadway improvements within the City, to construct such roadways or improvements consistent with the City's adopted LOS standards. However, in the downtown Fort Myers mobility area as shown in Map H, the City has determined that instead of widening roads to maintain adopted LOS standards, mobility will be enhanced through a coordinated series of measures as described in the Downtown Fort Myers Mobility Plan and summarized under Objective 11.

Standard 2.6.3.1) Acceptable levels of service for roadways and intersections within the City of Fort Myers that are non-Florida Intrastate Highway System (FIHS) roads are:

Table 2: Level of Service Standards Non-FIHS Roads

Classification	Peak Hour/Peak Season/Peak Direction
Local	C
Collector	E
Arterial	E
Limited Access	E

Standard 2.6.3.2) Acceptable levels of service for roadways and intersections within the City of Fort Myers that are Florida Intrastate Highway System (FIHS) roads are:

Table 3: Level of Service Standards FIHS Roads[1]

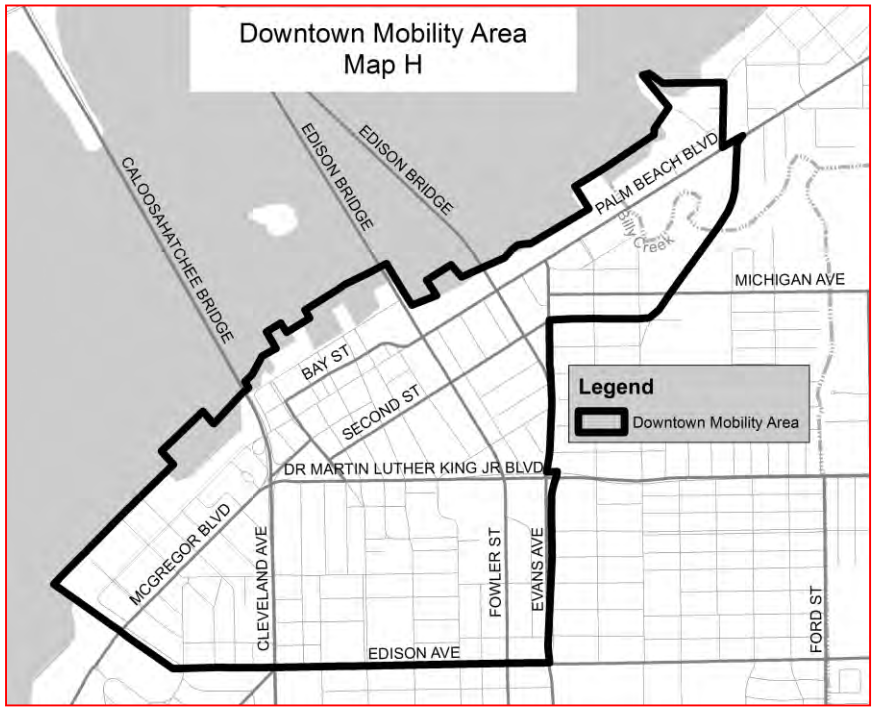
Classification	Peak Hour/Peak Season/Peak Direction
Urbanized	D[2]
Transitioning	C
Rural	B

[1] The City may seek variances to the level of service standards for the FIHS facilities as may be authorized under Florida Statutes.

[2] If any portion of I-75 or an FIHS road is determined to be within an urbanized area over 500,00 people, based on the year 2000 Census by FDOT pursuant to applicable rules, then the standard becomes "D" for any such area.

For minimum acceptable levels of service determination, the peak season, peak hour, peak direction condition will be defined as the 100th highest volume hour of the year in the predominant traffic flow direction. The 100th highest hour approximates the typical peak hour during the peak season.

Standard 2.6.3.3) Due to scenic, historic, environmental, aesthetic and/or right-of-way (ROW) characteristic and considerations, the City has determined that certain roadway segments will be deemed "constrained" and, therefore will not be widened. Reduced peak hour levels of service will be accepted on those constrained roads as a trade-off for



the preservation of the scenic, historic, environmental, and/or aesthetic character of the community. A maximum volume-to-capacity (V/C) ratio of 1.85 is established for the constrained roads. No building permits will be issued that cause the maximum V/C ratio to be exceeded or that affect the maximum V/C ratio once exceeded. Permits will be issued when capacity enhancements and operational improvements

are identified and committed for implementation that will maintain the V/C ratio on the constrained segment at or below 1.85.

Table 4: Constrained Roads Conditions

Roadway	*Segment*	*Constrained Condition*
McGregor Blvd.	City Limits to US 41	ROW, Scenic, Historic, Environmental
US 41	City Limits to Caloosahatchee River	ROW
West First Street	McGregor Blvd. to US 41	ROW, Scenic, Aesthetic
First Street	US 41 to Seaboard Street	ROW, Scenic, Aesthetic
Second Street	Monroe St. to Palm Beach Blvd.	ROW
Colonial Blvd.	McGregor Blvd. to Six Mile Cypress Parkway	ROW
Dr. Martin Luther King Jr. Blvd.	US 41 to Central Ave.	ROW

Action 2.6.4) For constrained roadways, the City shall give priority to those facilities in capital improvements programming and other operational consideration such as traffic signal optimization, access management, on-street parking and loading restrictions, parallel facilities improvements, and the like.

Standard 2.6.4.1) If LOS standards defined in Action 2.6.3 are exceeded; the developer shall provide the necessary improvements to bring the LOS to the required levels.

Action 2.6.5) For each constrained road, the City will identify operational and capacity enhancement improvements that can be implemented within the context of the constrained roadway system.

Action 2.6.6) The City shall prepare, or use from a professionally recognized source, future level of service analyses based on the most recent edition of the Highway Capacity Manual or an equivalent source.

Standard 2.6.5.1) Level of service analyses should reflect City of Fort Myers, Lee County, MPO or FDOT traffic counts and projections.

Policy 2.7) New development will not be permitted that causes traffic to exceed the adopted level of service of the roadway system within the City, unless located within the "Existing Urban Service Area" (as shown on map S of the Concurrency Management System Element) or as addressed in Policy 2.11 or Policy 2.12 of this element.

Action 2.7.1) No development will be allowed access to roadways functioning at inadequate levels of service, except as otherwise provided herein.

Action 2.7.2) Traffic impact analyses and levels of service determinations shall be required for all rezoning, site development plan approval, comprehensive plan amendments that impact traffic, annexations, and concurrency applications. The most current methodologies and criteria reflective of sound engineering and planning practices shall be used.

Standard 2.7.2.1) The requirements and scope of the required traffic impact analysis and statement shall be defined in the City's Land Development Regulations.

Action 2.7.3) Transportation concurrency will be determined on a roadway segment basis or unless it is a master study approved by the City Council, consistent with the level of service standards identified above, except where the City has designated constrained roads, created transportation concurrency management areas, transportation concurrency exception areas, or long-term transportation management systems.

Action 2.7.4) Maintain Land Development Regulations to include participation in the Lee County Road Impact Fee program. Explore with Lee County the potential for expanding the road impact fee program to broaden allowable expenditures to include alternative modes of travel, including public transit and bicycle and pedestrian facilities, and other mobility improvements.

Policy 2.8) Constrained roadways shall receive priority for: (a) Mass transit routes; (b) Alternate mode facilities (bicycle/pedestrian); (c) Improvements to alternate or parallel roadways; (d) traffic operations improvements; (e) turn lane improvements; and (f) "Soft" improvements such as ridesharing and staggered work-hour programs.

Policy 2.9) Land use and traffic circulation patterns will relate to the designated functional classification of each roadway.

Action 2.9.1) Preserve the through-traffic functions of arterials and collectors by maintaining in the Land Development Regulations provisions for access management.

Action 2.9.2) Implement access management provisions through the site plan review permitting processes.

Standard 2.9.2.1) The number of access points, connection separation, proposed locations, and design shall be determined in order to provide a) Smooth flow of through traffic; b) Minimal conflicting movements; c) Automotive and pedestrian safety; and d) Adequate visibility and sight distance. Reduced (or expanded) rights-of-way will be considered on a case by case basis. Relief may be provided through specific corridor studies or through administrative procedures where existing development or environmental concerns prohibit implementation of the connection separation standards defined in Table 5. In the downtown Fort Myers mobility area shown in Map H, this plan's general standards for access points and connection separation will not apply.

Table 5: Connection Separation Standards

Classification	*Centerline Distance*
Arterial	**660'**
Collector	**330'**
Local	**125'**

Standard 2.9.2.2) Frontage or access roads will be used on newly developing arterials or collectors when the improvement will enhance traffic circulation patterns.

Standard 2.9.2.3) On-street parking will not be allowed on arterials or collectors, except in the downtown Fort Myers mobility area as shown in Map H. ~~the Downtown Redevelopment Area.~~

Standard 2.9.2.4) Driveways to single residential buildings of two dwelling units or less on local streets may be spaced closer than the connection spacing requirements specified above for local streets. Where residential lots are proposed for a subdivision on arterial or collector streets, the City may authorized lesser separation distance if joint access agreements are provided to maximize driveway connection separation distances. On local streets, where frontage dimensions of existing platted commercial or industrial lots do not accommodate required connection separation distances, the City will assign the access point(s) to accommodate spacing and safety concerns.

Standard 2.9.2.5) The above minimum connection separation standards do not apply to roads determined by the City of Fort Myers City Council and / or the Lee

County Board of County Commissioners to be controlled access roads with designated access points. Access on those roadways are identified on an access management plan. Those roads include, but are not limited to, the following:

County Roadways

a) Treeline Avenue

b) Summerlin Road

c) Six Mile Cypress Parkway

d) Daniels Parkway

City Roadways

a) Veronica S. Shoemaker Boulevard

b) Winkler Road (US 41 to Six Mile Cypress Parkway)

c) Forum Boulevard

Standard 2.9.2.6) Access for all uses located on County roads within the City limits shall comply with the County access management standards.

Standard 2.9.2.7) Access for all uses located on State highways / roadways within the City limits shall comply with the Florida Department of Transportation access management standards.

Action 2.9.3) Preserve the local access function of local streets through development review.

Standard 2.9.3.1) Access point spacing on other than single-family local streets shall be a minimum of 125 feet.

Action 2.9.4) Re-establish the local access function of local, single-family, streets through public improvements utilizing Transportation System Management measures.

Action 2.9.5) Encourage local traffic to utilize Ortiz Avenue, Six Mile Cypress Parkway, Treeline Avenue, Forum Boulevard, and Veronica S. Shoemaker Boulevard for local trips instead of Interstate 75.

Action 2.9.6) The Functional Classification and Thoroughfare Plan Maps will be consistent with Lee County and coordinated with the Florida Department of Transportation.

Policy 2.10) Streets may be retained as private roads provided a homeowners association or other entity is established to maintain said facilities.

Action 2.10.1) The City will adopt and enforce standards for construction and repair of private roads.

Policy 2.11) All development impacting McGregor Boulevard, other constrained roads, ~~roads in the Downtown Redevelopment Area,~~ or roads in any transportation concurrency management or exception area that may be established by the City shall mitigate their traffic impacts.

Action 2.11.1) Mitigation shall be outlined in the traffic impact statement and may include direct physical improvements or indirect improvements of an equal monetary value as deemed warranted by the City Council policy at that time.

Action 2.11.2) The developer shall provide the necessary improvements to mitigate the development's impacts.

Action 2.11.3) Development impacting the downtown Fort Myers mobility area, as shown in Map H, shall mitigate its traffic impact using the mobility strategies described in the Downtown Fort Myers Mobility Plan. Mitigation should be

proposed in the development's traffic impact statement and may include physical improvements or other mobility measures deemed appropriate by the City at the time of development approval.

Policy 2.12) Development or redevelopment taking place in the downtown Fort Myers mobility area, as shown in Map H, is exempt from any concurrency requirement that would otherwise prohibit or restrict development based on inadequate levels of service on roadways. This exemption will ensure that development or redevelopment that otherwise carries out key city goals and policies can proceed. The City of Fort Myers has determined that, instead of widening roads to enhance mobility in downtown Fort Myers, mobility will be enhanced through a coordinated series of measures as described in the Downtown Fort Myers Mobility Plan and summarized under Objective 11.

OBJECTIVE 3

To promote energy-efficient designs in transportation systems and facilities, thereby reducing air pollution, and reducing per capita energy use and fossil fuel use below 2000 levels.

Policy 3.1) Transportation system intersections will be designed and upgraded to prevent unnecessary traffic delays.

Action 3.1.1) The City of Fort Myers Public Works Department maintains a prioritized list of intersection improvements based upon the results of intersection studies.

Policy 3.2) The City will promote transportation improvements which are more energy efficient in construction, operations, and maintenance than other alternatives.

Action 3.2.1) The City will incorporate this consideration in its transportation improvement programming.

OBJECTIVE 4

The City will ensure adequate parking ~~and pedestrian space~~ within the Downtown Redevelopment Area.

Policy 4.1) The City will provide an adequate ~~will promote an increase in the~~ number of parking spaces ~~available~~ within the Downtown Redevelopment Area ~~to be consistent with the adopted Downtown Fort Myers Plan~~.

Action 4.1.1) The Fort Myers Redevelopment Agency will monitor development within the Downtown Redevelopment Area and together with the City will promote additional public and private parking spaces as necessary.

~~Action 4.1.2) In order to ensure that the number of parking spaces within the Downtown Redevelopment Area keeps pace with the level of development, the City will adopt a downtown parking master plan by 2008.~~

~~**Policy 4.2)** The City will take an active role in providing adequate parking for the Downtown Redevelopment Area as stated in the Downtown Fort Myers Plan.~~

~~Action 4.2.1) The City shall review and implement appropriate recommendations from the parking study performed in 2006 for the Downtown Redevelopment Area in order to provide adequate parking for the areas deemed insufficient.~~

~~**Policy 4.3)** Access to the Downtown Redevelopment Area will continue to be provided to pedestrians by the enhanced system of sidewalks defined for in the Downtown Fort Myers Plan.~~

~~Action 4.3.1) The Fort Myers Redevelopment Agency will continue to implement the streetscape improvement plan in conjunction with the Downtown Fort Myers Plan.~~

~~Standard 4.3.1.1) The public rights-of-way within the Downtown Redevelopment Area will continue to be improved in accordance with the adopted streetscape catalog.~~

Policy 4.24) Available parking lots and/or garages shall not be concentrated in one area of the Downtown Redevelopment Area.

Action 4.24.1) The potential location of parking lots and/or garages for the Downtown Redevelopment Area shall be studied in order to provide parking for all areas and to eliminate the concentration of parking in a limited area (i.e. two or three block area).

~~Action 4.4.2) The City will undertake a trolley feasibility study by December 31, 2007 and if shown to be feasible a trolley system will be implemented to provide access to and around the Downtown Redevelopment Area. A primary objective of the trolley system shall be to provide access from parking areas in the fringe areas into and around the Downtown Area.~~ *[this subject is now being addressed under Objective 11]*

OBJECTIVE 5

To preserve the integrity and quality of residential areas, major activity centers, and recreational and environmental resources.

Policy 5.1) Proposed transportation improvements will be coordinated with existing land uses and the Future Land Use Map.

Action 5.1.1) Changes to the Future Roadway Facilities and Classifications - 2030 (Map F) that would change proposed rights-of-way requirements will be developed in accord with adjacent land uses as well as in accord with the City's overall needs.

Action 5.1.2) No new transportation corridors or improvements will be permitted that would preclude those indicated on the Major Thoroughfare Plan 2030 (Map G). Any proposed amendment to the Thoroughfare Plan must be consistent with all Traffic Circulation policies as well as other Comprehensive Plan Elements.

Policy 5.2) Any transportation improvements proposed for McGregor Boulevard shall consider its qualities as a special historic and scenic corridor.

Action 5.2.1) In particular, there shall be no new street connections, road connections, road intersections, or the widening of any existing intersections and no overpasses or underpasses made either with, under, or over McGregor Boulevard or any alteration of the physical dimensions, appearance, or location of this corridor except as follows:

(a) Bicycle paths, the construction of which does not require the removal of any palm tree;

(b) Construction by owners of property or easements abutting this corridor of driveways or other such minor entrances and exits to McGregor Boulevard. Should such construction require the removal of a living palm, the effected palm shall be relocated;

(c) The ordinary maintenance and repair of the road, provided the physical dimensions and location of the road are preserved;

(d) Any work that is necessary for the public health or safety as determined by the agency having jurisdiction of the land area surrounding the portion of the road involved;

(e) The establishment of three-lane turn intersections, if such can be accomplished without the dislocation of immediately bordering palm trees, or can be accomplished by transplanting the effected trees to conform with the revised intersection design;

(f) Be consistent with the Land Use, Conservation and Coastal Management, Community Appearance, and Historic Preservation Elements; and,

(g) The establishment of roundabouts at "key" intersections, such as McGregor Boulevard and Virginia Avenue, provided that they can be accomplished without the dislocation of immediately bordering palm trees, or can be accomplished by transplanting the effected trees to conform with the roundabout design.

Policy 5.3) Transportation improvements proposed in or near residential areas will contain appropriate mitigation measures.

Action 5.3.1) No transportation corridors/improvements will be permitted that would, due to its nature as a limited access facility, force local traffic on the existing corridors to seek alternate routes through established residential neighborhoods.

Action 5.3.2) This policy will be incorporated into the Development Regulations; other mitigation measures that will be considered include special traffic control, heavy vehicle limitations or prohibitions, additional buffering for noise or aesthetics, and additional pedestrian considerations.

Action 5.3.3) The City will evaluate and, if determined to be feasible, implement traffic calming measures in neighborhoods, which are experiencing excess pass-through traffic. Such traffic calming measures could include, but are not limited to: street closures, speed bumps/tables, roundabouts, and/or increased enforcement, when such measures are feasible and have been approved by the residents of the specific neighborhood. Funding for this program may come from a variety of sources, including but not limited to MSTU/MSBUs, developer contributions, special assessment districts, grants or other sources.

~~**Policy 5.4)** Transportation improvements that conflict with the Charlotte Harbor Comprehensive Conservation Management Plan will not be promoted.~~

~~Action 5.4.1) The Community Development Director, or his/her designee, will review all proposals to ensure consistency.~~

OBJECTIVE 6

To coordinate and obtain the cooperation and active participation of all responsible governments (including the Metropolitan Planning Organization, Lee County and the Florida Department of Transportation) in the implementation of the 2035~~0~~ Metropolitan Planning Organization's long range transportation plan.

Policy 6.1) All proposed major transportation improvements within the Metropolitan Planning Organization 2035~~0~~ Transportation Plan, including all improvements which extend beyond the limits of the City, will be coordinated with the other affected jurisdictions prior to City approval of the improvement.

Action 6.1.1) The City will participate in the committees of the Metropolitan Planning Organization to ensure this policy is met.

Policy 6.2) The City will actively participate in the development and review of transportation improvements proposed by other jurisdictions.

Action 6.2.1) The City will participate in the Lee County Metropolitan Planning Organization's ~~Planning~~ Technical Advisory Committee to ensure that this policy is met.

Policy 6.3) The City will consider the rankings of the Metropolitan Planning Organizations 2035~~0~~ Transportation Plan when programming transportation improvements into the

Capital Improvements Program to provide for a transportation network which functions at acceptable levels of service.

Action 6.3.2) Transportation network improvements will be considered if cost feasible based on revenue projections.

OBJECTIVE 7

To increase the mobility opportunity of the transportation disadvantaged, and promote efficient public transit services.

Policy 7.1) Those City operations which are open to the public will be designed to be accessible to the transportation disadvantaged and others, in accordance with the Americans with Disabilities Act (ADA).

Policy 7.2) The number of trips provided for transportation disadvantaged citizens should be increased above 2000 levels by the year 2010.

Action 7.2.1) Coordinate with the designated official Planning Agency for the Transportation Disadvantaged Program (Lee County Metropolitan Planning Organization) and the Community Transportation Coordinator to assist or facilitate in planning and increasing ridership above 2000 levels.

OBJECTIVE 8

To minimize total costs of the transportation system in a manner consistent with system performance objectives.

Policy 8.1) Cost effectiveness analysis will be part of the review procedure for any transportation improvement.

Policy 8.2) Less costly alternatives, including other mode alternatives, will be a part of the review procedure for any transportation improvement.

Action 8.2.1) The Public Works Department shall incorporate the above two policies within its review procedures.

OBJECTIVE 9

To make efficient use of the existing capacity of the transportation system before investing in additional facilities.

Policy 9.1) Car pooling, staggered work hours, park and ride, and other capacity-increasing techniques will be promoted for use and considered as ways for efficient use of parking and the transportation system in the Downtown Redevelopment Area.

Action 9.1.1) The City shall incorporate these concepts in the evaluation of transportation improvements for the Downtown Redevelopment Area.

Policy 9.2) Transportation System Management improvements will be examined and budgeted.

Action 9.2.1) The City shall prepare annually a list of Transportation System Management Improvements for the Capital Improvement Program.

OBJECTIVE 10

~~Encourage the Lee County Metropolitan Planning Organization to develop data and analysis sufficient to support removing the east-west one-way pair (First Street / SR 80 and Second Street) from the long-range transportation plan within the City of Fort Myers.~~ ~~**Policy 10.1)**~~ **The City will promote ~~an~~ alternative method<u>s</u> for <u>assessing and meeting</u> ~~determining~~ long-range transportation needs.**

<u>Policy 10.1)</u> <u>The City will work with the Lee County Metropolitan Planning Organization to develop data, analysis,</u>

and plans supporting the following important priorities of the City of Fort Myers:

(a) Restoring two-way travel on East First Street/SR-80 and Second Street in place of the existing east-west one-way pair.

(b) Maintaining two-way travel on Fowler Street south of Dr. Martin Luther King Jr. Blvd.

Policy 10.2) The City will actively participate with the Lee County Metropolitan Planning Organization in developing and analyzing alternative land-use scenarios that would reduce vehicle trips and trip lengths while increasing transit viability. The selected land-use scenario will be used by the MPO when creating its long-range transportation plan for the year 2040, which will be completed by 2015.

~~Action 10.1.1) The City will request the Metropolitan Planning Organization Technical Advisory Committee and technical staff to consider the following alternative methods for projecting long range transportation needs:~~

~~(a) Transportation needs based on current year deficiencies should be based on current year traffic analysis zonal data to test alternative actions to correct existing deficiencies;~~

~~(b) Transportation needs for five-year forecasts should be based on existing and committed transportation networks tested with socio-economic data forecasts for each five year increment; and,~~

~~(c) Transportation needs for ten and twenty year forecasts should be based on low, medium, and high projections of socio-economic data to determine transportation needs.~~

OBJECTIVE 11

To enhance mobility in downtown Fort Myers by emphasizing multi-modal transportation alternatives and minimizing further widening of streets.

Policy 11.1): The City of Fort Myers will enhance mobility in downtown Fort Myers through a coordinated series of measures as described in the Downtown Fort Myers Mobility Plan, some of which are highlighted in this element.

Policy 11.2) ~~Action 4.4.2) The City will undertake a trolley feasibility study by December 31, 2007 and if shown to be feasible a trolley system~~ Beginning in 2012, downtown trolley service will be implemented on a trial basis to provide access ~~to and around the Downtown Redevelopment Area~~ within the downtown Fort Myers mobility area, as shown in Map H. If successful, the City will seek continuing sources of funding to provide on-going service. ~~A primary objective of the trolley system shall be to provide access from parking areas in the fringe areas into and around the Downtown Area.~~

Policy 11.3): The City supports the establishment of a bike-sharing program downtown and will modify its regulations if necessary to accommodate bike docking stations in public rights-of-way. Initial stations may include the Yacht Basin, the downtown library, the Rosa Parks Transportation Center, Publix at First Street Village and the Edison-Ford Winter Estates.

Policy 11.4): The City will expand downtown bike parking to encourage bicycle usage by providing alternatives to chaining bikes to street trees or lampposts. Bicycle parking facilities inside parking garages would encourage bicycle commuting by providing longer-term, weather-protected bicycle parking.

Policy 11.5): The City will maintain downtown Fort Myers as one of the best pedestrian environments in southwest Florida. Pedestrian crossings will be enhanced to improve safety at key intersections and cross-walks.

Policy 11.6): The City will work to extend the downtown Riverwalk westward to the Edison-Ford Winter Estates and

eastward to the Tarpon Street Pier. These extensions will be accomplished through a combination of development regulations, conditions on discretionary approvals, leasing of submerged lands, agreements with landowners, and construction on city-controlled properties. The City's development regulations shall be amended to require the Riverwalk and/or a public esplanade from Billy's Creek to the Tarpon Street Pier and to remove the standard requirement for an undisturbed native-vegetated buffer where the Riverwalk or public esplanade will be built.

Policy 11.7): The City will maximize the use of the Caloosahatchee for water transportation by continuing to maintain and improve the Yacht Basin and by considering leasing city-owned submerged land for private marinas.

Policy 11.8): The City supports the establishment of private water taxis and shuttles which would combine mobility with recreation and wildlife viewing. Potential stops include the Yacht Basin, Legacy Harbor Marina, Edison / Ford Winter Estates, the Oasis towers, and sites outside downtown. The City will consider waiving any requirements for on-site parking for such facilities.

Policy 11.9): The City will ensure that every downtown street is a complete street that accommodates multiple travel modes and is safe, comfortable, and accessible to those of all ages and abilities.

Policy 11.10): Downtown Fort Myers has a well-developed grid of streets, nearly all of which have been restored to two-way travel. This pattern is conducive to walking and bicycling and spreads vehicular travel across the entire grid rather than forcing it to travel on a few major streets. The street system can function even better for private and transit vehicles with certain additional improvements, such as restoring two-way travel on First Street and Second Street, adding roundabouts at complex intersections, removing unnecessary traffic signals, reconnecting Market Street across the railroad tracks, and providing alternative travel paths for vehicles now dependent on Dr. Martin Luther King Jr. Blvd. through downtown.

Policy 11.11): The City supports transit-oriented development that can take full advantage of existing transit service. The City also supports transit-ready development, walkable concentrations of housing and jobs that are situated and designed to accommodate transit when it becomes available. Transit-ready development typically begins with surface parking that is laid out so that parking can be reduced or converted into parking structures as transit arrives and the mix of uses reduces travel demand.

Concurrency Management System Element

Action 2.2.8) No new development will be permitted unless an adequate transportation system is in place or assured, in accordance with Policy 2.1, ~~Action 2.1.2,~~ Standard 2.1.1.1 ~~2.3~~, ~~Policy 2.3, Policy 2.4 and/or~~ Policy 2.6 ~~5~~, Standards 2.6.3.1 ~~5.1.1~~, 2.6.3.2 ~~5.1.2~~, and 2.6.3.3 ~~5.1.3~~, Policy 2.7, and Policy 2.12 of the Transportation Element, as follows:

Standard 2.2.8.1) Adequate rights-of-way for existing roadways (when available) and for new roadways are defined as follows:

Table 6: ROW Standards

Classification	*Width*
Local Streets: Curb and Gutter (urban)	**50'**
Local Streets: Other, Swale (rural)	**60'**
Collector: Urban Section	**100'**
Collector: Rural Section	**150'**
Arterial: Urban Section	**150'**

Arterial: Rural Section	**200'**

Standard 2.2.8.2) Adequate levels of service for roadways and intersections within the City of Fort Myers that are non-Florida Intrastate Highway System (FIHS) roads are:

Table 7: Level of Service Standards Non-FIHS Roads

Classification	*Peak Hour/Peak Season/Peak Direction*
Local	**C**
Collector	**E**
Arterial	**E**
Limited Access	**E**

Standard 2.2.8.3) Adequate levels of service for roadways and intersections within the City of Fort Myers that are Florida Intrastate Highway System (FIHS) roads are:

the preservation of the scenic, historic, environmental, and/or aesthetic character of the community. A maximum volume-to-capacity (V/C) ratio of 1.85 is established for the constrained roads. No building permits will be issued that cause the maximum V/C ratio to be exceeded or that affect the maximum V/C ratio once exceeded. Permits will be issued when capacity enhancements and operational improvements are identified and committed for implementation that will maintain the V/C ratio on the constrained segment at or below 1.85.

Table 8: Level of Service Standards FIHS Roads[1]

Classification	*Peak Hour/Peak Season/Peak Direction*
Urbanized	**D[2]**
Transitioning	**C**
Rural	**B**

[1] The City may seek variances to the level of service standards for the FIHS facilities as may be authorized under Florida Statutes.

[2] If any portion of I-75 or an FIHS road is determined to be within an urbanized area over 500,00 people, based on the year 2000 Census by FDOT pursuant to applicable rules, then the standard becomes "D" for any such area.

Standard 2.2.8.4) For minimum acceptable levels of service determination, the peak season, peak hour, peak direction condition will be defined as the 100th highest volume hour of the year in the predominant traffic flow direction. The 100th highest hour approximates the typical peak hour during the peak season.

Standard 2.2.8.5) Due to scenic, historic, environmental, aesthetic and/or right-of-way (ROW) characteristic and considerations, the City has determined that certain roadway segments will be deemed "constrained" and, therefore will not be widened. Reduced peak hour levels of service will be accepted on those constrained roads as a trade-off foe

Table 9: Constrained Roads Conditions

Roadway	*Segment*	*Constrained Condition*
McGregor Blvd.	**City Limits to US 41**	**ROW, Scenic, Historic, Environmental**
US 41	**City Limits to Caloosahatchee River**	**ROW**
West First Street	**McGregor Blvd. to US 41**	**ROW, Scenic, Aesthetic**
First Street	**US 41 to Seaboard Street**	**ROW, Scenic, Aesthetic**

Second Street	Monroe St. to Palm Beach Blvd.	ROW
Colonial Blvd.	McGregor Blvd. to Six Mile Cypress Parkway	ROW
Dr. Martin Luther King Jr. Blvd.	US 41 to Central Ave.	ROW

Standard 2.2.8.6) For roadways that are backlogged or have capacity expansion constraints, the City shall give priority to those facilities in capital improvements programming and other operational consideration such as traffic signal optimization, access management, on-street parking and loading restrictions, parallel facilities improvements, and the like.

Standard 2.2.8.7) Development or redevelopment taking place in the downtown Fort Myers mobility area, as shown in Map H, is exempt from any concurrency requirement that would otherwise prohibit or restrict development based on inadequate levels of service on roadways. This exemption will ensure that development or redevelopment that otherwise carries out key city goals and policies can proceed. The City of Fort Myers has determined that, instead of widening roads to enhance mobility in downtown Fort Myers, mobility will be enhanced through a coordinated series of measures as described in the Downtown Fort Myers Mobility Plan and summarized under Objective 11 of the Transportation Element.

Conclusions

Several important conclusions from the Mobility Plan are summarized below.

1. The Fort Myers Comprehensive Plan, the 2010 Downtown Plan and the other City plans establish the City's goals and objectives regarding transportation and mobility and, in this way, present a vision for the future of Fort Myers. The plans clearly place an emphasis on the need to provide for all modes of travel, including public transit and bicycle/pedestrian facilities.

2. The first objective in the Transportation Element of the City Comprehensive Plan calls for a safe, convenient and energy efficient multi-modal transportation system that provides a balance between modes, including pubic transportation, rail, bicycle and pedestrian facilities, and boating, as well as roads.

3. To this end, the City adopted a Complete Streets resolution (Resolution 2011-36) on October 3, 2011. The goal of Complete Streets is to plan, design and, if necessary, retrofit streets so that they accommodate all modes of travel and are safe, comfortable and accessible to users of all ages and abilities.

4. Downtown Fort Myers has a well-developed grid system of two-way streets that is conducive to local traffic circulation and access to adjacent businesses and residences.

5. A number of major corridors in Downtown Fort Myers are identified as constrained facilities in Comprehensive Plan Transportation Element Standard 2.6.3.3, including: McGregor Boulevard from West First Street to US 41; US 41 from Edison Avenue to the river; West First Street from McGregor Boulevard to US 41; and, SR 80 from US 41 to Seaboard Street. Two additional downtown corridors should be added to the list of constrained roads due to right-of-way constraints: Second Street from Monroe Street to Palm Beach Boulevard; and Dr. Martin Luther King Jr. Boulevard from US 41 to Central Avenue.

6. Major road widenings and/or the construction of new roads in Downtown Fort Myers would be very expensive in terms of roadway construction, utilities and right-of-way acquisition. In addition, such major roadway capacity projects would result in many business and residential displacements, costly business damages, and reductions in the City tax base and would be detrimental to the historic character of downtown.

7. Various traffic projections based on the MPO travel model indicated that there may be future level of service issues on some sections of Cleveland Avenue, Dr. Martin Luther King Jr. Boulevard, Victoria Avenue and Edison Avenue and on the southern approaches to the Edison Bridge. However, the MPO travel model has limitations. The travel model was developed more for suburban conditions and does not reflect the well developed grid system in Downtown Fort Myers. Also, bicycle and pedestrian trips are not considered in the model. Therefore, travel model traffic projections for Downtown Fort Myers may be overstated.

8. In recommending mobility strategies and measures for roads and intersections, the Mobility Plan relies primarily on the well-developed grid system of two-way streets in Downtown Fort Myers, along with roundabouts to keep traffic moving at key intersections. These improvements, along with improved transit and enhanced bicycle and pedestrian facilities, should facilitate travel in and around downtown for the foreseeable future.

9. Traditional transportation concurrency, which requires the widening of roads or construction of new roads to improve traffic flow, is not an appropriate planning strategy in Downtown Fort Myers. Instead of widening roads and new road construction, mobility in Downtown Fort Myers will be enhanced through a coordinated series of measures described in this Mobility Plan.

10. After decades of mandating concurrency, in 2011 the Florida legislature decided to let local governments determine whether to maintain, repeal, or modify concurrency within their boundaries. An important mobility strategy for Downtown Fort Myers is to take advantage of this new flexibility and exempt downtown development and redevelopment from any concurrency requirement that would otherwise forbid or restrict development based on inadequate levels of service on roadways. This exemption will ensure that development or redevelopment that otherwise carries out key city goals and policies can proceed. This strategy is recommended in this Mobility Plan and would be implemented through amendments to the Fort Myers Comprehensive Plan (Transportation Element and Concurrency Management System Element).

11. The Mobility Plan recommends that First Street and Second Street/Seaboard Street be restored to two-way, two-lane traffic and that Fowler Street south of Dr. Martin Luther King Jr. Boulevard remain two-way.

12. The Mobility Plan also recommends that SR 82 be realigned to by-pass the westernmost section of Dr. Martin Luther King Jr. Boulevard west of Broadway. The Mobility Plan recommends improvements to a series of two-lane roads (Broadway, Central Avenue, Victoria Avenue and Edison Avenue), with roundabouts at five key intersections, to divert through traffic off of this congested section of Dr. Martin Luther King Jr. Boulevard.

13. The Mobility Plan also includes the planned Edison Avenue realignment and extension to McGregor Boulevard and the reconnection of Market Street across the railroad tracks.

14. Downtown Fort Myers generally provides a very good pedestrian environment, but there are gaps in the system that need to be addressed, including Fowler Street south of Dr. Martin Luther King Jr. Boulevard.

15. The Mobility Plan recommends the implementation of several bicycle and pedestrian corridor improvements carried forward from previous City plans and the continuation of Riverwalk west to the Edison-Ford Winter Estates and east to the Tarpon Street Pier.

16. The proposed use of the Seminole Gulf rail line as a multimodal corridor would provide future opportunities for bicycle and pedestrian facilities, transit and potential Transit-Ready Development along the corridor.

17. Downtown Fort Myers would benefit from improved pedestrian crossings, improved and expanded bike parking facilities, and the establishment of a bicycle sharing program which would make bikes available for shared use, providing free or affordable access to bikes for short trips. Details about these suggested improvements are provided in this plan.

18. The need for a transit circulator in Downtown Fort Myers was discussed in both the 2003 Downtown Fort Myers Plan and the 2009 Fort Myers Riverfront Development Plan. A trolley circulator serving Downtown Fort Myers is a key component of the Mobility Plan, since it will serve Downtown businesses, employees, residents and visitors. There should be no charge for riding the trolley.

19. Water taxis operate successfully as private businesses in many waterfront communities. The City should support such private enterprises.

20. The City should encourage opportunities for Transit-Oriented or Transit-Ready Development along transit corridors. The proposed multimodal corridor along the Seminole Gulf rail line may provide such opportunities.

21. The City should continue to aggressively pursue federal funding through grants and other federal programs to help fund Mobility Plan recommendations.

22. The City receives Federal and State funds through the MPO process. These funds can be used to help fund the Mobility Plan.

23. Other funding sources that may help fund the Mobility Plan include a possible Lee County transit authority, para-transit fees, Tax Increment Financing (TIF), ad revenues, user fees and private contributions and sponsorships.

24. Objective 4 in the Capital Improvements element of the City Comprehensive Plan requires that future development contribute a proportionate share of the cost for needed public facilities. The City should continue to assess new development for a proportionate share of the cost of needed transportation improvements and/or mobility enhancements.

25. The City is participating in Lee County's road impact fee program, with fees collected from new development within the City. However, the road impact fees are waived within the Enterprise Zone, an area targeted for revitalization, within which there are incentives for new businesses to develop. Road impact fees are based solely on the demand for and cost of providing road and intersection capacity improvements. Other modes of travel are not covered by road impact fees and cannot be funded by these fees. Therefore, road impact fees do not provide adequate funding for much-needed alternative modes of travel in Downtown Fort Myers.

26. Mobility fees are a new approach for assessing new development a proportionate share of the costs of providing transportation. Mobility fees are based on anticipated future development and travel demand in the area of interest and the cost of providing needed multimodal mobility strategies and measures to accommodate that development and travel demand. Mobility fees can take into account both capital facilities and operating costs, such as the costs to provide enhanced transit service. The City should explore mobility fees as a possible alternative source of funding for mobility improvements.

27. The City of Fort Myers Bicycle and Pedestrian Plan recommends that the City explore the creation of a Transportation Management Association (TMA) to serve Downtown Fort Myers, with the City being an active participant. A TMA is a non-profit, member-controlled organization that provides transportation services in a particular area. It is generally a public-private partnership, consisting primarily of area businesses, with local government support. A TMA would facilitate the implementation of the Mobility Plan.

28. The City should monitor the effectiveness of the Mobility Plan every three years, with a review of the progress made in implementing various components of the Plan, including Complete Streets, road and intersection improvements, bicycle and pedestrian facilities, public transit, waterways and land use.

29. Planning-level, order of magnitude cost estimates for implementing the Mobility Plan are $13.8 million in capital costs and $1.15 million in annual operating costs. It was concluded that additional revenues will be needed to implement the plan.

30. Five funding options to support the Mobility Plan are presented for consideration.

    A. Separate Ad Valorem Tax for Downtown Property Owners
    B. Dedication of One Half of Increase in Downtown Tax Increment Revenues
    C. Special Assessment for Mobility Plan
    D. Road Impact Fee Waiver in Lieu of Contributions to Multimodal Mobility Fund
    E. Transportation Alternatives (TA) Grants

31. The City should continue to collect road impact fees so that growth pays for itself. However, existing development will also benefit greatly from the Downtown Fort Myers Mobility Plan. Consideration should be given to implementing a mix of funding options that includes partial funding by existing development, as well as future development.

APPENDIX A

MEMORANDUM TO CITY STAFF DATED OCTOBER 31, 2011
REGARDING MOBILITY STRATEGIES IN COMPREHENSIVE PLAN AND 2010 DOWNTOWN PLAN

DAVID PLUMMER & ASSOCIATES, INC.

TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL

Memorandum

To: Saeed Kazemi; Donald Paight
From: Ronald Talone
Date: October 31, 2011
RE: **Mobility Strategies in the Fort Myers Comprehensive Plan, the 2010 Downtown Plan and Other City Plans, #09525**
cc: Fort Myers Filing; Ben Bullert; Swara Farheen; Bill Spikowski; Russell Schropp

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1. Introduction

David Plummer & Associates (DPA) and Spikowski Planning Associates (SPA) reviewed the Fort Myers Comprehensive Plan (Amended August 2010) and the 2010 Downtown Plan (March 2010) to identify goals, objectives, policies, actions and other proposals related to mobility in the City of Fort Myers. The 2010 Downtown Plan includes both the 2003 Downtown Fort Myers Plan prepared by Duany Plater-Zyberk & Company (DPZ) and the 2009 Fort Myers Riverfront Development Plan prepared by a team led by Acquest Realty Advisors.

The following documents were also reviewed.

- Downtown Fort Myers Streetscape Plan (April 2002)
- Downtown Parking Needs Capacity Study (October 2006)
- Parks & Open Space System Master Plan (November 2006)
- City of Ft. Myers Bicycle and Pedestrian Plan (July 2007)
- Sidewalks in Fort Myers (July 2007)

This memorandum summarizes the mobility strategies and specific interventions or measures found in these City plans and studies. Particular attention was given to mobility strategies and measures that would directly affect Downtown Fort Myers. These help provide a sense of the vision for Downtown Fort Myers, in terms of mobility.

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2. Mobility Strategies in the Fort Myers Comprehensive Plan

The Fort Myers Comprehensive Plan was first adopted in 1989 and has been updated regularly since then. The most recent amendments were approved by the City Council in August 2010 and became effective in October 2010.

The entire comprehensive plan is available on-line at:

http://www.cityftmyers.com/Departments/CommunityDevelopment/Divisions/Planning/Documents/tabid/370/DMXModule/766/Default.aspx?EntryId=135

The following discussion highlights mobility strategies found in various elements of the Fort Myers Comprehensive Plan with particular relevance to the Downtown area.

2a. Mobility Strategies in the Future Land Use Element

The main mobility strategy in this element is to clearly distinguish Downtown Fort Myers from the rest of Fort Myers by designating the entire downtown on the "Future Land Use Map" (FLUM) with a single "Downtown" designation. This designation is identical to the Downtown Redevelopment Area as shown on Map C-1. It appears again on the city-wide fold-out FLUM (Map A). Another map in this element, Map E, shows this same area plus the Central redevelopment area which includes land south of Victoria Ave. Until 2010, the Downtown Redevelopment Area was designated on the FLUM as a series of distinct "transect zones" and overlay zones. Those separate zones are identified in Action 1.7.2 but are now mapped only on the city's official zoning map.

Other parts of the comprehensive plan rely on this FLUM designation for separate policy treatment of downtown. Another effect is to ensure that private redevelopment is conducted in a manner consistent with the high level of infrastructure improvements and pedestrian/transit amenities downtown.

Action 1.7.1 of this element also states that:

> *"The Downtown Fort Myers Plan . . . . . is included in the Comprehensive Plan as set forth in full herein, as the general strategy for redeveloping the downtown according to New Urbanist Principles and shall be implemented through land development regulations in the areas within the Downtown boundary shown on Map E."*

Action 3.2.3 states that the 2010 Downtown Plan shall be implemented *"to the greatest extent feasible."*

Action 3.4.3 states that:

> *"The City of Fort Myers downtown redevelopment strategy shall implement operational and capacity to City roadways to ensure that the redevelopment strategy maintains or reduces the City's component of the County's hurricane evacuation clearance times."*

Of particular interest is Standard 3.4.3.1), which states that:

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"The City shall construct and maintain new or improved two-way roadways within the Downtown Redevelopment Area to ensure adequate evacuation of downtown. Further, the City will designate First Street as a two-way City road and Second Street as State Road 80."

Objective 4 in the Land Use Element addresses transportation concurrency: "Coordinate land development with the public and private provision of community services and facilities, soil suitability, and topography."

Policy 4.1 states:

"Development shall not be permitted unless adequate capital facilities levels of service as defined in the respective comprehensive plan elements exist or are assured. All proposed development will be reviewed for consistency with the adopted levels of service for concurrency, as defined in the respective elements of the City of Fort Myers Comprehensive Plan. Development that the City of Fort Myers City Council finds to be inconsistent with the adopted levels of service for concurrency shall not be permitted."

Policy 4.4 states:

"The location and intensity of land uses with respect to collector roads and arterial roads shall be coordinated with the Florida Department of Transportation and the Lee County Department of Transportation."

The study area for the Downtown Fort Myers Mobility Planning Study, which is shown in Exhibit 2-1, includes all of the Downtown Redevelopment Area, as established in Map C-1 and shown on Map E in the Land Uses Element. For purposes of the mobility study, however, this area was expanded to the northeast to include the new Oasis high-rise development and the Second Street/Seaboard Street corridor east to Palm Beach Boulevard (SR 80) and to the south to include the City of Palms Park and Skatium and the scheduled Edison Avenue Realignment, which represents an Edison Avenue extension from Cleveland Avenue (US 41) to McGregor Boulevard.

2b. Mobility Strategies in the Transportation Element

The goal of the Transportation Element is*: "To provide an efficient, safe, and responsive City transportation system consistent with environmental and land use goals."*

The first objective in the Transportation Element calls for a complete multi-modal transportation system throughout Fort Myers:

"OBJECTIVE 1: To meet the transportation needs of the incorporated area through a safe, convenient, and energy efficient multi-modal system of roadway, rail, air, boating, public transportation, and bicycle and pedestrian facilities."

"*Policy 1.1): The transportation system will be examined for ways and means in which more balance between the modes can be achieved."*

"Action 1.1.2): Support the continued operation of the downtown multimodal transportation center (MMTC) to provide a link between modes of passenger transportation including, but not necessarily limited to, public and private buses, taxis, airport limousines, paratransit, Fort

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Myers' Trolleys, the AMTRAK shuttle buses, cars, and bicycles."

However, other policies in this element, particularly those that require continual road widening to meet adopted levels of service, place much more emphasis on roadway expansion. The link-by-link concurrency requirement reflected in the current Plan has been mandated by the State of Florida since this comprehensive plan was adopted in 1989. The new "Community Planning Act" that was approved by the State legislature in 2011 removes the mandatory nature of this requirement. In the future, all cities and counties are free to maintain, repeal or modify their concurrency requirements for roads, parks and schools. This is discussed further in Section 2e below.

Although the Transportation Element places an emphasis on continued road widening, consideration is also given to a number of other strategies. Only the first action is specific to downtown.

- Action 1.1.2 supports the continued operation of the downtown multimodal transportation center (MMTC), the Rosa Parks Transportation Center.
- Policy 1.2 encourages public transportation friendly land uses in designated public transportation corridors.
- Standard 1.2.1.1 encourages Lee Tran to maintain 4.5 transit trips per capita within city limits.
- Policy 1.3 and related actions support the creation of a network of bicycle facilities to link residential areas with activity centers, the river and the park system.
- Action 1.3.1 requires bicycle facilities on all new arterial and collector roads and where additional lanes are added, when feasible.
- Policy 1.4 and related actions supports the creation of a network of pedestrian facilities to link residential areas with the riverfront and activity centers.
- Policy 1.7 promotes intermodal terminals for aviation, rail, and seaports.

The policies under Objective 2 explain in detail the primary mobility strategy of building enough road lanes to meet forecasted travel needs. A few specific exceptions are provided.

The most important exception is found in Standard 2.6.3.3, which provides a list of "constrained" road segments, where further widening has been deemed infeasible. Within downtown, this list includes the following collector and arterial roads:

- McGregor Boulevard from West First Street to US 41
- US 41 from Edison Avenue to the river
- West First Street from McGregor Boulevard to US 41
- SR 80 from US 41 to Seaboard Street.

Policy 2.8 states that

> *"Constrained roadways shall receive priority for: (a) Mass transit routes; (b) Alternate mode facilities (bicycle/pedestrian); (c) Improvements to alternate or parallel roadways; (d) traffic operations improvements; (e) turn lane improvements; and (f) "Soft" improvements such as ridesharing and staggered work-hour programs."*

Policy 2.11 allows traffic impact mitigation without widening these constrained roads. Noticeably absent from this list of constrained facilities, however, is SR 82 (Dr. Martin Luther King Jr. Blvd). This suggests that widening may be necessary to maintain the adopted level of service, regardless of the expense or any assessment of the widening's impact on downtown.

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Another exception is found in Action 2.7.3, which identifies "transportation concurrency exception areas" and other potential mechanisms for modifying road concurrency. However, the Community Planning Act of 2011 has rewritten this section of Chapter 163 of the Florida Statutes.

Another possible exception is found in Policy 2.7, which states:

> *"New development will not be permitted that causes traffic to exceed the adopted level of service of the roadway system within the City, unless located within the "Existing Urban Service Area" (as shown on map S of the Concurrency Management System Element) or as addressed in Policy 2.11 of this element."*

The reference to the "Existing Urban Service Area" on Map S is confusing because that map essentially shows the entire city of Fort Myers. This policy could be read to imply that the adopted roadway levels of service don't apply to land on Map S, yet such an interpretation is opposite to the many clear statements in this plan that roadway levels of service do apply everywhere in Fort Myers except where exceptions are clearly stated in the plan. (This interpretation would now be legal under the Community Planning Act of 2011, but it was not legal under preceding State legislation.) A more likely interpretation of Policy 2.7 is that its awkward reference to Map S was intended to refer the reader to the Concurrency Management System, especially to its Policy 2.4 as discussed further below.

This element also includes certain mobility strategies that may be appropriate in some parts of Fort Myers, but which are not appropriate downtown. Policy 2.9 and related actions only occasionally differentiate between conditions downtown and elsewhere in Fort Myers. For instance, Action 2.9.1 supports access management on arterial and collector roads, regardless of location. Action 2.9.6 agrees to follow Lee County's functional classification and thoroughfare plan maps, without regard for special conditions downtown. However, when Standard 2.9.2.3 bans on-street parking from all arterial and collector roads, it provides an exception for downtown.

Policy 4.1 promotes *"an increase in the number of parking spaces available within the Downtown Redevelopment Area to be consistent with the adopted Downtown Fort Myers Plan."* This wording mis-states the recommendations of the downtown plan, which strongly advocated the relocation of already-proposed parking garages, without concluding or even examining whether the new parking spaces were needed.

On the other hand, Action 4.2.1) states that:

> *"The City shall review and implement appropriate recommendations from the parking study performed in 2006 for the Downtown Redevelopment Area in order to provide adequate parking for the areas deemed insufficient."*

Additional parking downtown should be considered carefully. While an increase in parking is definitely a mobility strategy, it is one that may encourage people to drive downtown, even if other modes of travel are available and convenient. The location of parking is also important, as it may influence other mobility strategies.

Action 4.3.1) states that:

> *"The Fort Myers Redevelopment Agency will continue to implement the streetscape improvement plan in conjunction with the Downtown Fort Myers Plan."*

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The City of Fort Myers recently completed a 4-year, $52 million Downtown Utility Replacement and Streetscape Improvements Project. While this was a utilities replacement project, this award-winning project also beautified over 50 blocks of Downtown Fort Myers, with many streetscape enhancements, including new brick and concrete sidewalks and cross-walks, new curbs and asphalt and brick roadways, on-street parking, new street lights, new traffic signals and interconnects, new landscaping and irrigation, new streetscape furniture, bicycle racks, and the like.

Action 4.4.2 calls for a trolley feasibility study by the end of 2007, and, if feasible, a trolley system to and around downtown, with a primary objective of providing access from fringe parking areas to the core of downtown.

Policy 9.1 proposes car pooling, staggered work hours, park-and-ride lots, and other capacity increasing (or demand reducing) techniques to make efficient use of existing parking and the downtown street system.

Objective 10 calls for the Lee County MPO to remove the SR 80 one-way pair (First Street/SR 80 and Second/Seaboard Street) from its long-range transportation plan. This pair of roads is the only remaining remnant of the obsolete one-way street system in Downtown Fort Myers.

2c. Mobility Strategies in the Capital Improvements Element

This element contains a complete listing of proposed capital expenditures for the next five years. While these expenditures may reflect mobility strategies found in other elements of the comprehensive plan, this element does not set forth any additional mobility strategies.

2d. Mobility Strategies in the Concurrency Management System Element

The Fort Myers Comprehensive Plan places its concurrency management system in a separate element. As to mobility, this element repeats much of the content of the Transportation Element. It also provides some additional exceptions to roadway concurrency, none of which apply specifically to downtown.

Policy 2.4 refers to the previously mentioned Map S which designates an “Existing Urban Service Area. But here, the concurrency exception is limited only to redevelopment and only for a 10% increase in traffic, unlike the confusing wording in Transportation Element Policy 2.7.

2e. Community Planning Act of 2011 and Transportation Concurrency

One of the goals of the Downtown Fort Myers Mobility Planning Study is to replace traditional link-by-link transportation concurrency requirements with multimodal alternatives, including land use strategies, bicycle and pedestrian improvements and transit improvements, as well as road and intersection improvements. Initially, it was thought that this could be accomplished through the establishment of a Transportation Concurrency Exception Area (TCEA).

However, the DPA team, and in particular Henderson Franklin, reviewed recent State growth

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management legislation to determine how it might affect the Mobility Planning Study. The team concluded that the State's new Community Planning Act of 2011 (HB 7207) made transportation concurrency optional for local governments, but also provided that existing concurrency programs will remain in effect until repealed or modified by the local jurisdiction through comprehensive plan amendments.

The bill also removed those portions of the State statute dealing with TCEAs. The net result is that a formal TCEA amendment is no longer needed for Downtown Fort Myers, but similar comprehensive plan amendments will still be needed for Fort Myers to replace traditional link-by-link transportation concurrency in Downtown Fort Myers with multimodel alternatives.

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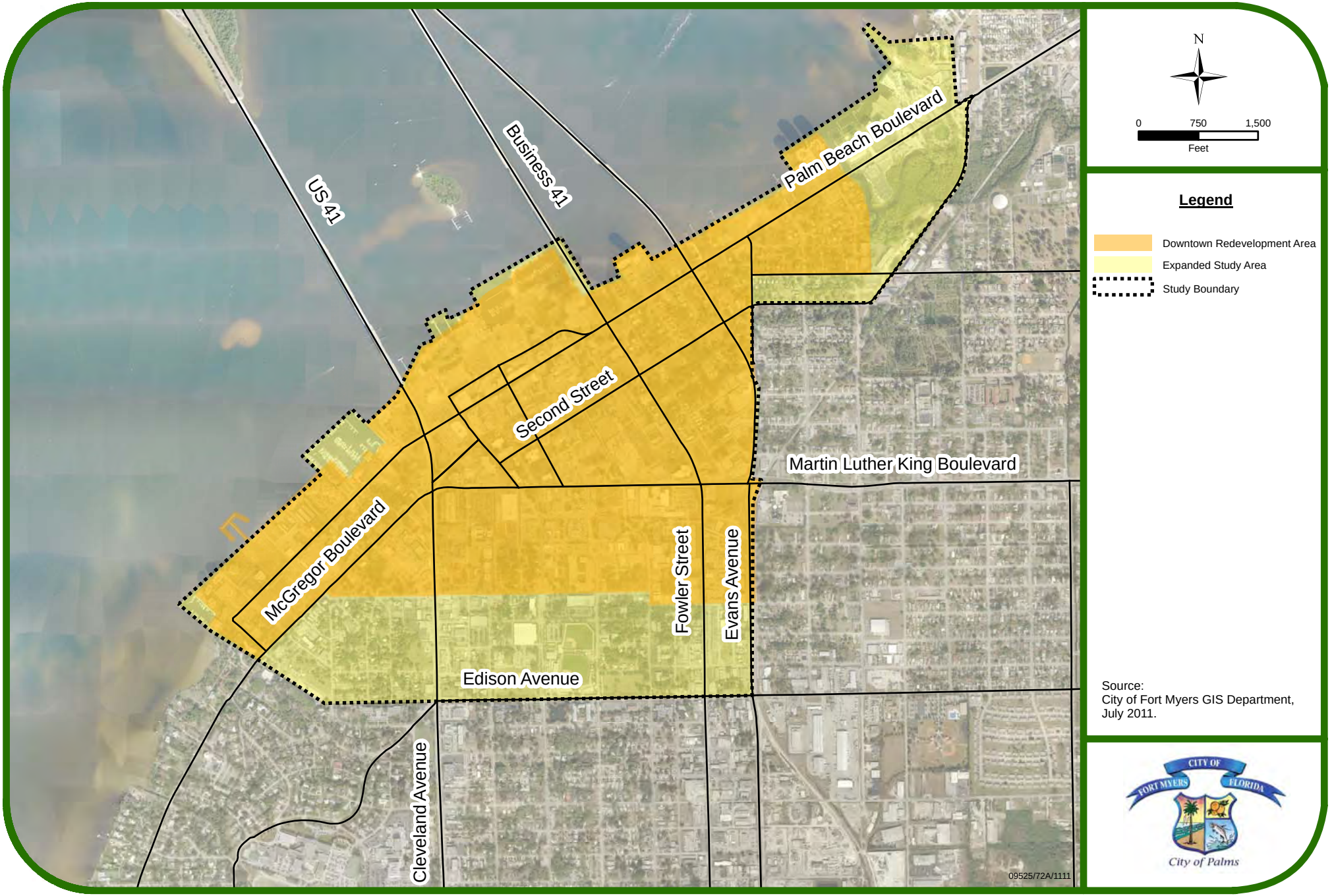
Exhibit 2-1: Downtown Fort Myers Study Area Map



3. Mobility Strategies in the 2010 Downtown Plan

The City's formal redevelopment plan for Downtown Fort Myers, as amended in April 2010, consists of two parts. The first part is the "Downtown Fort Myers Plan," prepared in 2002 by Duany Plater-Zyberk & Company (DPZ) and initially adopted in 2003. The second part is the "Alternative Plan for Riverfront Area Between the Bridges from Bay Street to the River," prepared in 2009 by a team led by Acquest Realty Advisors.

A combination of these two documents was adopted in April 2010 as the 2010 Downtown Plan. Tab 1 of that document is the DPZ plan, annotated with additions and deletions from the original document and now subtitled 2003 Downtown Fort Myers Plan. Tab 2 of that document is the Acquest plan, now subtitled 2009 Fort Myers Riverfront Development Plan. The entire document is available on-line at:

http://cityftmyers.com/Departments/CommunityRedevelopment/CRADivisions/FMRA/Districts/DowntownRiverDistrict/FortMyersDowntownPlan/tabid/639/DMXModule/1216/Default.aspx?EntryId=4191

The following discussion highlights the mobility strategies in the combined 2010 Downtown Plan, including both the 2003 Downtown Fort Myers Plan (Tab 1) and the 2009 Fort Myers Riverfront Development Plan (Tab 2).

3a. Mobility Strategies in Tab 1 of the 2010 Downtown Plan

Mobility strategies in the 2003 Downtown Fort Myers Plan (Tab 1) can be grouped into five categories, summarized as follows.

Parking Garage Relocation
On page II-6 of the Plan, the plan proposed the relocation of planned parking garages from the fringe to the core of downtown, especially north of First Street where they could reinforce investment in the heart of downtown. At the time, Lee County was planning to build about 3,000 parking garage spaces, all south of Dr. Martin Luther King Jr. Boulevard (SR 82). The proposed relocation of these garages was intended to fuel revitalization by establishing a steady flow of employee foot traffic past downtown businesses during workday hours and by providing parking capacity in the core to serve evening and weekend visitors for dining, shopping, entertainment and cultural events.

Pedestrian Sheds
Pedestrian sheds are roughly circular areas within which the average person is willing to walk to a destination (assumed to be a five-minute walk or approximately one-quarter mile). A pedestrian shed diagram in this plan identifies a potential neighborhood structure for downtown based on historical development patterns, existing frontage, development potential at specific sites, and other factors. Redevelopment around the centers of each pedestrian shed would encourage walking as a major mode of transportation.

As shown on page II-7 of the Plan, four separate pedestrian sheds were identified in Downtown Fort Myers. The centers of the four pedestrian sheds, which are also shown in Exhibit 3-1 of this memorandum, are located at the Edison-Ford Square, at Evans and Park Avenues, at Hendry Street and Dr. Martin Luther King Jr. Boulevard (SR 82), and along First Street, the heart of downtown. The center of the latter pedestrian shed, rather than being centered on one specific location, stretches out along an axis formed by the two principal pedestrian streets, First Street and Hendry Street.

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Downtown Transit Loop

As shown in Exhibit 3-1, the center of each pedestrian shed would form the basis of a downtown transit loop that could reduce auto usage downtown. Each person who can walk to the center of a pedestrian shed is a potential transit user, whereas drivers are unlikely to park and switch to transit. As explained on page II-7 of the 2010 Downtown Plan:

> *"Making transit work, however, requires careful phasing of the conditions that support transit use and the establishment of a regular, reliable schedule. First, the land-use must be in place in terms of establishing a mix of uses, walkability, and attractive waiting areas that are integrated with shops and activities rather than set up as isolated benches and booths attached to a street. With good walkability and destinations established (including key attractions such as the Edison-Ford Estates and City of Palms Park), transit will become a legitimate alternative to driving.*
>
> *"As the above conditions begin to be met, the City should introduce a small bus or group of busses along the loop shown. At its current size, this loop should allow a single bus to provide service every 12 minutes or less. In the best such systems, one never has to wait more than 5 minutes for a bus; therefore, to truly test the viability of transit, the city should provide – with much fanfare – two or three vehicles to loop in constant succession. These can begin as leased vans, to be purchased or replaced with larger vehicles as ridership grows. The ideal such vehicles are electric buses such as those that have been introduced with great success in Chattanooga, Miami Beach, and elsewhere. Initially at least, this transit should be provided for free, as the revenues generated from reasonable fares are insignificant compared to the benefit to downtown businesses that will result. Ideally, these vehicles would eventually be funded by tax revenue from those businesses that benefit."*

The illustration on page II-7 of the Plan shows a transit loop running along West First Street, Altamont Avenue, Victoria Avenue, Jackson Street, Dr. Martin Luther King Jr. Boulevard, Thompson Street, Park Avenue and First Street. With a loop of this size, a single bus could provide service every 12 minutes. Ideally, riders would never have to wait more than 5 minutes for the bus. This could be achieved by using two or three vehicles in constant succession.

As an interim step, an open-air trolley was proposed on page IV.18 to run between the Edison and Ford Estates and the downtown core. The choice of vehicle would make the ride part of the visitor experience while allowing visitors easier access to downtown amenities. At some point, this trolley could be eliminated if the downtown transit loop is extended slightly so that it directly serves the Edison and Ford Estates. Trolley service to the Edison and Ford Estates is strongly recommended to attract Estates visitors to downtown shops, restaurants and attractions.

A/B Street Assignment

Not every downtown street requires every pedestrian amenity. This plan, and the accompanying Downtown Fort Myers Streetscape Plan, identifies "A-streets" that form a continuous, high quality pedestrian network in the heart of downtown and "B-streets" that will keep their automotive focus. Two separate but continuous street networks are thus provided, as shown on page III.5.

Street Reconfigurations and Streetscape Improvements

Before the development of this plan, many key downtown streets had been reconfigured to speed automotive traffic through the downtown – or divert it around downtown – at the expense of pedestrian and commercial life. Travel lanes had been widened to higher-speed standards, parallel

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parking had been removed, two-way streets had been converted to one-way, and traffic was diverted from First Street. It was concluded that these changes had a detrimental impact on Downtown Fort Myers.

A central focus of this plan was reconfiguring streets to more pedestrian-friendly designs, as shown on pages III-6 through III-8 and IV-5 of the Plan. Many of these changes required the relocation of curbs and other costly construction. A complete streetscape plan was prepared in conjunction with the DPZ plan and was later implemented as city officials completely replaced underground water, sewer, and drainage lines from 2005 through 2009. The result has been a complete restoration of two-way streets, narrower travel lanes, restoration of parallel parking, restoration of First Street as a through street, and wider sidewalks with regularly spaced street trees. (See page III.6-8 and IV.4-5.)

The plan envisions "entrances" that serve as gateways for traffic entering downtown, including a McGregor Boulevard Entrance as a western gateway and a First Street Eastern Entrance as an eastern gateway. There is an interesting discussion on page IV.14 regarding the US 41 fly-over at the Fountain Interchange.

> *"The McGregor Boulevard entrance addresses the problems associated with the US 41 flyover, which comes down off the bridge as it approaches the downtown, then rises again. The ramps and signage also make it difficult to enter the downtown from this important artery, with visitors often misdirected away from the downtown when they are trying to reach it. The shorter-term proposal is to create a traffic circle underneath the ramp to improve the local traffic flow. Pending further traffic studies, the long-term proposal is to remove the flyover and bring the highway down to the ground sooner, so that traffic can easily choose to enter the downtown through the rerouting made possible by the traffic circle. Both of these scenarios require further study prior to implementation . . . . ."*

The drawing on page IV.13 shows the proposed traffic circle beneath the overpass and the possible future removal of the flyover.

The plan also proposes a roundabout at the McGregor Boulevard/Virginia Avenue intersection, which will serve as the terminus of the Edison Avenue extension from US 41 to McGregor Boulevard. This proposed roundabout is also shown in the drawings on pages IV.15 through IV.18.

> *"At the intersection of McGregor Boulevard and Virginia Avenue a small roundabout with a fountain lined with buildings on each corner is proposed to calm traffic and announce the entrance into the neighborhood from the west."*

On page III.8, the 2003 Duany plan recommended several revisions to the Downtown Fort Myers road network. It was recommended that the east-west one-way pair (Bay Street/First Street westbound and Second Street/Seaboard Street eastbound) between Downtown and Palm Beach Boulevard (SR 80) be converted back to two-way operations, that on-street parking be restored on First Street and Jackson Street, and that four road segments be removed to accommodate future redevelopment plans.

Several of these recommendations have already been implemented. The one-way pair west of Fowler Street has been converted back to two-way traffic operations and on-street parking has been restored to First Street. The one-way pair east of Fowler Street has not yet been converted back to two-way operations. However, the City's Capital Improvement Program has scheduled this conversion to two-way operations. Also, the one-block segment of Heitman Street between Main Street and Dr. Martin

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Luther King Jr. Boulevard was removed to accommodate expansion of the Lee County Justice Center.

3b. Mobility Strategies in Tab 2 of the 2010 Downtown Plan

The 2009 Fort Myers Riverfront Development Plan (Tab 2) is primarily an urban design plan for a small portion of downtown, the riverfront area between the bridges south to Bay Street. As such, it doesn't address many of the larger issues set forth in the 2003 plan.

Two parking garages were proposed between Bay and Edwards Streets, as in the 2003 plan. Street designs show slightly wider travel and parking lanes than the 2003 plan. Superior pedestrian facilities are called for throughout the study area. (See pages 1-1 through 1-4, 2-12 and 2-13.)

The recommended master plan is summarized on page 1-4.

> *"The core idea of the master plan is a two-directional armature of public space that ties the entire riverfront together in an east-west direction (assuming that the river is north), and, perpendicular to this, ties the riverfront to the rest of downtown along the key connection at Hendry Street."*

Under the heading Public Realm on page 1-4, the summary states:

> *". . . . . the cruciform armature of Edwards Drive and Hendry Street is the primary public space in the redeveloped River District. . . . . The intent is to redefine these streets as major pedestrian thoroughfares, inviting citizens and visitors to explore the riverfront and the rest of Fort Myers' historic downtown as an understandable, cohesive experience."*

Under the heading Waterfront on page 1-4, the summary states:

> *"Public access to the waterfront is at the forefront of the redevelopment master plan. Beginning with a redeveloped waterfront in Centennial Park, a boardwalk helps extend river access past the environmentally sensitive mangroves. The new basin is of course lined with a promenade, and City Pier engages more actively with the river because of this basin and the addition of new dining and amusement facilities planned for the pier. An expanded marina provides additional slips for leased and transient boating, and the redevelopment of Edwards Drive will create a stronger pedestrian promenade along the south edge of the yacht basin."*

Under the heading Connectivity on page 1-4, the summary states:

> *"Throughout the planning process, emphasis has been placed on making better connections: between river and downtown, between attractions, and between downtown and the larger metropolitan area. The recommended master plan responds by reinforcing the city grid, dispersing parking resources around and at the edges of the redevelopment area to encourage pedestrian activity, and making explicit links to planned transit developments along First Street. The integration of a trolley system for more local use as well as the inclusion of biking and walking paths will only enhance this connectivity and expand the districts appeal as a regional destination for residents and visitors alike."*

Planning goals related to connections are also provided on page 2-12.

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"Facilitate connections to venues. Vehicular and pedestrian interaction between Edwards Drive and 1st Street. Reconnect the waterfront to the historic downtown. Link residential towers to downtown. Connect the marina to the historic downtown. Pedestrian friendly vehicular flows. Appeal to a wide spectrum of the population."

On page 2-18, a hybrid-powered transit line is proposed to link downtown with the Edison and Ford Estates, the City of Palms Park, and sites to the north. This line would run along First Street and Monroe/Broadway and would terminate to the east at the old Seaboard Air Line rail depot on East Riverside Drive (former home of Reilly Brothers).

"Connecting people with the various sites and amenities is critical. A hybrid-powered transit line that links the downtown with the Edison-Ford Estates, City of Palms Park and sites to the north is proposed. This line would terminate at the Reilly Brothers depot. The transit line would also allow the city to utilize parking facilities at various sites, that otherwise may not be accessible, for larger events on the river."

Access to Lofton's Island is mentioned on page 3-24.

"The programming for the Marina and or reconfigured City Pier area is flexible and should take into consideration the opportunity to provide connectivity to Lofton's Island."

A relocation of the existing boat ramp at Centennial Park is discussed on page 4-24.

"The existing boat ramp has been identified as a community asset, but needs to be relocated to a different location along the river. The ramp will be relocated out of the downtown and three possible options are being considered: Epler site across the River, Boatland site across the River and immediately adjacent to the Riverside Community Park."

The mobility strategies in Tab 2 are generally unchanged from the 2003 plan. The main difference is that the routing of a proposed hybrid-powered transit line, which is reprinted above, is different from the route suggested in Tab 1 and shown in Exhibit 3-1.

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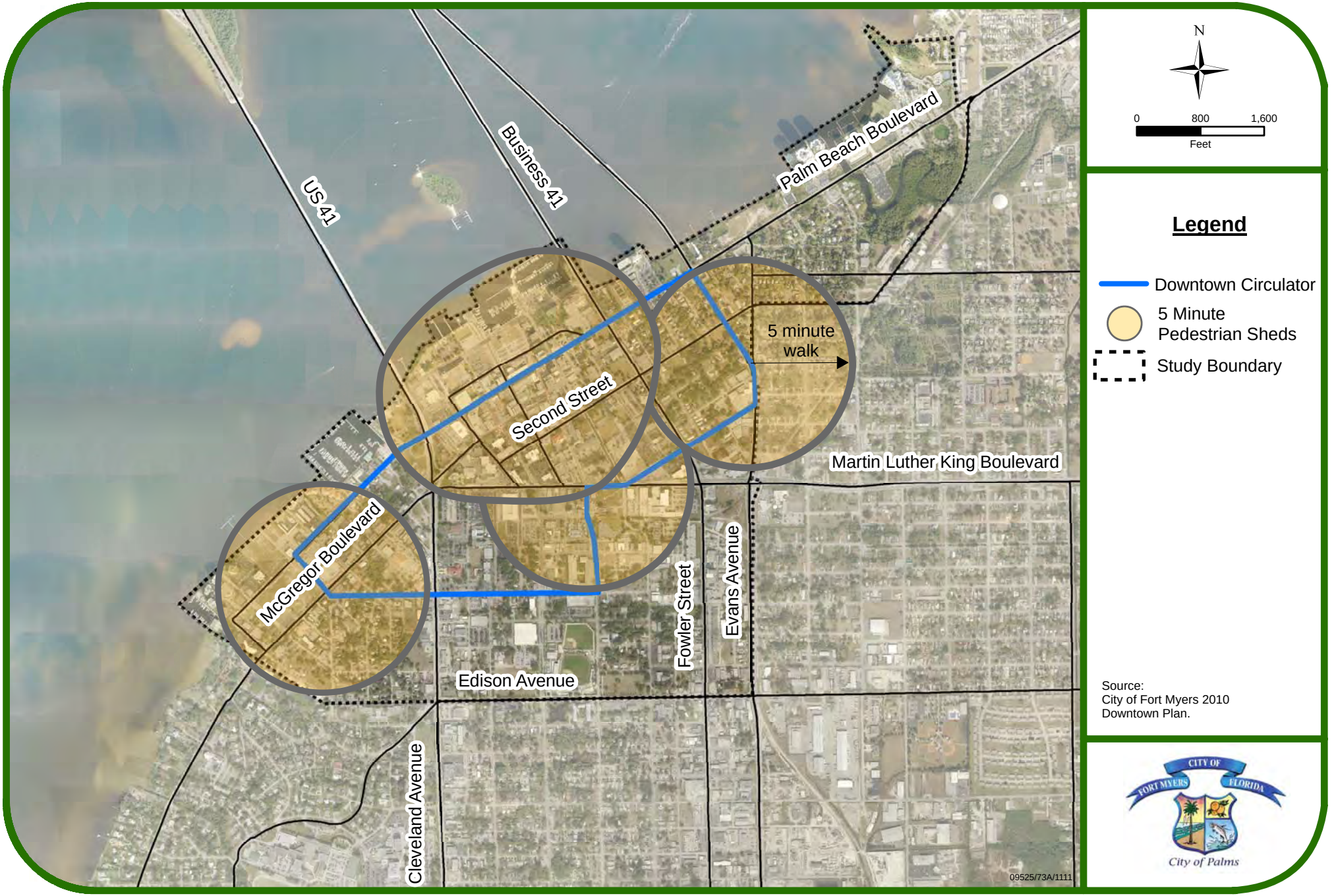
Exhibit 3-1: Pedestrian Sheds & Downtown Circulator per 2010 Downtown Plan



4. Downtown Mobility Strategies in Other City Plans and Studies

The following documents were also reviewed.

a. Downtown Fort Myers Streetscape Plan (April 2002)
b. Downtown Parking Needs Capacity Study (October 2006)
c. Parks & Open Space System Master Plan (November 2006)
d. City of Ft. Myers Bicycle and Pedestrian Plan (July 2007)
e. Sidewalks in Fort Myers (July 2007)

4a. Mobility Strategies in Downtown Fort Myers Streetscape Plan (April 2002)

The Downtown Fort Myers Streetscape Plan was prepared by the Genesis Group as a companion document to the 2003 Downtown Fort Myers Master Plan prepared by Duany Plater-Zyberk & Company, which is discussed in the first section of this report.

On page I.1, five objectives are listed for the Streetscape Plan, including to:

> *"Promote safe and unobstructed circulation for walking in the Downtown area."*

The text on page I.1 goes on to say that:

> *"Although it is both necessary and desirable to provide vehicular access throughout the area, the design of the streetscape elements - including the roadway – must emphasize the safety and comfort of the pedestrian."*

The Downtown Fort Myers Streetscape Plan design is based on the classification of "A" Streets and "B" Streets.

> "A" Streets – Streets that will form a continuous, high-quality pedestrian network:
>
> "B" Streets – Streets that are allowed to maintain their automotive focus.

The "A"/"B" street assignment within Downtown Fort Myers is illustrated in Figure 2 on page II.1 of this plan.

> *""A" Streets include virtually all street frontage north of Main Street and west of Jackson Street through the heart of Downtown to the waterfront. Within this core, First Street and Hendry Street form the main axes, with Hendry Street continuing as an "A" Street to MLK Boulevard and beyond, to the multi-modal terminal and the City of Palms Park. First Street continues as an "A" Street to the east and west of Downtown along the waterfront."*
>
> *""B" Streets include most of the streets outside the historic core that do not participate in the pedestrian network described above, as well as a few streets within the core that would require tremendous investment to achieve pedestrian quality frontage."*

The City of Fort Myers recently completed a 4-year, $52 million Downtown Utility Replacement and Streetscape Improvements Project. This award-winning project implemented much of the Downtown

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Fort Myers Streetscape Plan. It provided many streetscape enhancements, including new brick and concrete sidewalks and cross-walks, new curbs and asphalt and brick roadways, on-street parking, new street lights, new traffic signals and interconnects, new landscaping and irrigation, new streetscape furniture, bicycle racks, and the like.

4b. Mobility Strategies in Downtown Parking Needs Capacity Study (October 2006)

Walker Parking Consultants prepared a Downtown Parking Needs Capacity Study, dated Revised March 15, 2007. The report summarized the consultants' findings regarding the evaluation of the parking system's ability to provide adequate parking now and into the future. The report used a block-by-block approach to determine solutions for future parking concerns.

As stated on page 80 of the Walker parking study:

> *"It is generally accepted that parking structures do not generate new traffic. They will, however, encourage latent demand by providing easier parking for vehicles that would not have traveled to the local destinations otherwise. They also tend to concentrate traffic in specific locations.*
>
> *Isolated parking structures are not recommended. They need to be integrated as part of the mobility system within the downtown area. Requirements for transit stops, sidewalks and bicycle paths established by the Downtown Fort Myers plan should be considered as essential components of the mobility network and developed in conjunction with the new parking structures. A transit circulator system, sidewalks and bicycle paths are necessary to provide downtown internal circulation. Any of the proposed parking structures will operate satisfactorily from a traffic LOS standpoint with the recommended access configurations. Whether the sites operate from a multi-modal system standpoint will depend on the ability of the City to continue improving its downtown network and continue following the adopted plan."*

4c. Mobility Strategies in Parks & Open Space System Master Plan (November 2006)

The Parks & Open Space System Master Plan was prepared by prepared by Glatting, Jackson, Kercher, Anglin, Inc and dated November 2006. Glatting Jackson used several techniques, such as surveys, interviews and stakeholder meetings, to assess parks, recreation and open space needs. Needs were then categorized into three levels of importance (Categories 1, 2 and 3), based on their prevalence in the various needs assessment techniques.

Bicycle paths, trails and greenways were assigned to Category 1, along with Neighborhood and Community Parks and Playgrounds. Category 1 includes needs that were identified as top priorities in seven of the eight needs assessment techniques used, indicating a community-wide recognition of their importance. For example, out of two-hundred-seventy (270) interviews completed, approximately 63% of respondents indicated that Bicycle Paths and Trails are needed. The report concluded that: *"Needs Assessment shows that Bicycle Paths and Trails are clearly a top priority in Ft. Myers."*

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Accordingly, study recommendations included two specific recommendations regarding Bicycle Paths, Trails, Sidewalks and Greenways.

- Develop a City-wide Bikeways, Trails, Sidewalks and Greenways Plan
- Incorporate bike lanes, wide sidewalks and street trees in all street and utility projects

The City of Fort Myers contracted with Glatting Jackson to do a more comprehensive Bike/Pedestrian/Greenways/Trails plan, which elaborated further on the goals and principles in this plan. The City of Fort Myers Bicycle and Pedestrian Plan is discussed below.

4d. Mobility Strategies in City of Ft. Myers Bicycle and Pedestrian Plan (July 2007)

The City of Fort Myers Bicycle and Pedestrian Plan and Sidewalks in Fort Myers were both prepared by Glatting, Jackson, Kercher, Anglin, Inc and dated July 2007. As stated in the first two paragraphs of the Executive Summary of the City of Fort Myers Bicycle and Pedestrian Plan:

> *"The City of Fort Myers hired Glatting Jackson to develop a Bicycle and Pedestrian Plan that would define a system of sidewalks, bike lanes, paths, greenways and trails within the City. This system is intended to be multi-purpose and provide an interconnected network for non-motorized transportation, wildlife and recreation in a manner that is sensitive to the needs of various user groups, the natural and built environment, and constraints of management, maintenance, and funding capabilities."*
>
> *"Expanding the breadth of the bicycle and pedestrian network in Fort Myers is an essential step to promoting cycling and walking as a desirable means of transportation and as a way of daily life."*

Cities that have reputations as bicycle- and pedestrian-friendly cities often set the general goal of integrating cycling and walking into the city's transportation system. To this end, the City of Fort Myers Bicycle and Pedestrian Plan has four objectives, which are listed on pages 85-86 of the plan.

> *"Objective: Define transportation projects to expand and promote bicycling and walking throughout the City of Fort Myers."*
>
> *"Objective: Provide safe and convenient travel options for cyclists and pedestrians by ensuring that facilities designed for their use are well maintained."*
>
> *"Objective: Promote freedom of mobility for all Fort Myers residents by designating bikeways for long-range travel and regional connections, commuting, recreation, and institutions and neighborhood uses."*
>
> *"Objective: Complete the balance of Fort Myers's transportation system by providing adequate trip-end facilities for bicycles and pedestrians."*

The Plan's vision for different types of bicycle and pedestrian facilities, including greenways, bicycle facilities, pedestrian facilities and multipurpose trails, is given on pages 59-62 of the plan.

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"GREENWAYS

At their heart greenways are trail facilities, although in the nomenclature of this plan they have been designated as greenways to emphasize that they are routes either independent of a public street or intended to emphasize or celebrate features of the landscape. In Fort Myers, the greatest opportunities for greenways lie along the City's rivers and creeks and disused or underused railroad corridors. The Seminole Rail Corridor that traverses Fort Myers north to south is the most direct and long-reaching opportunity for a greenway facility in a rail corridor and offers an off-road transportation 'spine' to the city. . . . ."

"BICYCLE FACILITIES

Providing for bicyclists is an important part of building transportation infrastructure. Bicyclists can be found on almost every type of roadway, from rural highways to local streets, and the majority of these roads have no special facilities designated for bicycling. . . . . Bicycle facilities need to be built, maintained and operated so that bicyclists can use them safely and comfortably. . . . . the bicycle facilities proposed in this plan have taken two priorities into consideration: 1) the need for a balanced transportation system to connect schools, parks, amenities and other important destinations in Fort Myers and, 2) the great expense of large-scale infrastructure changes."

"PEDESTRIAN FACILITIES

Sidewalks to serve pedestrians are an integral part of a pedestrian system: they connect buildings and facilities along a street and allow pedestrians safe passage away from the threat of moving vehicles. This plan recommends that sidewalks be placed on both sides of any street contributing to the effective street network, or any street that connects to two (2) or more streets."

"MULTIPURPOSE TRAILS

Multipurpose trails allow joint bicycle and pedestrian activity on facilities that are separated from the street. As they are intended to be separate from greenways, these trails are conceived as accommodating bicycles and pedestrians on high speed and/or high volume roads. For purposes of this plan, they are fundamentally the same facility type as the greenway trails . . . . . (namely, accommodating both pedestrians and bicyclists in a single facility) and may use the same general facility design standards. The primary difference between these two types is that multipurpose trails serve the needs of bicycles and pedestrians along roadways and offer a safer alternative to on-street bicycle lanes on roads posing potential safety conflicts."

Section 6 of the plan provides for the creation of a network of signs that promote connectivity and safety. As explained on page 63, the Wayfinding Plan involves layers of information, such as maps, signs, landmarks or icons to direct a user to a destination. This will be accomplished through trail Markers located along paths as an iconic reminder and a trail branding devise, directional/warning signs which will be located along a prescribed route at key decision points, and kiosks which serve as a pedestrian directional that promotes walkablilty.

A good summary of the features of the City of Fort Myers Bicycle and Pedestrian Plan was provided on page 18 of the recently-adopted Lee County MPO Bicycle Pedestrian Master Plan.

"In 2007, the City adopted the Bicycle and Pedestrian Plan that identifies priority improvements, way-finding and signage, and implementation strategies.

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- *Sidewalks are required along both sides of all streets*
- *New sidewalk locations are given priority if within a half mile of a school or park*
- *Bike lanes required on all new arterial and collector roads*
- *Bike lanes on expansion of existing arterial and collector may be required at the discretion of the Public Works Director*
- *Future improvements focus on expanding existing facilities into connected network*

- *Design Standards:*
  - *Bike Lane – Five feet. Designated with signage and pavement marking.*
  - *Bicycle Trails – Ten feet*
  - *Bike Path/Shared-Use Path – Ten to twelve feet*
  - *Sidewalk – Five feet*
  - *Right Turn Lane – Bike Lane have historically been placed between the through lane and the right-turn lane; however, there is no defined design standard in the LDC.*

- *Private Development Requirement:*
  - *New developments are responsible for providing facilities*
  - *Fee-in-lieu of construction is currently allowed, but is programmed to be removed with future LDC amendment*
  - *The City has identified numerous grant opportunities to help fund sidewalk and bike facilities*
  - *The City also utilizes CBDG and CRA funding for street improvements"*

4e. Mobility Strategies in Sidewalks in Fort Myers, July 2007 (July 2007)

As noted previously, the City of Fort Myers Bicycle and Pedestrian Plan and Sidewalks in Fort Myers were both prepared by Glatting, Jackson, Kercher, Anglin, Inc and dated July 2007. The Sidewalks in Fort Myers document is subtitled "Toward a Community-Oriented Construction Policy".

As stated on the first page of the report:

> "*It is the recommendation of this report that Fort Myers should provide sidewalks on both sides of its streets. The main priority is in adding these facilities on streets that constitute the effective street network, or that part of the City's street system where each street segment connects two or more streets (in other words, the full street network leaving out dead-end streets, culs-de-sac and loop streets . . . . .). In the long term, though, Fort Myers should strive to provide sidewalk coverage on all streets to complement its existing network. . . . ., recognizing that all trips begin and end on foot, regardless of their primary mode."*

The report then suggests policies for sidewalk construction in Fort Myers. The first suggested policy is to construct sidewalks on both sides of any existing street segment that is part of the effective network, as described above. With this suggested policy, the following three priorities would be used to determine the order of construction.

> *"First priority: All streets within a half-mile (0.5-mile) distance of schools or parks, as*

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measured by walking distance along public rights of way."

"Second priority: All collector and arterial streets and any local streets between a half-mile and mile distance from schools or parks."

"Third priority: All other effective network streets."

Other suggested policies relate to petitions to "opt out" of sidewalk construction on one or both sides of a street or petitions to "opt in" for sidewalk construction on a street or a higher priority for sidewalk construction.

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5. Conclusions

The Fort Myers Comprehensive Plan, the 2010 Downtown Plan and the other plans reviewed for this report establish the City's goals and objectives regarding transportation and mobility and, in this way, present a vision for the future of Fort Myers. The plans clearly place an emphasis on the need to provide for alternative modes of travel, such as transit and bicycle/pedestrian facilities.

However, there are some inconsistencies that need to be addressed. For example, the current link-by-link system for transportation concurrency often requires the expansion of roadway facilities, regardless of the impact of such expansion on alternative modes of travel and on adjacent properties and the great expense of such expansion for right-of-way acquisition and construction, especially in Downtown Fort Myers. The Comprehensive Plan should be amended to remove the link-by-link transportation concurrency system now in place in Downtown Fort Myers and place greater reliance on alternative modes of travel.

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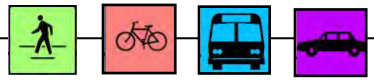
APPENDIX B

MOBILITY STRATEGIES BY TYPE



APPENDIX B-1

ROADWAY IMPROVEMENT MOBILITY STRATEGIES

Strategy	Pros	Cons	Downtown Applicable?
Signal Progression	Reduces signal delay, emissions and travel costs. Improves travel times. Improves corridor capacity. Low cost improvement alternative.	May result in higher vehicular speeds. May result in increased number of auto trips. Mostly benefits the auto mode.	Yes
Traffic Calming	Reduces vehicle speeds and cut-thru traffic in residential neighborhoods. Provides balance among different modes. Improves overall safety. Enhances aesthetics.	May create difficulties for school buses and solid waste haulers. May impact emergency vehicle response times.	Yes
Access Management	Maintains capacity for through traffic. Reduces conflict points, resulting in fewer accidents. Encourages consistency and standard spacing. Promotes better land use planning.	Limited local access; this is a corridor technique more than a downtown technique. Longer travel paths due to need for U-turns. May require agreements between adjacent property owners for joint driveways. Concerns from business community and their customers. May result in higher vehicular speeds.	Maybe
Mid-Block Medians	Provides pedestrian refuge where high traffic volumes or speeds make crossings difficult for pedestrians. Can reduce/eliminate certain movements. Low cost improvement.	If constructed as continuous medians, access will be restricted to adjoining businesses and intersecting streets. Careful consideration must be given to access restrictions.	Occasionally, along busy roads
Improved School Access	Streamlines pick-ups and drop-offs. Less conflict with adjacent roadway traffic. Less congestion.	May result in longer travel paths. Need more driver education. May require coordination with adjacent property owners.	Yes

Strategy	Pros	Cons	Downtown Applicable?
Intelligent Transportation Systems (ITS)/ Variable Message Systems/ Traveler Information Systems	Effective and efficient management of transportation systems. Freeway/arterial real tem data/monitoring. Improves travel times, fuel savings and less emissions. Informs travel choices and travel time reliability. Travel re-routed to avoid long delays. Better incident management.	Initial equipment/technology costs. Initial new user uncertainty. These are corridor techniques, generally not specific for downtowns.	Maybe
New Construction/ Roadway Widening	Increases roadway capacities and speeds. Reduces traffic congestion on heavy volume roads. Provides parallel facilities.	High ROW costs, especially Downtown. High construction costs. Expensive business displacements and business damages costs. Higher roadway capacities and speeds may be inappropriate in Downtown. Wider streets hinder pedestrian crossings.	Maybe
Revert One-Way Streets To Two-Way Traffic	Allows unfamiliar drivers to more easily find their destinations. Improves visibility and viability of businesses whose potential customers aren't limited to those traveling in one direction.	Reduces capacity of roadways slightly due to effects of left turns. Signal progression is less optimal (for the same number of lanes).	Yes
Bridge Incident Management Systems (BIMS)	Improves efficiency and safety of travel over the bridges. Allows travel re-routing to avoid long delays. Informs travel choices and travel time reliability. Improves travel times, fuel savings and less emissions.	Initial equipment/technology costs. Initial/new user uncertainty.	Yes

APPENDIX B-2

INTERSECTION IMPROVEMENT MOBILITY STRATEGIES

Strategy	Pros	Cons	Downtown Applicable?
Signal Timing Adjustments	Reduces delay and improves capacity. Simple alternative to a more expensive roadway improvement. Can be implemented with other intersection improvements. No ROW needed. Low cost improvement.	Primarily focused on auto mode. Could reduce crossing time for pedestrians. Higher vehicular speeds through intersections could be a safety issue for pedestrians.	Maybe
Turn Lanes	Separates turning movements from travel lanes. Safer turning movements. Reduces vehicular delay and improves capacity. Relatively low cost improvement. Improves traffic progression.	May need additional ROW. Increases distance and time needed for pedestrian crossings. Usually results in higher speeds through intersections, reducing pedestrian safety. May not be compatible with Downtown streets.	Maybe
Roundabouts	Continuous flow and, in general, higher capacities at intersections. Reduces number of conflict points at intersections. Fewer and less severe accidents. Less delay for non-peak hours compared to signalized intersections. Lower maintenance costs.	Higher construction costs. Greater ROW requirements than traffic signals.	At entry gateways
Raised Intersections	Traffic calming measure. Reduces speed through intersection. Pedestrian friendly.	Driver complaints due to need to slow down for raised intersections. May impact emergency vehicle response times. May impact people with disabilities.	Yes
Channelized Movements	Separates turning movements from through traffic. Provides safer turning maneuvers. Accommodates pedestrian crossings in multiple steps.	Vehicles increase their speed while turning. Autos may not notice pedestrians due to highway-like nature of channelized lanes.	Maybe
Eliminate On-Street Parking Close to Intersections	Improves intersection sight distances. Improves pedestrian safety. Provides safer intersection operations. Potential to add transit stops. May allow curb extensions.	Reduces potential parking opportunities. To be effective in improving sight distances, multiple adjacent parking spaces may have to be removed.	Maybe

APPENDIX B-3

BICYCLE/PEDESTRIAN-RELATED MOBILITY STRATEGIES

Strategy	Pros	Cons	Downtown Applicable?
Complete Streets	Integration/connectivity of modes. Promotes mode shift. Improves overall safety. Encourages more walking and biking. Helps ease traffic congestion. Accommodates all age groups. Improves air quality.	May be difficult to retrofit existing facilities. May involve additional capital costs. May require additional ROW.	Yes
Sidewalk Improvements	Encourages walking mode and pedestrian circulation. Promotes mode shift. Provides a safer pedestrian environment. Provides connectivity. Reduces short-distance auto trips. Enhances aesthetics.	May need additional ROW or easements.	Yes
Pedestrian Crossings	Provides safer pedestrian movements. Provides connectivity. Encourages longer walk trips. Promotes mode shift.	May impact auto travel, particularly at signalized intersections. May increase delays for motorists.	Yes
Pedestrian Signals	Serves locations with high pedestrian concentrations. Provides safer pedestrian crossings. May eliminate confusion between pedestrian and other models. May be accommodated in existing signal timing plans.	May impact coordinated signal systems. May increase delays for motorists.	Yes
Street Landscaping	Encourages walking mode and pedestrian circulation by providing shade, shelter and beauty. Promotes mode shift. Provides a safer pedestrian environment. Promotes local business. Enhances aesthetics.	May conflict with desire for wider sidewalks. ROW limitations in some locations.	Yes
Pedestrian Refuge Islands	Provides opportunity to cross roads in two steps. Minimizes pedestrian impact on vehicular traffic flows. Provides landscaping opportunities for improved aesthetics.	If constructed as continuous medians, access will be restricted to adjoining businesses and intersecting streets.	Yes

Strategy	Pros	Cons	Downtown Applicable?
Bike Lanes	Separates bikes from regular travel lanes. Encourages bike mode. Promotes mode shirts.	Additional ROW needs in some locations. On-street bike lanes make streets wider, encouraging higher vehicular speeds. Bike lanes aren't needed when design speeds are 25 mph or less.	Yes
Bicycle Sharing Program	Users can avoid cost of purchase. Provides mode transfer for those who arrive by transit, boat or auto. May attract additional riders. Reduces short-distance auto trips. Is specially attractive to tourists and people who arrive by transit, boat or auto. May be financed in part by local businesses or health organizations. Provides opportunities for advertising and additional revenues. Provides health benefits.	Need private-sector partners or administrative program to implement. Need monitoring/surveillance systems. Need locations for bicycle docking stations, which may consume on-street parking spaces.	Yes
Bicycle Racks/Parking/ Storage	Connectivity with other modes. Requires significantly less space than auto parking. May attract additional transit riders. Provides visitors an additional mode choice.	Need monitoring/surveillance systems.	Yes

APPENDIX B-4

TRANSIT-RELATED MOBILITY STRATEGIES

Strategy	Pros	Cons	Downtown Applicable?
Downtown Circulator	Supplements walking for easy movement around Downtown. Reduces vehicular congestion. Reduces parking demand. Promotes mode shift. Stimulates local economy.	Implementation costs (vehicles; transit stops). Operating costs (drivers; maintenance).	Yes
Add/Relocate Transit Stops	Serves additional areas. Attracts additional ridership. Improves proximity/accessibility. Promotes mode shift.	Additional stops can make transit lines less convenient to other users. The need to maintain connections at transit terminals can restrict the ability to add stops.	Yes
Improve Bus Shelters	Provides a safe and comfortable shelter for riders. Improves accessibility. Improves aesthetics. Provides opportunities for advertising and additional revenues.	Funds for ROW, construction, and maintenance.	Yes
Improve Transit Service/Routes	Serves additional areas. Attracts additional ridership. Improves proximity/accessibility. Promotes mode shift. Improves transit efficiency.	Higher operating costs for additional drivers. Additional buses and drivers may be required.	Yes
Improve Headways	Shorter headways make transit service more attractive to users. Promotes mode shift. Improves travel times and transit capacity. Improves reliability of transit.	Additional buses and drivers may be required.	Yes
Transit Signal Priority	Low cost improvement. Reduces start/stop times for transit. Reduces delay and improves travel time for transit. Attracts additional ridership.	Results in brief delays for motorists when signal priority is given to a transit vehicle.	Yes

Strategy	Pros	Cons	Downtown Applicable?
Bus Pull-outs at Stops	Allows vehicles to go around stopped buses. Improves roadway capacity. Defines bus stops. Safer boarding and alighting. Less potential for rear-end crashes.	Additional capital/construction costs are likely. Difficult re-entry into traffic, may increase transit delay. Increased potential for side swipe accidents.	Yes
Bikes on Buses	Attracts additional ridership. Improves integration/connectivity of modes. Promotes mode shift.	Additional capital/equipment costs. Additional delays in travel times due to longer stops.	Yes
Complete Streets	Promotes integration/connectivity of modes. Promotes mode shift. Improves overall safety. Encourages more walking and biking. Helps ease traffic congestion. Accommodates all age groups. Improves air quality.	May involve additional costs. May require additional ROW or easements. May be difficult to retrofit existing facilities.	Yes
Express Bus	Efficient service during rush hours to Downtown destinations. Promotes mode shift. Improves travel times and transit capacity.	Significant infrastructure/operating costs. Express buses rarely operate outside peak hours, so they don't benefit workers with irregular schedules. Needs convenient connections to other routes/modes. May need additional improvements in congested networks.	Yes
BRT Corridor	Simulates rail experience. Does not necessarily require dedicated ROW. Dedicated transit lanes offer faster and smoother trips. Reduces travel times. Promotes mode shift.	Higher capital costs. Requires higher densities to succeed. Requires dedicated, fixed corridor.	Yes, along boundary
Light Rail	Faster and smoother trips. Reduces travel times. Promotes mode shift.	Requires higher densities to succeed. Requires dedicated, fixed corridor. Higher capital costs. Need convenient connections to other routes/modes.	Yes, along boundary
Inter-city Passenger Rail	Makes City more accessible to other Florida cities. Provides new alternative to intercity passengers using buses, autos and flights.	Requires higher densities to succeed. Requires dedicated, fixed corridor. Significantly higher capital costs. Must become part of statewide or regional network to be effective.	Yes, along boundary

APPENDIX B-5

LAND USE AND POLICY-RELATED MOBILITY STRATEGIES

Strategy	Pros	Cons	Downtown Applicable?
Mixed Land Uses (Horizontal or Vertical)	Can reduce trip lengths or eliminate vehicular trips. Results in multipurpose trips and reduced overall number of trips. Attractive to current real estate market by providing a new product. Provides nodes of activity that attract public transportation. May benefit from shared parking.	Conflicts can arise among different types of land uses, such as when nightclubs are mixed with residential uses. Parking demands among uses may be cumulative instead of complementary.	Yes
Infill/ Redevelopment Projects	Makes better use of existing infrastructure. Increases City's tax base. Lowers costs by reducing longer trips. Reduces the need for outward expansion into suburban and rural areas.	Redevelopment projects are typically more complex to finance and permit than "greenfield" developments. Stringent code requirements can inadvertently deter redevelopment despite governmental policies of support.	Yes
Multimodal Corridors	Better long-term future planning. Attracts more diverse development along future corridors. Major nodes have improved transit accessibility. Enhances capacity of road by combining vehicular, transit, and bike/ped facilities. Lowers ROW costs compared to separate ROW for different modes. Increases share for non-auto mode.	May need more ROW than is easily available. May restrict/change existing development patterns. May require capital improvements.	Yes
Connectivity Among Modes	Enhances the efficiency of each mode. Improves availability of alternate travel choices. Potential travel time reductions through careful transit scheduling. Lowers congestion.		Yes
Impact Fee Discounts for Multimodal and/or TOD/TRD Projects	Encourages multimodal projects. Stimulates developer interest. Stimulates local economy.	Discounts would require technical justification and revisions to impact fee ordinance.	Yes

Strategy	Pros	Cons	Downtown Applicable?
Educate/Market Multimodal Systems (such as Bike/Walk/Bus to Work Day/Week)	Increases awareness and attractiveness of multimodal alternatives. Promotes mode shift. Results in less congestion. Informs users of multimodal alternatives.	Management and cost of promotional programs.	Yes
Establish Public Transportation Corridors	Better long-term future planning. Attracts developments along future corridors. Identifies critical nodes. Enhances capacity. Lowers ROW costs compared to separate ROW for different modes. Increases share for non-auto mode.	Needs extensive ROW. May restrict/change existing development patterns. May require capital improvements.	Yes
Transit Oriented Developments (TOD)/ Transit Ready Developments (TRD)	Transit consideration in the preliminary development stages. Better planning for transit. Walking opportunities through compact development. Opportunities for affordable housing. Potential for higher densities. Utilizes significant public investment in transit. Increases transit ridership. Promotes mode shift. Reduces parking demand. Stimulates development and local economy by providing new choices.	Zoning changes or new codes may be required to facilitate TOD/TRD developments. Developers may insist on additional incentives.	Yes
Reduced Parking Requirements for Multimodal and/or TOD/TRD	Reduces costs to developers who build compact, walkable communities. Stimulates development and local economy.	Provision must be made for spillover parking during peak periods.	Yes

APPENDIX B-6

TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES

Strategy	Pros	Cons	Downtown Applicable?
Carpool/ Vanpool/ Ridesharing	Useful where jobs are concentrated (like Downtown Fort Myers). Reduces the number of single-occupant vehicles on road. Connects job concentrations with neighborhoods with limited or no transit.	Needs extensive promotion and marketing. Needs database to match prospective ridesharing. Vanpools need to serve larger area and have higher enrollment than carpools.	Yes
Parking Pricing	Offsets the incentive for driving that is provided by free or subsidized parking. Increases revenues that can be used to offset cost of facilities, enforcement, transit service, etc. Easy to institute in Downtown Fort Myers because city owns two parking garages and manages on-street parking.	Resources are required for enforcement. Aggressive pricing strategies may result in spill-over parking in other areas.	Yes
Shared Parking	Promotes efficient use of available parking by sharing spaces among multiple users at different times of day. Savings in parking costs to individual land uses. Encourages compact, multiuse developments.	Agreements are required between different owners/properties for private shared parking lots. Hours of peak parking demand may overlap among potential users.	Yes
Park and Ride	Makes transit more attractive to users who are not within walking distance of a transit stop. Reduces auto parking required downtown, increasing its compactness and walkability. Accommodates special event parking, which can be in short supply during major downtown events. Good interim strategy at transit stops without immediate TOD potential.	Needs extensive promotion and marketing. Extensive parking must be provided at transit stops, potentially displacing TOD opportunities.	Yes
Alternative Work Schedules/ Flextime	Encourages transportation shifts from peak to off-peak hours. May reduce travel on certain days of week. Can complement transit and rideshare. Attractive recruitment strategy for employers.	Changes in management practices. Employer concerns about employee productivity.	Yes

Strategy	Pros	Cons	Downtown Applicable?
Employer Transit Subsidies	Less expensive than subsidized parking. Promotes transit ridership and shorter headways through increased demand for transit. Promotes mode shift. Reduces parking demand. Attractive recruitment strategy for employers. When offered by government, demonstrates leadership in supporting transit.	Expense to employers. Transit will not be practical for some employees depending on work schedule and home location.	Yes
Telecommuting	Reduces commute trips during peak hours. Reduces emissions and lowers fuel costs. Attractive recruitment strategy for employers.	Employer concerns about employee productivity. Technology needs for employees working off-site.	Yes
E-Services	Convenient to patrons because certain service-oriented trips can be avoided. Higher productivity for employees who can process e-services during slow periods. Routine governmental services may benefit the most. Lower operating costs, once automated.	Upfront implementation costs. Lack of human/personal assistance to users who require it. Some users will avoid e-services due to security-related concerns.	Yes
Road Pricing/ Variable Price Tolling	Reduced congestion on a particular roadway. Regulating strategy to control peak hour travel. Encourages transportation shifts from peak to off-peak hours. Incentive to use other modes. Potential revenues.	Could result in increased congestion on alternate routes. May be difficult to get public and/or political acceptance. Upfront implementation costs.	No
HOV Lanes	Travel time savings for vehicles with high occupancy. Reduces number of single-occupant vehicles on road.	High implementation costs. No obvious candidate roads leading toward downtown.	No

APPENDIX C

PRESENTATION AT PUBLIC WORKSHOP ON MARCH 20, 2012 REGARDING DOWNTOWN FORT MYERS MOBILITY PLAN

DOWNTOWN FORT MYERS MOBILITY PLAN



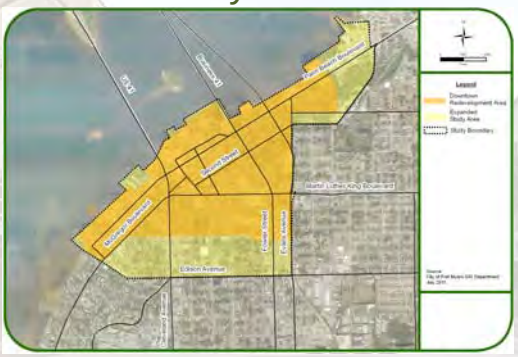

PUBLIC WORKSHOP
MARCH 20, 2012
5:30 – 7:30 PM

Welcome

Team

- City of Fort Myers
- David Plummer & Associates
- Cella Molnar & Associates
- Spikowski Planning Associates
- Henderson Franklin Attorneys at Law

Study Area



What is a Mobility Plan?

- Multimodal Transportation Plan
  - Bike Lanes and Paths
  - Sidewalks
  - Public Transit
  - Waterways
  - Roads
  - Intersections
  - Land Use Strategies

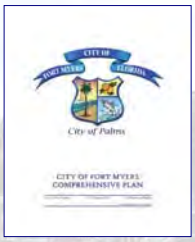


Goals

- Foster Use of Alternative Modes of Travel
- Reduce Reliance on Automobile
- Reduce Traffic and Parking Needs
- Replace Traditional Roadway Transportation Concurrency
- Promote Continued Revitalization of Downtown Fort Myers

Activities To Date

- Reviewed City Plans and Studies
  - City Comprehensive Plan
  - 2010 Downtown Plan
    - 2003 Duany Plan
    - 2009 Riverfront Development Plan
- Identified Goals, Objectives, Policies, and Actions Related to Mobility



Activities To Date (cont'd)

- Reviewed Existing and Future Conditions
  - Traffic
  - Parking
  - Bicycle/Pedestrian
  - Transit
  - Waterways
- Background Information

Purpose of Public Workshop

- Comments and Suggestions Regarding . . . . .
  - Bicycle Facilities
  - Pedestrian Facilities
  - Public Transit
  - Waterways
  - Roads
  - Intersections
  - Land Use Strategies
- Comment Sheets

Mobility Strategies

- Bicycle and Pedestrian Facilities
  - Complete Streets
  - Sidewalk Improvements
  - Pedestrian Crossings
  - Pedestrian Signals
  - Pedestrian Refuge Islands
  - Bike Lanes
  - Bike Racks/Parking/Storage
  - Bicycle Sharing Program

Mobility Strategies

- Public Transit
  - Complete Streets
  - Downtown Circulator
  - Add/Relocate Transit Stops
  - Improve Bus Shelters
  - Improve Transit Service/Routes
  - Improve Headways
  - Transit Signal Priority (TPS)
  - Bus Pull-outs at Stops
  - Bikes on Buses
  - Express Bus
  - Bus Rapid Transit (BRT)

Mobility Strategies

- Land Use Policy
  - Mixed Land Uses
  - Infill/Redevelopment Projects
  - Educate/Market Multimodal Systems
  - Establish Public Transportation Corridors
  - Transit Oriented Development (TOD)
  - Transit Ready Developments (TRD)
  - Impact Fee Discounts for TOD/TRD
  - Reduced Parking Requirements for TOD/TRD

Mobility Strategies

- Roadway Improvements
  - Signal Progression
  - Traffic Calming
  - Access Management
  - Mid-Block Medians
  - Improved School Access
  - Intelligent Transportation Systems
  - New Construction/Roadway Widening
  - One-Way Streets to Two-Way
  - Two-Lane vs. Four-Lane

Mobility Strategies

- Intersection Improvements
  - Signal Timing Adjustments
  - Turn Lanes
  - Channelized Movements
  - Improved Sight Distance
  - Turn Restrictions
  - Pedestrian Countdown Timers
  - Roundabouts

Mobility Strategies

- Transportation Demand Management
  - Carpool/Vanpool/Ridesharing
  - Parking Pricing
  - Shared Parking
  - Park and Ride
  - Alternative Work Schedules
  - Flextime
  - Employer Transit Subsidies
  - Telecommuting
  - E-Services

Options Under Consideration

Bicycle & Pedestrian Facilities

Pedestrian Crossings

Bicycle Sharing Program

Public Transit

Possible Trolley Routes

Land Use

Waterways

Roads

Intersections

Key Mobility Options

- Downtown Trolley
- Bicycle and Pedestrian Connections
- Pedestrian Street Crossings
- Bicycle Sharing Program
- Transit-Ready Developments
- Two-Way Traffic
- Two Lane, Complete Streets

Next Steps

- Review Public Comment Sheets
- Prepare Draft Mobility Plan
  - Recommended Mobility Options
  - Priorities
  - Approximate Costs
  - Possible Funding Sources
  - Comprehensive Plan Amendments

Public Involvement

Public Workshop

Presentation of Draft Plan to . . . . .
- City Council
- Bicycle-Pedestrian Advisory Board
- City Planning Board
- Historic Preservation Commission
- Community Redevelopment Agency

Presentation of Recommended Plan to City Council

Comprehensive Plan Amendments

Thank You!

DOWNTOWN FORT MYERS MOBILITY PLAN

PUBLIC WORKSHOP
MARCH 20, 2012
5:30 – 7:30 PM




APPENDIX D

SUMMARY OF WRITTEN COMMENTS FROM PUBLIC WORKSHOP ON MARCH 20, 2012

DOWNTOWN FORT MYERS MOBILITY PLAN
PUBLIC WORKSHOP, MARCH 20, 2012

SUMMARY OF WRITTEN COMMENTS

Mobility Strategies	General Comments	Commenter Reference No.	Specific Comments	Commenter Reference No.
Bicycle-Pedestrian Facilities	Improve bike-ped facilities throughout Downtown	9, 13, 20, 47,	Include walking route at Burroughs Home (see Parks-Rec Plan)	1,
	Publicize bike routes	4,	Construct a riverwalk from Billy's Creek to Downtown	3,
	Provide bikeways, racks in commercial areas	4, 16, 21	Provide bike-ped facilities on both sides of Fowler St	6, 21
	Provide safe and secure bicycle parking	6, 15	Provide bike lanes on both sides of 1st St, 2nd/Seaboard St	21,
	Provide bike lockers at all bike-ped endpoints	34,	Provide pedestrian crosswalks on 1st St east of Downtown	10,
	Sell ad space on bike lockers to generate revenues	34,	Is improved pedestrian crosswalk needed north of new library?	34,
	Increase pedestrian crossings	4,	Improve ped crossings for library across Fowler, Park, MLK	34, 42
	Reduce obstacles on sidewalks (furniture, signs, meters, plants)	2, 21	Why is improved ped crossing needed at 2nd St/Jackson?	34,
	Supports bike sharing program	10, 13, 18, 34, 36,	Create short cut between new library and Main St Parking Garage	42,
	Not sure Downtown is large enough for viable bike sharing program	34,	Need shared bike-ped path along river	10,
	Re bike sharing, too many stations, not coordinated with routes	34,	Provide bike-ped path underpass at Edison Bridge	13,
	Re bike sharing, Downtown was not designed with bikes in mind	34,	Show riverwalk east of Fowler, consistent with required easements	19,
	Re bike sharing, sell ad space on bikes and at stations	34,	Provide bike sharing station at Beau Rivage, St Tropez, Riviera	10, 11, 12
	No taxpayer money should go to bike sharing program	34,	If US 41 bridge reconstructed, must have bike lanes	21, 34
	Streets need to be cleaner for bicycles	10,	Instead of McG sidewalks, designate local streets as bike routes	21,
	Provide better Complete Streets feeders into Downtown	15, 21	Allow downtown employees access to Yacht Basin showers	21,
	Mobility Plan and Complete Streets should be one and the same	15,	Existing parking garages could be used for bike storage shelters	34,
	Integrate bikeways with river access	16,	Provide bike lockers at Rosa Parks Transportation Center	34,
	Consider conducting walkability audits to fine tune plan	18,	Provide bike lanes east and south from new library	42,
	Mark crosswalks at all intersections	21,		
	Provide enhanced crosswalks at unsignalized int or mid-block	21,		
	Outside core, use designated bike routes with reduced speeds	21,		

DOWNTOWN FORT MYERS MOBILITY PLAN
PUBLIC WORKSHOP, MARCH 20, 2012

SUMMARY OF WRITTEN COMMENTS

Mobility Strategies	General Comments	Commenter Reference No.	Specific Comments	Commenter Reference No.
	Don't place bike lanes in door zone next to on-street parking	21,		
	Consider pedestrian overpasses for safe pedestrian crossings	28,		
	Connectivity with bike-ped facilities, transit must be emphasized	34,		
Public Transit	Support trolley routes in Downtown	28, 36, 47, 48	Provide trolley service along 1st St from high rises to Downtown	8, 12, 50,
	Initially, trolley service should be free of charge	42,	Provide trolley service to Imaginarium	16,
	Publicize bus routes	4,	All trolley routes should serve Rosa Parks Transportation Center	21,
	Add transit routes into and out of Downtown	4,	Need 2nd/Seaboard trolley loop like route in Riverfront Dev. Plan	34,
	Provide shelters from rain at bus stops	6,	2nd/Seaboard trolley loop would incentivize small business in east	34,
	Provide park-and-ride lots for transit to Downtown	6,	Provide transit service between Terry Park and Downtown	14,
	LeeTran should be involved with trolley	17,	Use CSX rail line for rail transit, with multi-modal access	17,
	Need to link trolleys to LeeTran	18,	Support Seminole Gulf Railway as multimodal recreation path	28,
	Is the City going to help fund LeeTran in the future?	22,	BRT on PBB may conflict with PBB Community Plan	22,
Waterways	Provide access to kayaks, kayak rentals Downtown	6,	Provide water taxis from high rises to Downtown	10, 28, 47,
			Provide water taxis to Edison-Ford Estates	28,
			Provide water taxi from Downtown to Ft Myers Beach, Sanibel	6,
Land Use			Create TOD along RR on PBB; connect to Downtown w/trolley	1,
			Consider Skatium in mobility planning	6,
Roads	Convert one-way streets to two-way	1,	Convert 1st St and 2nd/Seaboard St from one-way to two-way	1, 5, 8, 10, 11,

DOWNTOWN FORT MYERS MOBILITY PLAN
PUBLIC WORKSHOP, MARCH 20, 2012

SUMMARY OF WRITTEN COMMENTS

Mobility Strategies	General Comments	Commenter Reference No.	Specific Comments	Commenter Reference No.
				12, 17, 18, 27, 31, 32, 33, 35, 38, 39, 40, 41, 43, 44, 45, 46, 47, 50, 51,
	No four-laning!	14,	Re 2-way traffic on 1st St, concerned with heavier traffic, noise	13,
	Consider 3 lanes before 4 lanes (2L + turn lane, median, bike lanes)	18,	Maintain Fowler St for two-way traffic	18,
	Keep street speeds below 20 mph so bicyclists stay off sidewalks	21,	Restore two-way traffic on Evans Ave	21,
	Allow street legal golf carts and electric cars on Downtown streets	26,	Repair/replace Billy Creek Bridge (with view of creek)	3,
	Plan should note that State road changes being negotiated with FDOT	34,	Enforce speed limits on 1st St east of Downtown	10,
			Upgrade Broadway south to stadium (landscaping, bike-peds)	19,
			Don't close Heitman St, Edwards Drive behind post office	24,
			Consider closing Bay St or 1st St to motorized traffic	28,
			Divert thru traffic off 1st St to WB on Bay St, EB on Main St	36,
			For special events, close 1st St to motorized traffic	36,
			Consider Market St bike-ped (not road) connection at Evans	24,
			Maintain traffic on MLK from Broadway to US 41 and McGregor	24,
			Negotiate with FDOT to reduce speeds on PBB and Cleveland	34,
			Consider closing, vacating Richmond St across new library site	42,
Intersections	Remove unnecessary traffic lights Downtown	1,	Supports roundabout at PBB/1st St/Seaboard St	1, 11, 35, 45,
	Reduce the number of 3-way and 4-way stops Downtown	12,	Remove 2nd St/Lee St, 2nd St/Hendry St traffic lights	1,
	Supports roundabouts	10, 17, 18, 28,	Evaluate all-way stop at Bay St/Lee St intersection	1,
	Intersection improvements important to enhance bike-ped safety	18,	Explore roundabout at US 41/MLK/McGregor underpass	1,

DOWNTOWN FORT MYERS MOBILITY PLAN
PUBLIC WORKSHOP, MARCH 20, 2012

SUMMARY OF WRITTEN COMMENTS

Mobility Strategies	General Comments	Commenter Reference No.	Specific Comments	Commenter Reference No.
	All Downtown traffic signals should have countdown ped signals	21,	Improve access to NB US 41 bridge from McGregor, SR 82	7,
			Improve safety at 1st St/Fowler and 1st St/Park Ave	10,
			Consider relocating roundabout at McG/Virginia to McG/Victoria	14, 25
			Not sure about need for roundabout at W 1st St/Altamont	14,
			Provide gateway features (statues, landscaping) at US 41/Edison	19,
Parking	Downtown parking is too intimidating	12,	Adequate free parking will not be provided on new library site	42,
	Limit parking with peripheral parking lots accessible by transit, bikes	16,	Make Riley Bros and trailer park a park-n-ride lot for trolley	23,
			Make City of Palms Park a park-n-ride lot for trolley	42,
			Extend ZipZone adjacent to new library for short term parking	42,
Transportation Demand Management (TDM)	Use transportation demand programs to reduce auto-only access	16,		
	Reward employees for transit, walking or bike riding to work	4,		
Transportation System	Implement traffic calming measures around Downtown	1,		
General Comments	Have meetings out of Downtown to promote Downtown	4,	Consider concert venue at City of Palms Park	6,
	I like all of the ideas	5,	Retain space for Farmer's Market, expansion of Farmer's Market	6,
	Need pockets of green space with no smoking	10,	Something should be done about Ambassador Hotel	9,
	Need to find funds ($) to implement Mobility Plan	18,	Create more attractions along the river	28,
	Any forward progress is good progress!	25,	How will plan affect pick-ups, drop-offs at St. Francis school?	30,
	Downtown Ft Myers is evolving, and this plan can only improve it	25,	Re new library, library patronage will increase to about 500,000	42,

DOWNTOWN FORT MYERS MOBILITY PLAN
PUBLIC WORKSHOP, MARCH 20, 2012

SUMMARY OF WRITTEN COMMENTS

Mobility Strategies	General Comments	Commenter Reference No.	Specific Comments	Commenter Reference No.
	Alternative modes are exactly what our communities need	25,		
	Plan for people with disabilities (per ADA) in the Mobility Plan	29, 53		
	Thank you for this excellent beginning	34,		
	This is a wonderful project	49,		
	Think big, keeping things in perspective	49,		
	Engage our citizens as we go	49,		
	Improve all Ft Myers, not just affluent areas like McG and Downtown	52,		

APPENDIX E

COMPLETE STREETS RESOLUTION
CITY OF FORT MYERS RESOLUTION NO. 2011-36

RESOLUTION NO. 2011-36

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FORT MYERS, FLORIDA, INITIATING THE PROCESS OF DEVELOPING GUIDELINES, PROCESSES, AND PROCEDURES FOR ESTABLISHING A COMPLETE STREETS PROGRAM ADHERING TO THE PRINCIPLE THAT ALL PERSONS OF ALL AGES AND ABILITIES WHO TRAVEL BY AUTOMOBILE, MOTORCYCLE, PUBLIC TRANSIT, BICYCLE OR WALKING ARE EQUAL LEGITIMATE USERS OF ROADWAYS AND SHALL BE PROVIDED SAFE ACCESS TO ALL CITY PUBLIC RIGHTS-OF-WAY AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS: City Council seeks to make Fort Myers become a more livable and lively city, a healthy, economically robust community with system wide choices of safe, convenient access to roadways and trails for all users with a more balanced human scale environment, where a complete streets program is employed; and

WHEREAS: A complete streets program is designed to reduce congestion, increase the transportation network capacity, and increase consumer choice while decreasing consumer transportation costs, improve air quality, improve community health, enhance community aesthetics, augment economic growth, increase community stability by providing accessible and efficient connections between home, school, work, recreation, and retail destinations; and

WHEREAS: City Council seeks to improve the leadership exhibited by existing city streets as provided by complete street design through the historic grid system design, the incorporation of sidewalks, residential street speed limits, traffic calming measures, and pedestrian signalization; and

WHEREAS: The interdisciplinary integration of land use and transportation planning in the implementation of a complete streets program seeks the goal of safe, accessible community wide, multimodal connectivity, that allows a range of alternative choices for daily

functional transportation, including for children walking to school on safe routes to school; and

WHEREAS: Existing development decisions, traditional land use and transportation planning, and roadway design standards can have unintended consequences on the daily quality of life of the citizens standards by reducing individual transportation choices and widespread dependence on motor vehicles for even the very shortest of trips when the current transportation system does not recognize that arterials and collectors may function as local roads for short trips due to an absence of a connectivity grid of transit, bike lanes and sidewalks to allow choices of other safe modes of transport; and

WHEREAS: A balanced urban community requires a comprehensive, deeply integrated, network of roadways designed and planned from a sustainable whole systems approach, while also sensitive to the context and needs of the different wards and neighborhoods within the city to provide equal access to transportation options for all users; and

WHEREAS: Transportation for America, a national coalition, released a report showing that between 2000 and 2009, the Cape Coral Fort Myers metropolitan statistical area (Lee County) as one of the most dangerous in the nation for cyclists and pedestrians. Injuries and deaths for both groups exceed state and national averages and City Council seeks to enhance existing efforts to improve the safety of walking and biking through street design and traffic operations to reduce or eliminate unintended hazardous conditions; and

WHEREAS: Unsafe conditions involving bicycles and pedestrians can be ameliorated when proper facilities, roadway redesign, traffic calming, effective signage and other techniques of complete streets are integrated into the urban landscape through the Land Development

Code, the Comprehensive Plan, Transportation Element, the Evaluation and Appraisal Report (EAR), and the Bike and Pedestrian Plan; and

WHEREAS: Over one-third of Americans do not drive, a figure increasing with our aging of the population, and transportation choice and accessibility are issues of social equity as minorities, the elderly and children are disproportionate among those with limited transportation choices when the affordable transportation options of biking, walking and transit are not sufficiently safe, effective or available leading to significant social and economic isolation and decline, with frequent poor health outcomes; and

WHEREAS: Recent data on public health identifies a direct correlation between land use decisions, automobile dependency, a lack of alternative transportation choices, and poor health resulting in increased sedentary life habits and obesity, the second leading case of death in the United States, with increased risks of over 13 separate chronic diseases and many cancers; and

WHEREAS: Adoption of complete streets program principles is in alignment with the current efforts of the City to become a recognized fit friendly community and realize measurable positive health outcomes through implementation of the principles of complete streets and safe human powered transportation choices that foster significant improvements in community health parameters, and lowering community health care costs; and

WHEREAS: Increasing the opportunity for biking, pedestrian, and transit travel through better integration of land use and transportation planning reduces reliance on fossil fuels, places the City in a position to more effectively reduce greenhouse emissions and concentrations of other atmospheric pollutants, such as carbon

monoxide, associated with increased rates of asthma, bronchitis, emphysema, and chronic obstructive pulmonary disease; and

WHEREAS: Numerous studies and surveys, including each of the most recent years of the National Association of Realtors, Smart Growth Surveys, indicate a strong and growing preference among homebuyers for walkable, mixed-use communities when selecting where to live due to enhanced individual and community economic vitality when all aspects of community living intertwine with effective, safe, accessible and reliable transportation choices; and

WHEREAS: The American Association of Retired Persons (AARP), a member of the national Complete Streets Coalition, strongly endorses Livable Communities policies such as walkable, bikeable communities that realize the benefits of significantly higher property values, additional business activity, increased tourism, and greater health savings; and

WHEREAS: Travel by foot, bicycle or transit represents money retained in the community as demonstrated by a 2010 case study by the University of Massachusetts that compared the employment impacts of pedestrian and bicycle infrastructure with traditional roadway projects and found that on street bike lanes and pedestrian measures created more direct jobs, more indirect jobs, and more induced jobs per dollar than either road upgrades or road resurfacing; and

WHEREAS: The Federal Highway Administration (FHWA) of the United States Department of Transportation (US DOT) Design Guidance for Accommodating Bicycle and Pedestrian Travel issued in 2000 provides that bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas. Excluded projects are those where bicyclists and pedestrians are prohibited by law from using the roadway, when costs are 20 percent or

higher than the larger transportation project, and where the sparsity of population indicate an absence of need; and

WHEREAS: Florida Statutes, Section 335.065(1)(a) Bicycle and pedestrian ways along state roads and transportation facilities provides that bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities and that bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility, and special emphasis shall be given to projects in or within 1 mile of an urban area; and

WHEREAS: The 2005 Florida Legislature directed Florida Department of Transportation (FDOT) to determine ways to increase the use of bicycles to conserve energy, reduce pollution, and improve health, and recommended that public agencies accommodate bicycling on all non limited access roadways in Florida and warned the way Florida plans its development and roadways must change; and

WHEREAS: To the fullest extent possible, and with a multi discipline input, consideration of existing natural systems shall be incorporated from the earliest phases of design, planning, and implementation of complete streets, utilizing sustainable choices such as handling of storm water through a variety of location specific low impact development techniques, to include, with particular emphasis, the extensive use of Shade Trees for bike and pedestrian ways, and where possible, transit stops; and

WHEREAS: The Lee County Metropolitan Planning Organization (MPO), made up of elected officials from every municipality in Lee County, of which the City of Fort Myers is a member, unanimously adopted the 2011 Lee County Bicycle and Pedestrian Master Plan; and

RESOLUTION NO. 2011-36

WHEREAS: Lee County Commissioners unanimously adopted a complete streets resolution in 2009 urging all the other cities and towns within Lee County to embrace and adopt complete streets guidelines and policies and integrate them into their standard street design and operations; and

WHEREAS: The City Council adopted the Fort Myers City Wide Traffic Calming Plan in 2003 and the Fort Myers Bike and Pedestrian Plan in 2007; and

WHEREAS: These plans led to many bike and pedestrian safety improvements throughout the City and the guiding principle of this complete streets resolution is to build upon these plans and further integrate them with the City Comprehensive Plan and Land Development Code to achieve a whole-system based, community-wide grid of connectivity; and

WHEREAS: A successful complete streets program solicits citizen input throughout the entire processes of planning, design, and implementation and such public input is a critical aspect in the creation of an effective system by providing for regular, formal input and analysis from a citizen advisory board and seeking higher standards of quality and efficiencies through multi-jurisdictional communication, coordination, and the sharing of best practices; and

WHEREAS: The City Council desires to create a complete streets policy and, in alliance with Lee County, to continue demonstrating its leadership within the region, the state of Florida, and the nation.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FORT MYERS, FLORIDA, that:

1. The City will review all applicable land development and transportation policies, resolutions, studies, plans and ordinances in order to develop a complete streets program by October 2012. During

the review and in developing the complete streets program, the City shall consider the following:

a. Incorporation of the principles of complete streets into an interdisciplinary, integrative, multimodal transportation policy with implementation guidelines.

b. Inclusion of all users for all street projects to include planning, design, construction, maintenance, and operations activities.

c. Balancing the needs for bicycling, pedestrians, public transit, and vehicles with community values including fiscal constraint, public safety, environmental protection, and historic preservation.

d. Incorporation of the latest, best, and context sensitive design standards in developing new policies and procedures for complete streets that accommodate all user needs.

2. The City will consider and incorporate to the extent practical the goals and policies of the complete streets program in the amendment and adoption of the Comprehensive Plan and other applicable plans and ordinances.

3. The City will consider and incorporate the complete street program to the extent practical in the amendment, design, development, construction, operations, and implementation of City standards, projects, facilities, policies, and development reviews.

4. The City will encourage other agencies with transportation jurisdiction within the City boundaries to adopt and implement complete street principles for projects and plans within and adjoining the City jurisdiction.

5. The City supports and encourages the public involvement and promotion of complete streets principles in coordination with

partnering agencies and organizations to provide public awareness for the transportation, quality of life, public safety, and health benefits of the complete streets program.

6. The City seeks to develop a complete streets program to become a complete streets city, a leader in Florida, and the nation in coordination and cooperation with comparative jurisdictions with complete streets programs.

7. This resolution shall become effective immediately upon adoption.

RESOLUTION NO. 2011-36

PASSED IN PUBLIC SESSION of the City Council of the City of Fort Myers, Florida, this 3rd day of October, A.D., 2011.

Aye — Teresa Watkins Brown

Aye — Johnny W. Streets, Jr.

Aye — Levon Simms

Aye — Michael Flanders

Aye — Forrest Banks

Absent — Thomas C. Leonardo

Council Members

APPROVED this 3rd day of October, A.D., 2011, at 7:24 o'clock p.m.

Aye

Randall P. Henderson, Jr.
Mayor

FILED in the Office of the City Clerk this 3rd day of October, A.D., 2011.

Marie Adams
Marie Adams, MMC
City Clerk

APPENDIX F

BICYCLE SHARING PROGRAM
ILLUSTRATIONS OF COSTS AND FUNDING SOURCES

How much does it cost?

U.S. Department of Transportation
Federal Highway Administration

Station Size (Docks)	Bikes	Equipment and Installation	Approximate Annual Operating costs
11	6	$35,000 to $40,000	$12,000 to $15,000
15	8	$45,000 to $48,000	$18,000 to $21,000
19	10	$53,000 to $58,000	$24,000 to $28,000

Source: Interviews with Advisory group (Nov.2011- Jan. 2012)

Source: Zotwheels, Deco Bike, Boulder B-cycle

Funding sources

U.S. Department of Transportation
Federal Highway Administration

PUBLIC

FEDERAL
- US DOT
- US HHS
- CDC
- CPPW grants
- US DOE

STATE
- State transportation funds
- State DOTs

LOCAL
- Parking fees

PRIVATE GRANTS

GRANTS
- Health related organizations (ex. Blue Cross/Blue Shield)
- Active living organizations (ex. New Balance)
- Local foundations
- Local businesses

CUSTOMER FEES

MEMBERSHIP FEES
- $45-$85 – one year
- $15-$60 – one month
- $15-$30 – 3 day/weekly
- $5-$7 – daily

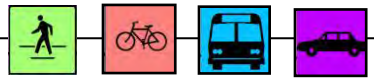
USAGE FEES
- Free first 30-60 min.
- Additional fee for every 30 min. thereafter

ADVERTISING AND SPONSORSHIP

- Naming rights
- Advertising
- Logos on equipment and website

APPENDIX G

LEE COUNTY MPO BICYCLE & PEDESTRIAN MASTER PLAN EXHIBIT PP, FEDERAL BICYCLE / PEDESTRIAN FUNDING OPPORTUNITIES TABLE



Potential Implementation Strategies

The following table demonstrates how a wide variety of bicycle and pedestrian system components may be eligible for funding under a diverse selection of sources:

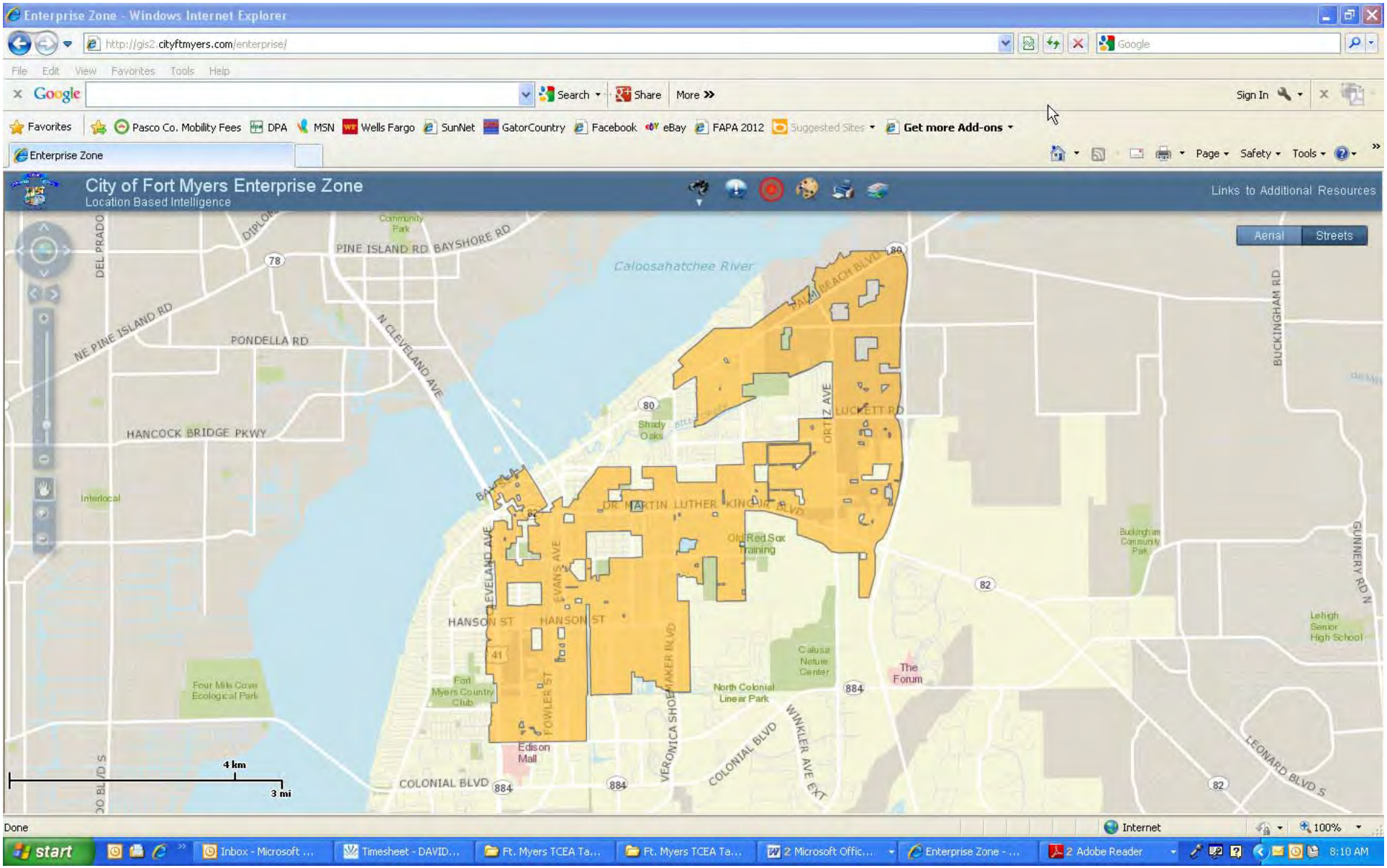
Exhibit PP: Federal Bicycle/Pedestrian Funding Opportunities Table

	NHS	STP	HSIP	SRTS	TEA	CMAQ	RTP	FTA	TE	BRI	402	PLA	TCSP	JOBS	FLH	BYW
Bicycle and pedestrian plan		*				*						*	*			
Bicycle lanes on roadway	*	*	*	*	*	*		*	*	*					*	*
Paved shoulders	*	*	*	*	*	*				*					*	*
Signed bike route	*	*		*	*	*									*	*
Shared use path/trail	*	*		*	*	*	*			*					*	*
Single track hike/bike trail							*									
Spot improvement program		*	*	*	*	*										
Maps		*		*		*					*					
Bike racks on buses		*			*	*		*	*							
Bicycle parking facilities		*		*	*	*		*	*							*
Trail/highway intersection	*	*	*	*	*	*	*								*	*
Bicycle storage/service center		*		*	*	*		*	*				*	*		
Sidewalks, new or retrofit	*	*	*	*	*	*		*	*	*					*	*
Crosswalks, new or retrofit	*	*	*	*	*	*		*	*						*	*
Signal improvements	*	*	*	*	*	*										
Curb cuts and ramps	*	*	*	*	*	*										
Traffic calming		*	*	*									*			
Coordinator position		*		*		*							*			
Safety / Education position		*		*		*					*					
Police patrol		*		*							*					
Helmet promotion		*		*	*						*					
Safety brochure/book		*		*	*	*	*				*					
Training		*		*	*	*	*				*					

NHS	National Highway System	BRI	Bridge
STP	Surface Transportation Program	402	State and Community Traffic Safety Program
HSIP	Highway Safety Improvement Program	PLA	State/Metropolitan Planning Funds
SRTS	Safe Routes to School Program	TCSP	Transportation and Community and System Preservation Pilot Program
TEA	Transportation Enhancement Activities	JOBS	Access to Jobs/Reverse Commute Program
CMAQ	Congestion Mitigation/Air Quality Program	RTP	Recreational Trails Program
FLH	Federal Lands Highway Program	FTA	Federal Transit Capital, Urban & Rural Funds
BYW	Scenic Byways	TE	Transit Enhancements

APPENDIX H

CITY OF FORT MYERS ENTERPRISE ZONE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Sign In
Favorites
Pasco Co. Mobility Fees
DPA
MSN
Wells Fargo
SunNet
GatorCountry
Facebook
eBay
FAPA 2012
Suggested Sites
Get more Add-ons
Enterprise Zone
Page Safety Tools
City of Fort Myers Enterprise Zone
Location Based Intelligence
Links to Additional Resources
Aerial
Streets
Caloosahatchee River
PINE ISLAND RD
BAYSHORE RD
NE PINE ISLAND RD
PONDELLA RD
N CLEVELAND AVE
HANCOCK BRIDGE PKWY
DEL PRADO
PALM BEACH BLVD
ORTIZ AVE
LUCKETT RD
BUCKINGHAM RD
DR MARTIN LUTHER KING JR BLVD
Old Red Sox Training
HANSON ST
EVANS AVE
FOWLER ST
VERONICA SHOEMAKER BLVD
COLONIAL BLVD
WINKLER AVE EXT
LEONARD BLVD S
GUNNERY RD N
Shady Oaks
Buckingham Community Park
Lehigh Senior High School
Caluosa Nature Center
North Colonial Linear Park
The Forum
Edison Mall
Fort Myers Country Club
Four Mile Cove Ecological Park
Interlocal
4 km
3 mi
Done
Internet
100%
start
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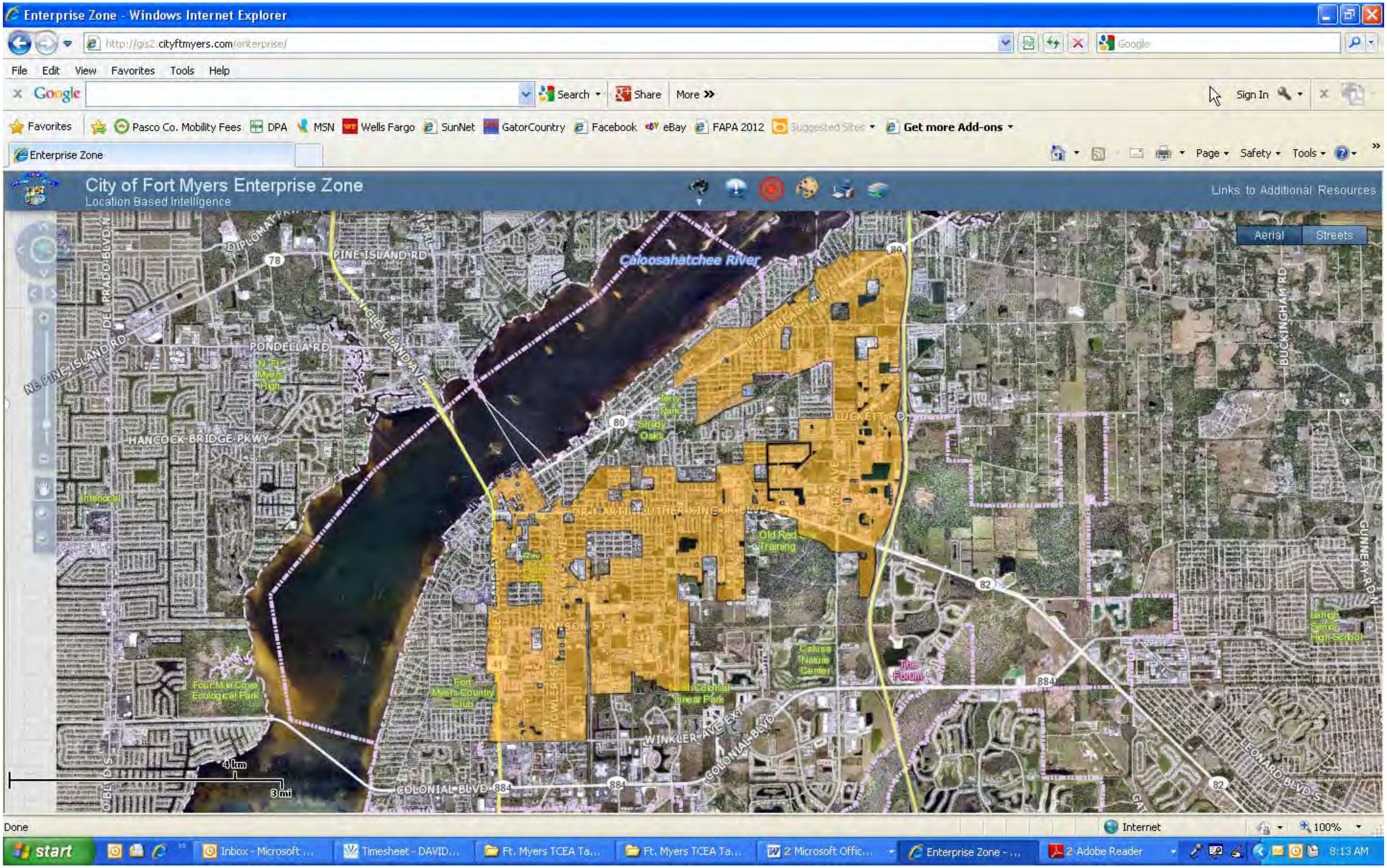
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File Edit View Favorites Tools Help
Google
Search
Share
More
Sign In
Favorites
Pasco Co. Mobility Fees
DPA
MSN
Wells Fargo
SunNet
GatorCountry
Facebook
eBay
FAPA 2012
Suggested Sites
Get more Add-ons
Enterprise Zone
Page
Safety
Tools
City of Fort Myers Enterprise Zone
Location Based Intelligence
Links to Additional Resources
Aerial
Streets
Caloosahatchee River
PINE ISLAND RD
PONDELLA RD
NE PINE ISLAND RD
HANCOCK BRIDGE PKWY
PALM BEACH BLVD
LUCKETT RD
BUCKINGHAM RD
Terry Park
Shady Oaks
Old Red Training
HANSON ST
FOWLER ST
Four Mile Cove Ecological Park
Fort Myers Country Club
Calusa Nature Center
The Forum
WINKLER AVE EXT
COLONIAL BLVD
LEONARD BLVD S
GUNNERY RD N
4 km
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Inbox - Microsoft ...
Timesheet - DAVID...
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Ft. Myers TCEA Ta...
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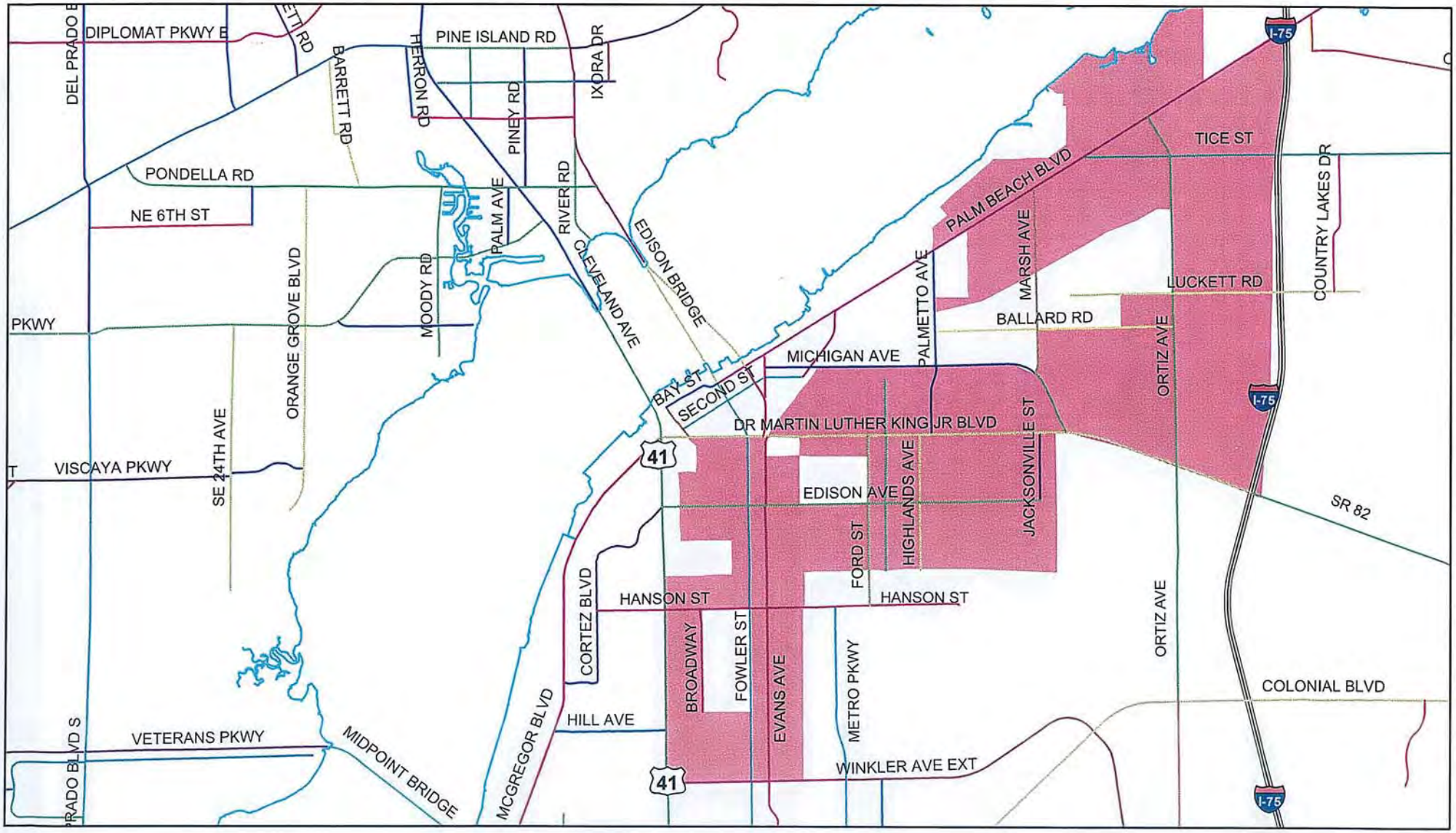
Enterprise Zone Boundary Street Map



Legend

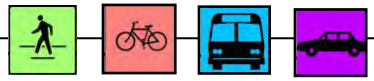
2006 Boundary

LEE COUNTY
SOUTHWEST FLORIDA
Economic Development Office

N
W E
S

APPENDIX I

SUMMARY OF MOBILITY PLAN RECOMMENDATIONS: COST ESTIMATES



Appendix I - Summary of Mobility Plan Recommendations: Capital Costs

August 2, 2013

Recommendation	Source Document	(1) Time Frame			(2) Capital Cost Estimate (Present Day Cost)		(3)	(4) Potential Funding Sources	(5) Responsibility	Report Section
		Short	Mid	Long	Estimate	Note	Source			
Complete Streets										
Develop City regulations to implement Complete Streets		*			TBD			City	City	1.0
Conduct Complete Streets study		*			TBD			City	City	1.0
Road and Intersection Improvements										
Street removal, only if needed for redevelopment										
Heitman Street from Bay Street to Edwards Dr	2009 Riverfront Development Plan		*		TBD			TIF	CRA	2.2
Edwards Dr from Heitman Street to Monroe St	2009 Riverfront Development Plan		*		TBD			TIF	CRA	2.2
Dean Street from Bay Street to Edwards Dr	2009 Riverfront Development Plan		*		TBD			TIF	CRA	2.2
Zip parking										
First St to Fowler St near new library	Downtown Fort Myers Mobility Plan	*			TBD			TIF	CRA	2.3
Lee St from First St to Second St	Downtown Fort Myers Mobility Plan	*			TBD			TIF	CRA	2.3
SR 80 First St and Second St conversion to two-way 2L traffic	City CIP	*			$13,211,000	(6)	CIP p. 237	Impact Fees/FDOT	City, FDOT	2.4
Right of way acquisition	City CIP	*			$2,000,000	(6)	CIP p. 237	Impact Fees	City	
Construction	City CIP	*			$11,211,000	(6)	CIP p. 237	FDOT	FDOT	
+ 2 Roundabouts (cost estimates provided below)					(+ Roundabouts)					
SR 82 realignment via 2L Broadway, Central, Victoria and Edison,	Downtown Fort Myers Mobility Plan		*		$400,000	(7)	DPA	Impact Fees	City	2.5
+ 5 Roundabouts (cost estimates provided below)					(+ Roundabouts)					
Market St. reconnection across Seminole Rail corridor	Downtown Fort Myers Mobility Plan			*	$1,000,000	(8)	DPA	Impact fees	City	2.9
Median Treatments		*	*		NA	(6, 7)		(part of SR 80, SR 82 improvements)	FDOT	2.10
Signal, turn lane improvements										
First St/Fowler St	City CIP	*			NA	(6)		(part of SR 80 improvements)	FDOT	2.13
First St/Park Ave	City CIP	*			NA	(6)		(part of SR 80 improvements)	FDOT	2.13
Second St/Fowler St	City CIP	*			NA	(6)		(part of SR 80 improvements)	FDOT	2.13
Second St/Park Ave	City CIP	*			NA	(6)		(part of SR 80 improvements)	FDOT	2.13
Dr. MLK Jr. Blvd/Palm Ave	Downtown Fort Myers Mobility Plan			*	$300,000				FDOT	2.13
Evans Ave/Market St	Downtown Fort Myers Mobility Plan			*	NA	(8)		(part of Market St reconnection)	City	2.13
Signal monitoring, removal only if warrants aren't met										
Second St/Jackson St	Downtown Fort Myers Mobility Plan				TBD			FDOT	FDOT	2.14
Second St/Royal Palm Ave	Downtown Fort Myers Mobility Plan				TBD			FDOT	FDOT	2.14
Roundabouts										
McGregor Blvd/Virginia Ave/Edison Ext	2003 Downtown Fort Myers Plan, City CIP	*			NA	(9)		(part of Edison Ave Ext project)	City	2.15
W. First St/Altamont Ave	Development approvals, City CIP		*		$333,000		CIP p. 262	Impact Fees; W. First St developments	City	2.15
Dr. MLK Jr. Blvd/Monroe St/Broadway	Downtown Fort Myers Mobility Plan		*		$1,000,000	(7)	DPA	(part of SR 82 realignment)	City	2.15

Recommendation	Source Document	(1) Time Frame			(2) Capital Cost Estimate (Present Day Cost)		(3)	(4) Potential Funding Sources	(5) Responsibility	Report Section
		Short	Mid	Long	Estimate	Note	Source			
Broadway/Victoria Ave	Downtown Fort Myers Mobility Plan		*		$800,000	(7)	DPA	(part of SR 82 realignment)	City	2.15
Broadway/Edison Ave	Downtown Fort Myers Mobility Plan		*		$400,000	(7)	DPA	(part of SR 82 realignment)	City	2.15
Dr MLK Jr Blvd/Lee St/Central Ave	Downtown Fort Myers Mobility Plan		*		$1,000,000	(7)	DPA	(part of SR 82 realignment)	City	2.15
Central Ave/Edison Ave	Downtown Fort Myers Mobility Plan			*	$400,000	(7)	DPA	(part of SR 82 realignment)	City	2.15
Palm Beach Blvd/First St/Seaboard St	Downtown Fort Myers Mobility Plan	*			$900,000	(6)	DPA	(part of SR 80 improvements)	FDOT	2.15
Seaboard St/Palm Ave	Downtown Fort Myers Mobility Plan			*	$400,000	(6)	DPA	(part of SR 80 improvements)	FDOT	2.15
Bicycle and Pedestrian Facilities										
Sidewalks										
Fowler Street from Dr MLK Jr Blvd to Hanson	City CIP	*			$1,626,000		CIP p. 255	Impact fees	FDOT, City	3.1
Multi-use pathway										
Old Evans from Dr MLK Jr Blvd to Edison	City CIP		*		$388,000		CIP p. 261	Pay As You Go (PAY G)	City	3.1
Bike-friendly street										
Altamont from W. First St to McGregor	2007 Bicycle and Pedestrian Plan		*		NA	(10)			City	3.1
Victoria Ave from McGregor to Central	2007 Bicycle and Pedestrian Plan	*			NA	(10)			City	3.1
Market St from Central to east	2007 Bicycle and Pedestrian Plan		*		NA	(10)			City	3.1
Ardmore-Harvard-Euclid	2007 Bicycle and Pedestrian Plan	*			NA	(10)			City	3.1
Seaboard St/Edgewood Ave to east	2007 Bicycle and Pedestrian Plan		*		NA	(10)			City	3.1
Bicycle lanes										
Jackson St from Dr MLK Jr Blvd to Hanson	2007 Bicycle and Pedestrian Plan	*			NA	(10)			City	3.1
Edison Ave from Cleveland Ave to east	2007 Bicycle and Pedestrian Plan	*			NA	(10)			City	3.1
Dr MLK Jr Blvd lanes from Monroe St to east	2007 Bicycle and Pedestrian Plan		*		NA	(10)			City	3.1
Sidewalk gap										
McGregor/Main from Johnson to Heitman	2007 Bicycle and Pedestrian Plan		*		NA	(10)			City	3.1
Fowler St from bridge to First St	2007 Bicycle and Pedestrian Plan		*		NA	(10)			FDOT	3.1
Park Ave from 3rd St to Second St	2007 Bicycle and Pedestrian Plan		*		NA	(10)			FDOT	3.1
Park Ave from First St to bridge	2007 Bicycle and Pedestrian Plan		*		NA	(10)			FDOT	3.1
Walking route										
Proposed Boulevard Walking Route on First St	2006 Parks & O. S. System Master Plan		*		NA	(11)			City	3.1
Proposed Neighborhood Walking Route on E. Riverside Dr	2006 Parks & O. S. System Master Plan		*		NA	(11)			City	3.1
Bike-ped facilities										
Caloosahatchee River Bridge, if and when reconstructed	2035 MPO Cost Feasible Plan			*	TBD			FDOT	FDOT	3.1
Second St/Seaboard St east of Fowler St	City CIP	*			NA	(6)		(part of SR 80 improvements)	FDOT	3.1
Edison Ave from Cleveland to McGregor	City CIP	*			NA	(9)		(part of Edison Ave realignment/extension)	City	3.1
Riverwalk	2009 Riverfront Development Plan	*	*	*	TBD			Private donations; land acquisition	City	3.2
	2006 Parks & O. S. System Master Plan									
Riverwalk connections			*		$300,000		CIP p. 153	Land acquisition	City	3.2

Recommendation	Source Document	(1) Time Frame			(2) Capital Cost Estimate (Present Day Cost)		(3)	(4) Potential Funding Sources	(5) Responsibility	Report Section
		Short	Mid	Long	Estimate	Note	Source			
Multimodal Corridor	2007 Bicycle and Pedestrian Plan		*	*	TBD			(per Bicycle and Pedestrian Plan)	FDOT, County, City	3.3
	2006 Parks & O. S. System Master Plan							(per Parks & O. S. System Master Plan)		
	MPO Rail Feasibility Study							(Per MPO Rail Feasibility Study)		
Pedestrian crossings										
Dr. MLK Jr Blvd west of Monroe St	Downtown Fort Myers Mobility Plan		*		NA	(9)		(part of SR 82 realignment)	FDOT	3.4
First St/Palm Ave	Downtown Fort Myers Mobility Plan	*			NA	(6)		(part of SR 80 improvements)	FDOT	3.4
Cleveland Ave at Victoria, Edison	City CIP		*		$490,000		CIP p. 97	TIF District	City	3.4
Pedestrian corridor										
Lee St from Rosa Parks to library	Downtown Fort Myers Mobility Plan		*		TBD			City	City	3.4
Hendry St from Rosa Parks to Edwards	Downtown Fort Myers Mobility Plan		*		TBD			City	City	3.4
Bike racks										
Fix 3 bike racks (Exhibit 3-3)	Downtown Fort Myers Mobility Plan	*			$1,800		PBIC	Grants, sponsors, ad revenues	City	3.5
Expand 5 bike racks (Exhibit 3-3)	Downtown Fort Myers Mobility Plan	*	*	*	$3,000		PBIC	Grants, sponsors, ad revenues	City	3.5
Purchase, install 24 new bike racks (Exhibit 3-3)	Downtown Fort Myers Mobility Plan	*	*	*	$36,000		PBIC	Grants, sponsors, ad revenues	City	3.5
Bike sharing docking station										
Fort Myers Yacht Basin	Downtown Fort Myers Mobility Plan		*		$40,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Regional Library	Downtown Fort Myers Mobility Plan		*		$40,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Rosa Parks Trans. Center	Downtown Fort Myers Mobility Plan		*		$40,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Publix	Downtown Fort Myers Mobility Plan		*		$40,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Edison-Ford Winter Estates	Downtown Fort Myers Mobility Plan		*		$40,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Harborside/Centennial Park	Downtown Fort Myers Mobility Plan			*	$40,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
City of Palms Park	Downtown Fort Myers Mobility Plan			*	$40,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Imaginarium	Downtown Fort Myers Mobility Plan			*	$40,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
B. Rivage, St. Tropez, Riviera	Downtown Fort Myers Mobility Plan			*	$40,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Seaboard Junction	Downtown Fort Myers Mobility Plan			*	$40,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Public Transit										
Trolley circulator	2003 Downtown Fort Myers Plan									
	2009 Riverfront Development Plan									
Use 2 trolleys provided by LeeTran		*			None		LeeTran	LeeTran	LeeTran	4.7
Purchase 3 small, state-of-the-art trolleys			*	*	$1,200,000		Coral Gables	Grants, LeeTran, sponsors	LeeTran, City	4.7

Footnotes:

(1) Approximate Time Frame: Short-Term (1-10 years); Mid-Term (11-20 years); Long-Term (21-30 years)

(2) Cost Estimate: Planning-level cost estimates; NA (not applicable); TBD (to be determined)

(3) Source: CIP (City Capital Improvement Program); LeeTran; FDOT WP (FDOT Work Program); MPO (Lee County Metropolitan Planning Organization); PBIC (Pedestrian and Bicycle Information Center); Coral Gables (City of Coral Gables); DPA (David Plummer & Associates; planning level estimates)

(4) Potential Funding Sources: TIF (Tax Increment Financing)

(5) Responsibility: CRA (Community Redevelopment Agency)

Appendix I - Summary of Mobility Plan Recommendations: Capital Costs

August 2, 2013

Recommendation	Source Document	(1) Time Frame			(2) Capital Cost Estimate (Present Day Cost)		(3)	(4) Potential Funding Sources	(5) Responsibility	Report Section
		Short	Mid	Long	Estimate	Note	Source			

(6) Cost estimate from City CIP for reconstructing First St. and Second St./Seaboard St. for two-way traffic (design, ROW, construction), including widening Fowler St. intersection, replacing Billy Creek bridge, landscaping and street lighting.
ROW -- City Impact Fees
CST -- FDOT

(7) Cost estimates for SR 82 realignment with two-way, 2L on Dr. MLK Jr. Blvd, Broadway, Central Ave., Victoria Ave. and Edison Ave., plus associated improvements : signal, turn lane improvements at 2 intersections; roundabouts at 3 intersections; and pedestrian crossing on Dr. MLK Jr. Blvd.

(8) Cost estimate for reconnecting Market St to Evans Ave, including railroad crossing, crossing gates, signals and major intersection improvements at Evans Ave; DPA planning level cost estimates.

(9) Cost is part of City's scheduled two-way, 2L realignment and extension of Edison Ave. to McGregor Blvd., with associated improvements: roundabout at McGregor Blvd/Virginia; and, bike-ped facilities on Edison Ave. realignment/extension.

(10) No cost estimate provided in source document: 2007 Bicycle and Pedestrian Plan.

(11) No cost estimate provided in source document: 2006 Parks and Open Space System Master Plan.

Cost estimate to be developed with City assistance.

Appendix I - Summary of Mobility Plan Recommendations: Operating Costs

August 2, 2013

Recommendation	Source Document	Approx. Time Frame (1) Short	Mid	Long	Operating Cost Estimate (2) (Present Day Cost) Estimate	Note	Source (3)	Potential Funding Sources	Responsibility	Report Section
Bicycle and Pedestrian Facilities										
Bike sharing docking station										
Fort Myers Yacht Basin	Downtown Fort Myers Mobility Plan		*	*	$15,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Regional Library	Downtown Fort Myers Mobility Plan		*	*	$15,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Rosa Parks Trans. Center	Downtown Fort Myers Mobility Plan		*	*	$15,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Publix	Downtown Fort Myers Mobility Plan		*	*	$15,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Edison-Ford Winter Estates	Downtown Fort Myers Mobility Plan		*	*	$15,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Harborside/Centennial Park	Downtown Fort Myers Mobility Plan			*	$15,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
City of Palms Park	Downtown Fort Myers Mobility Plan			*	$15,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Imaginarium	Downtown Fort Myers Mobility Plan			*	$15,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
B. Rivage, St. Tropez, Riviera	Downtown Fort Myers Mobility Plan			*	$15,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Seaboard Junction	Downtown Fort Myers Mobility Plan			*	$15,000		PBIC	Grants, sponsors, ad revenues, user fees	City, businesses	3.6
Public Transit										
Trolley circulator	2003 Downtown Fort Myers Plan 2009 Riverfront Development Plan									
2 trolleys during peak season (1 Downtown, 1 River District)		*			$250,000		LeeTran	Grants, LeeTran, sponsors, ad revenues, City para-transit fees	LeeTran, City	4.7
2 trolleys year-round (1 Downtown, 1 River District)					$500,000		LeeTran	Grants, LeeTran, sponsors, ad revenues, City para-transit fees	LeeTran, City	
3 trolleys year-round (1 Downtown, 2 River District) (including longer hours + Sunday)			*	*	$950,000		LeeTran	Grants, LeeTran, sponsors, ad revenues, City para-transit fees	LeeTran, City	4.7

Footnotes:

(1) Approximate Time Frame: Short-Term (1-10 years); Mid-Term (11-20 years); Long-Term (21-30 years)
(2) Cost Estimate: Planning-level cost estimates; NA (not applicable); TBD (to be determined)
(3) Source: CIP (City Capital Improvement Program); LeeTran; FDOT WP (FDOT Work Program); MPO (Lee County Metropolitan Planning Organization); PBIC (Pedestrian and Bicycle Information Center); Coral Gables (City of Coral Gables); DPA (David Plummer & Associates)