

# Appendix A: Land Use Scenario Project

## Public Engagement Report: Staff and Stakeholder Meetings and MetroQuest Survey

### We are growing!

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



### You Weighed in!

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

### Results are in!

See what is most important for people in  
Lee County

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## 1.0 Introduction

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

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

### About this Document

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

## 2.0 Community Visioning

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

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

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

### Local Government and Agency Staff Input

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

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

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

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

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

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

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

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

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

## Stakeholder Input

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

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

### **Infrastructure Funding and Cost** –

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

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

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

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

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

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

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

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

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

### 3.0 Online Survey

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

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

### Survey Layout

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

- Welcome
- Priorities
- Scenarios
- Stay Involved

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

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

Figure 3.1 Welcome Screen



## Promoting the Survey

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

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

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

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

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

Figure 3.2 Flyer and Municipal Partners





## Who Participated (Screen 4)

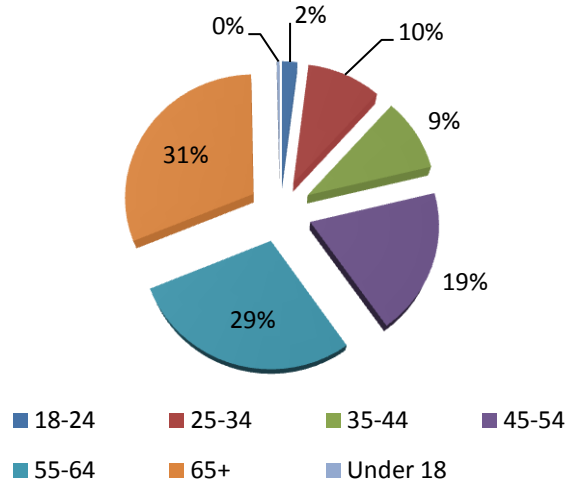
The survey was available to participants from February 14 to April 2, 2014. **During that time, 2,564 people visited the site and a total of 1,227 individuals participated in the survey.** Responses were collected online from anyone who had an interest in Lee County. As a result responses were collected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

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

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

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

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

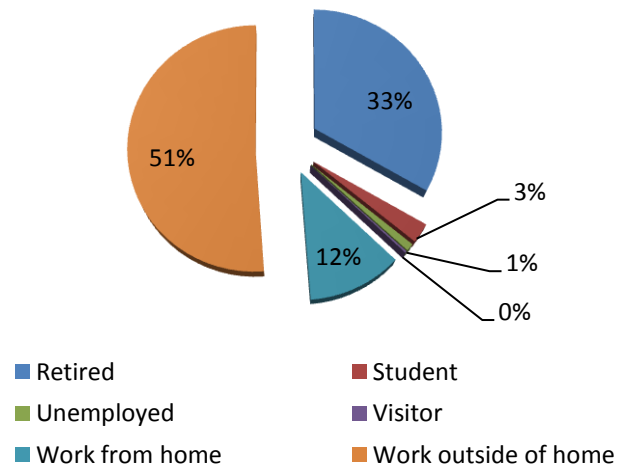


**Figure 3.3 Age Distribution**

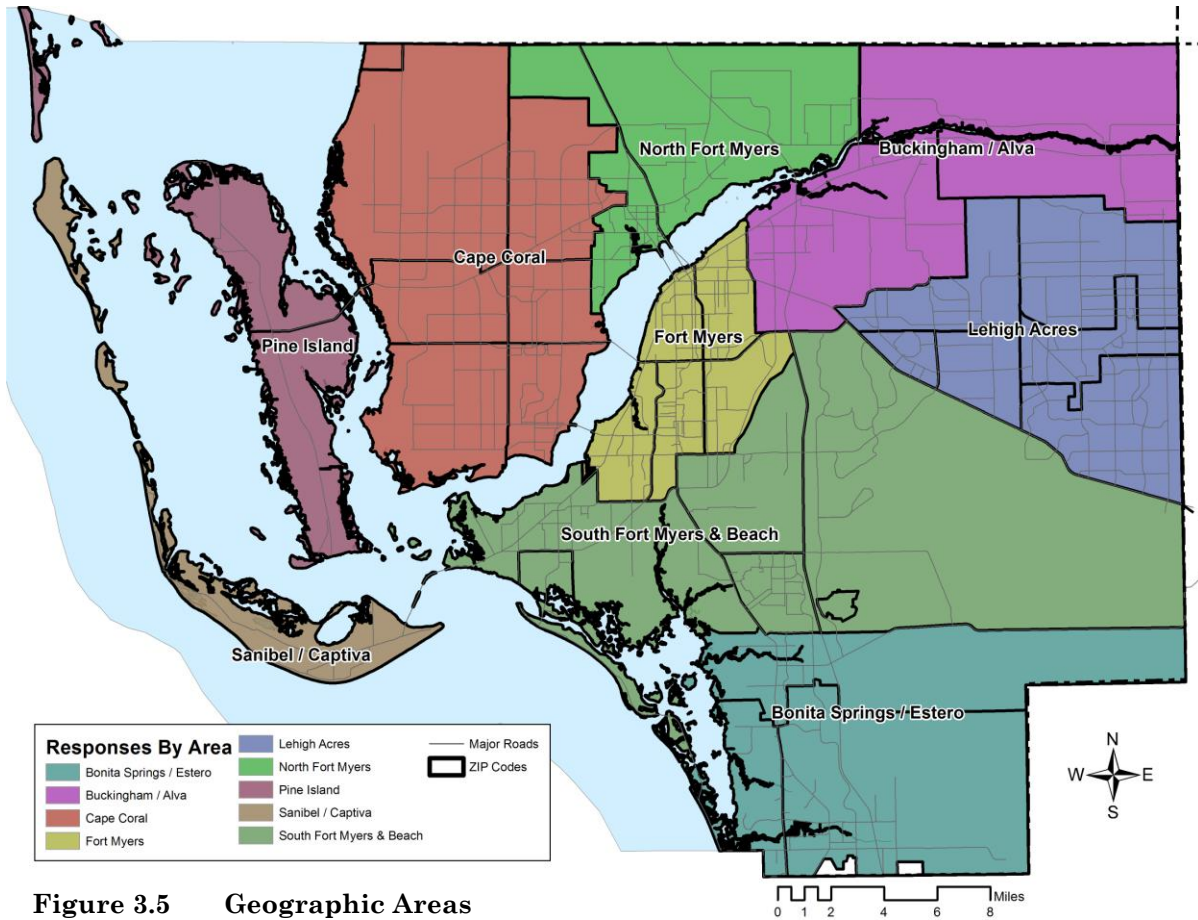
**Occupation** – In order to keep the survey relatively simple, users could choose to self-identify between six occupational categories:

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

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



**Figure 3.4 Occupational Status**



**Figure 3.5 Geographic Areas**

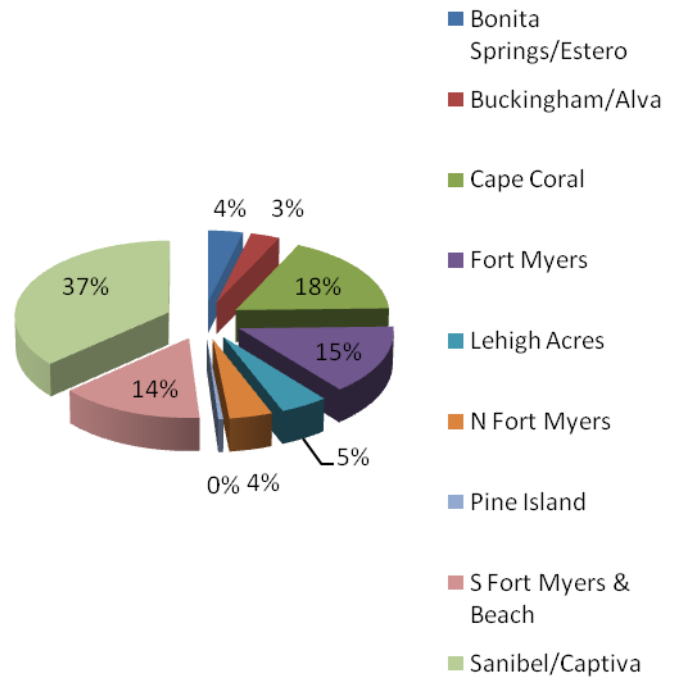
*Where are the participants from?* - The survey allowed us to collect geographic data from participants at the zip code level. This information was not required to complete the survey, but roughly three quarters of the participants volunteered their home zip code. This data was used to facilitate geographic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

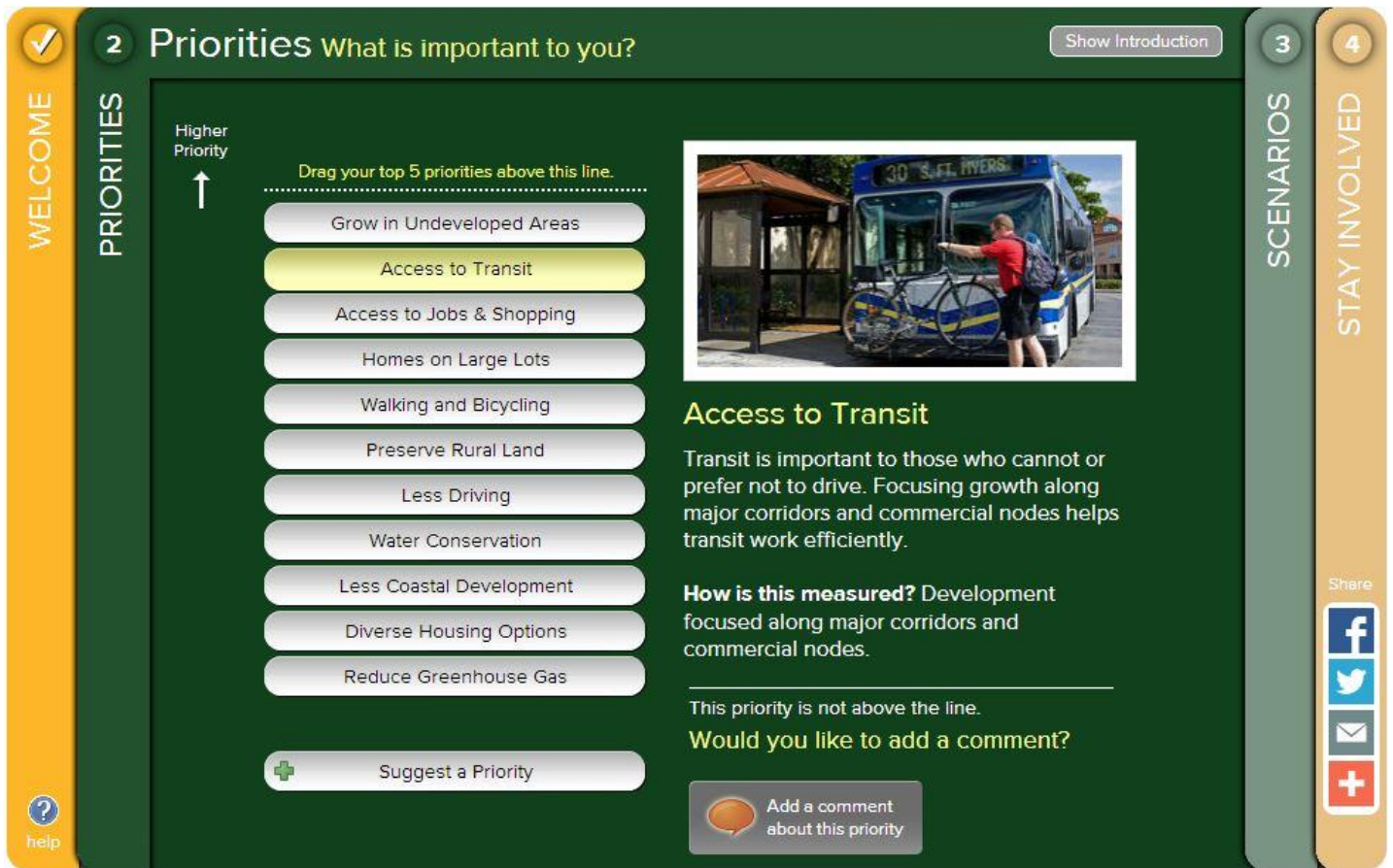
**Table 3.1 Zip Code Groupings**

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

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

**Figure 3.6 Geographic Distribution**





**Figure 3.7** Priorities Screen

### Priorities (Screen 2)

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

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



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

**How is this measured?**

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



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

**How is this measured?**

Intersections per square mile.



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

**How is this measured?**

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



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

**How is this measured?**

Water use in gallons per home, per day.



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

**How is this measured?**

Tons of CO<sub>2</sub> emissions per home, per year.



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

**How is this measured?**

Number of residents near major employment and shopping centers.



**Homes on Large Lots** – Spacious living and large yards found in more rural or suburban areas is appealing, particularly to families with children.  
**How is this measured?**  
 Amount of rural and suburban areas that would have homes on large lots.



**Access to Transit** – Public transit is important to those who cannot or prefer not to drive. Focusing development along major corridors and commercial nodes helps transit work efficiently.  
**How is this measured?**  
 Development focused along major corridors and commercial nodes.



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

**How is this measured?**

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



**Grow in Undeveloped Areas** – Rural uplands offer new opportunities to grow. However, the cost of extending roads and utilities to new areas is often higher than the new tax revenue generated.  
**How is this measured?**  
 Amount of rural areas that would be developed.



**Preserve Rural Land** – Rural lands include agricultural land and undeveloped, natural resources such as wetlands and wildlife habitats. Rural lands can provide jobs, healthy ecosystems and recreational opportunities.  
**How is this measured?**  
 Amount of rural areas that would remain rural.

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

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

## Priority Preferences

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

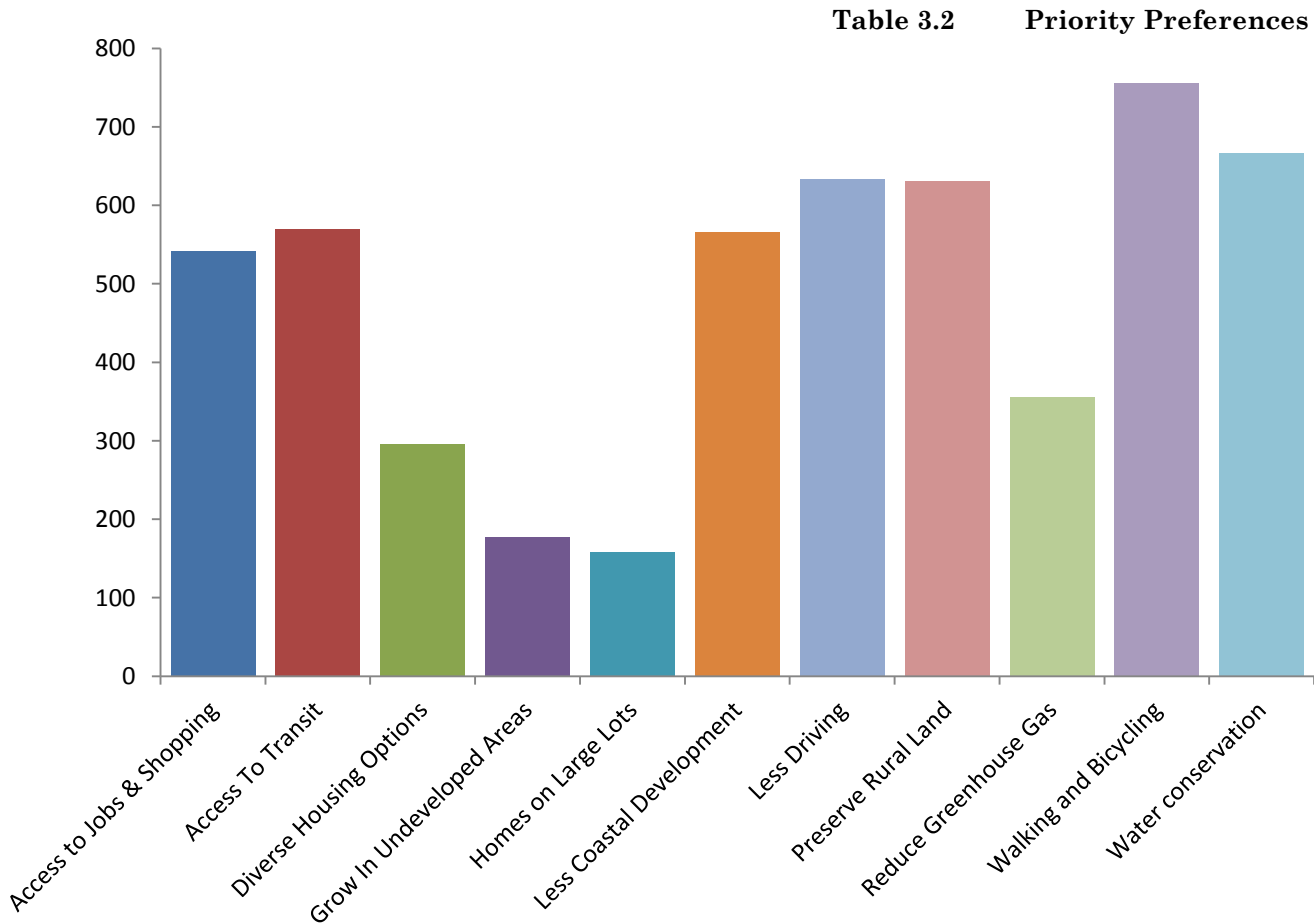
1. **Walking and Bicycling**
2. **Water Conservation**
3. **Less Driving**
4. **Preserve Rural Land**
5. **Access to Transit**

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

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

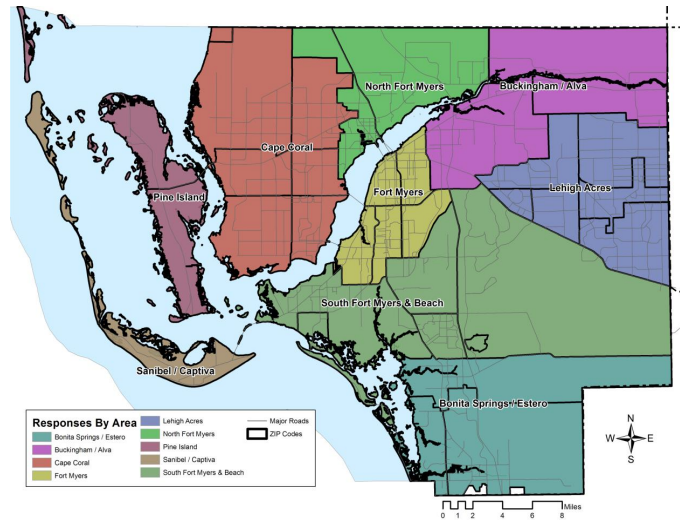
**Table 3.2** shows the county-wide results of the priority rankings and the following is a list showing how all the priorities are ranked:

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



### Priority Rankings by Community

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



**Table 3.3 Priority Preferences by Community**

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



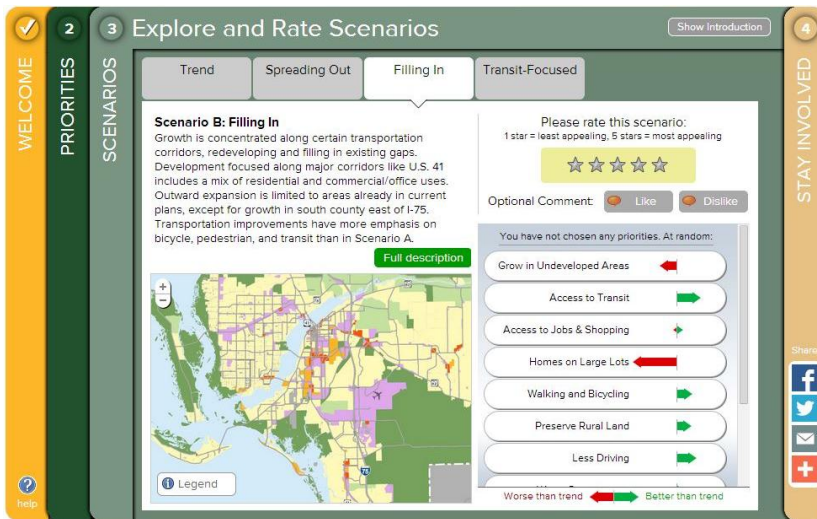


Figure 3.8 Scenarios Screen

### Land Use Scenarios (Screen 3)

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

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

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

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

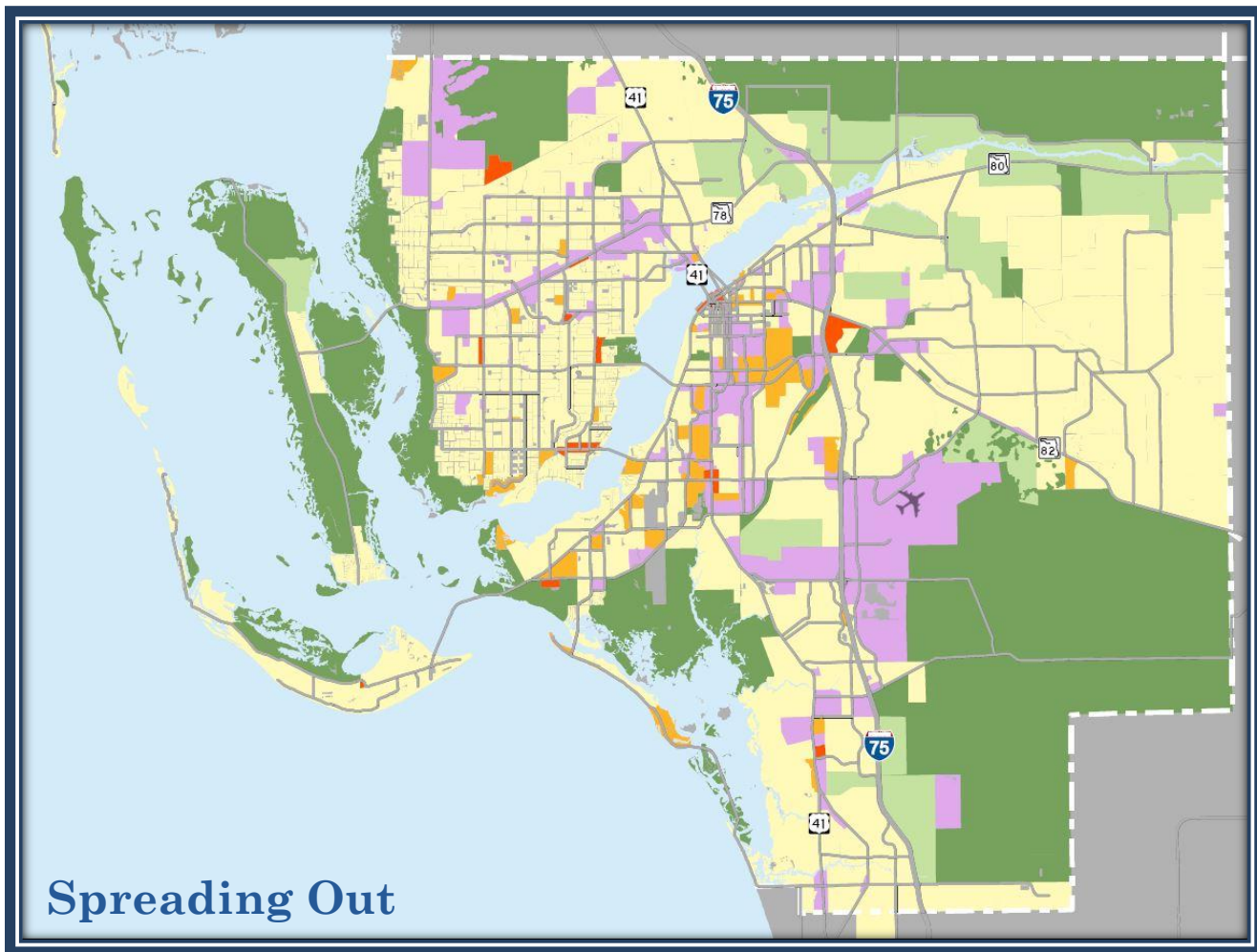
The following sections briefly describe each of the scenarios and their distinctive features as they were presented to the public.

Figure 3.9 Place-Type Reclassification

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

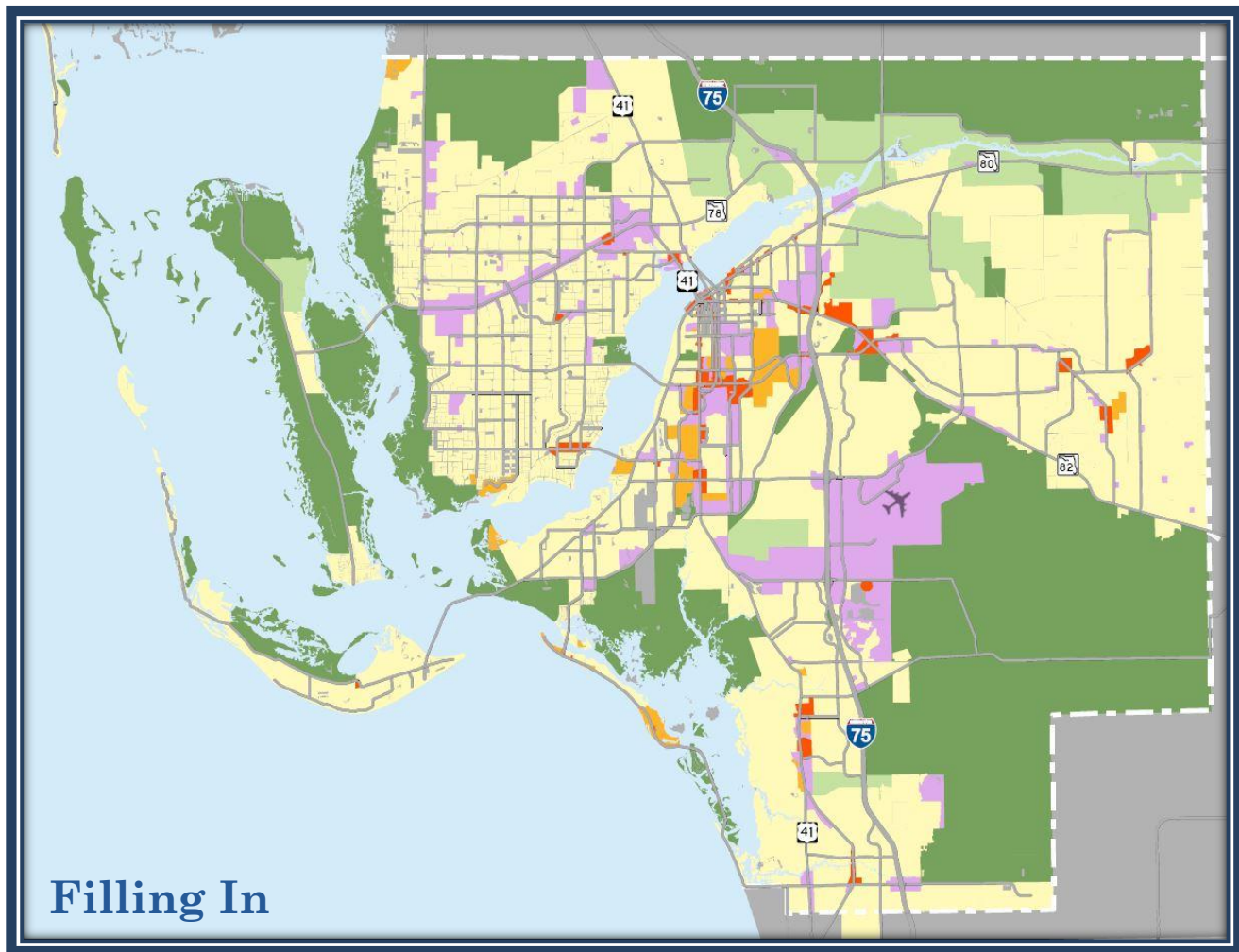
	Commercial/Office
	Mixed-Use
	Multi-Family Residential
	Single-Family Residential
	Rural/Residential
	Rural/Open Space
	Interstate
	Major Roads
	County Boundary
	Rail Corridor
	Southwest Florida International Airport
	Water



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

**Distinctive Features:**

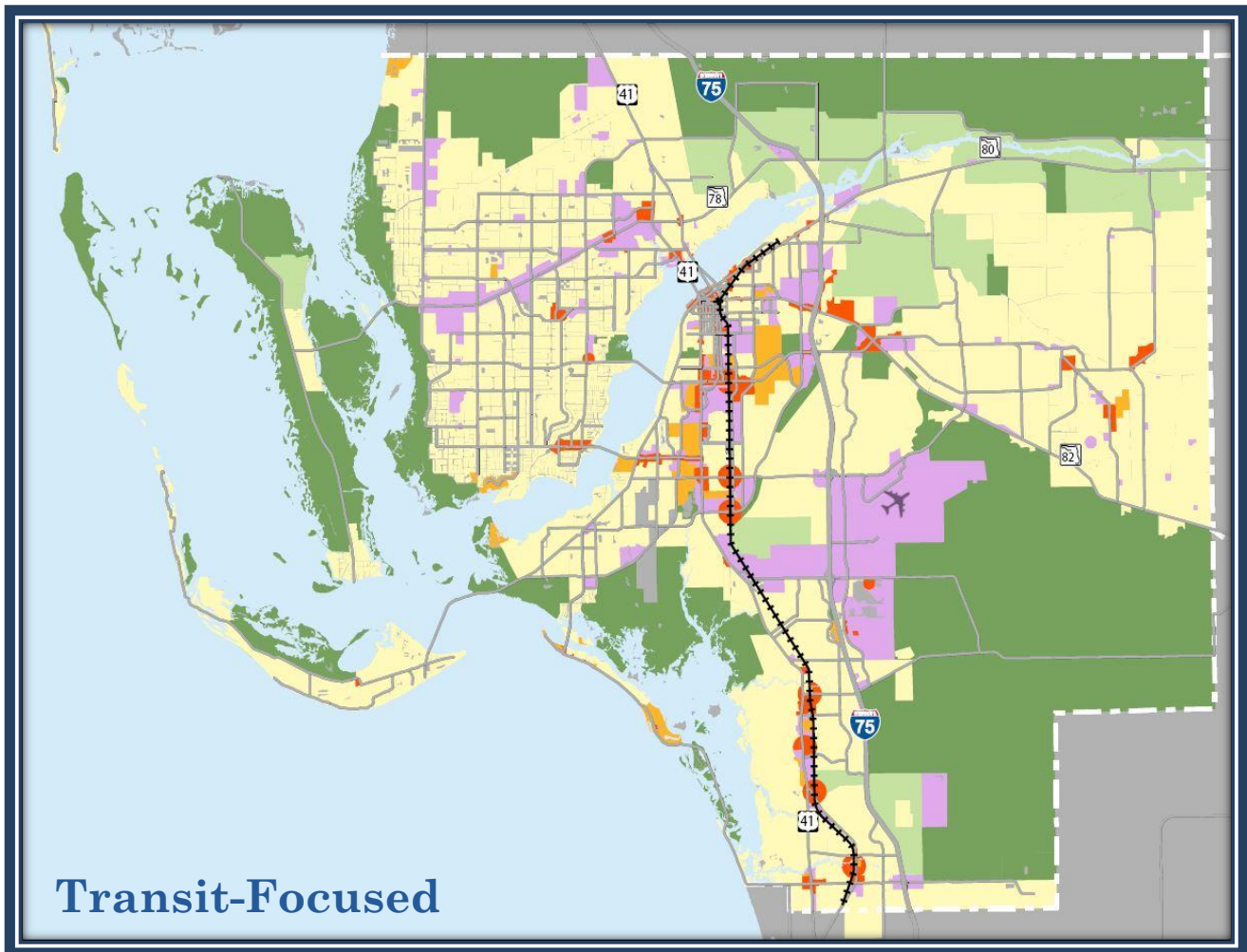
- Development of rural areas in Buckingham, Prairie pines, Yucca Pens, Edison Farms and Lehigh Acres.
- Single family development follows course similar to current trends.
- Large new multi-family neighborhoods would emerge in N. Fort Myers, South Cape Coral, Iona/McGregor, Metro Park, and along Imperial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



**Scenario B: Filling In** – Growth in Scenario B is concentrated along major transportation corridors, and a higher priority is placed on redeveloping and filling in existing gaps than in Scenario A. Major corridors, like U.S. 41, will see an increase in intensity. Also, where there will be higher intensities, there will be more mixed-use development which allow a mix of residential and commercial/office uses in the same area. Outward expansion is limited to areas already in current plans, except for some growth allowed in southern portion of the county just east of I-75. Transportation improvements are more diverse in this scenario, with a development pattern more favorable for bicycle, pedestrian, and transit modes of transportation than in Scenario A.

**Distinctive Features:**

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

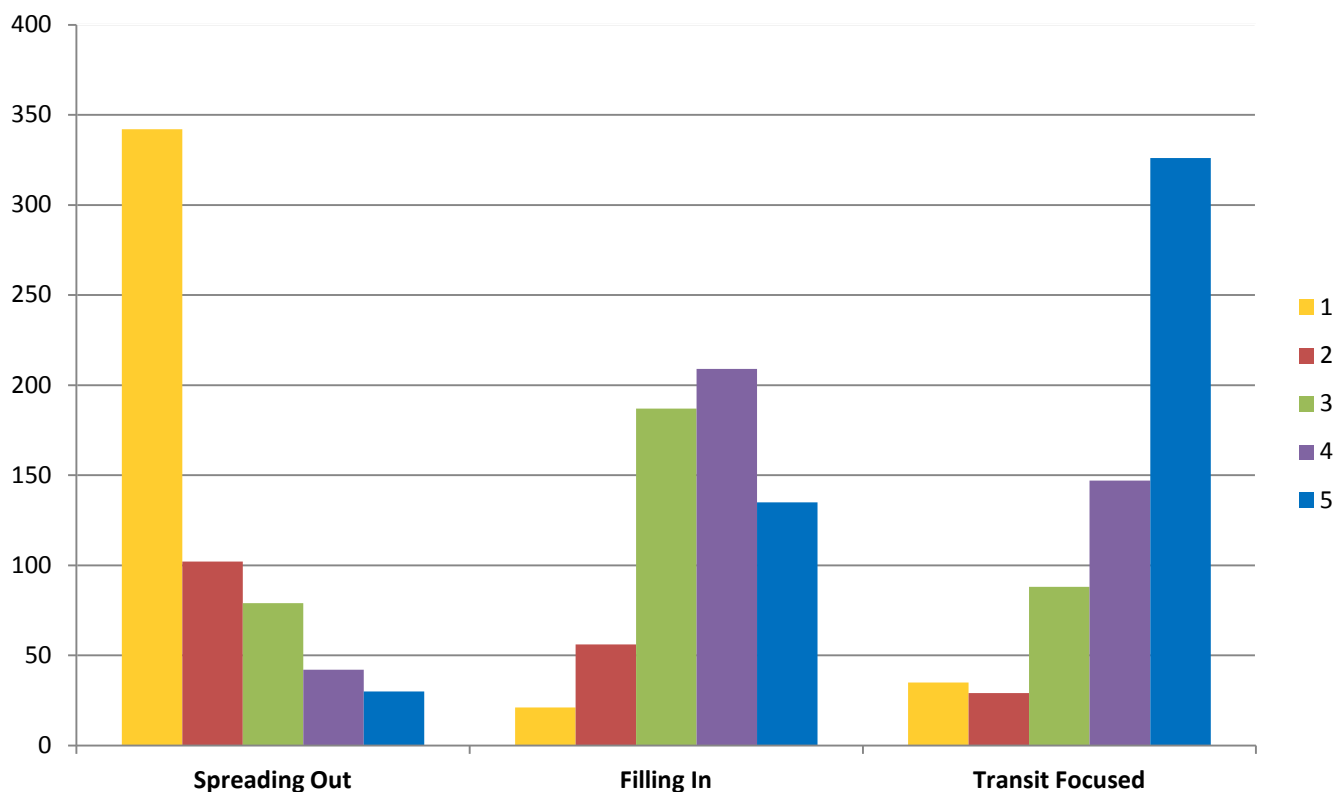


**Scenario C: Transit-Focused** – This scenario is similar to Scenario B, but with greater land use intensities along the CSX/Seminole Gulf rail corridor and U.S. 41 in anticipation of the potential for enhanced transit services along one of these corridors. Passenger rail or Bus Rapid Transit (BRT)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

**Distinctive Features:**

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

**Table 3.4 Scenario Rankings**



### Scenario Preferences

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

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

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

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

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

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

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

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

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The results seem to suggest a mixed result for this particular scenario. Overall, the impression was mostly positive, but this scenario actually ranked in between the other two scenarios.

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

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

– **User Comment**

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

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

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

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

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

The results of this analysis suggest that the Transit-Focused scenario is the most preferred scenario among the respondents. It received

overwhelmingly positive rankings, and unlike the Spreading-Out scenario, it received many more positive comments than negative comments.

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

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

– **User Comment**

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

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

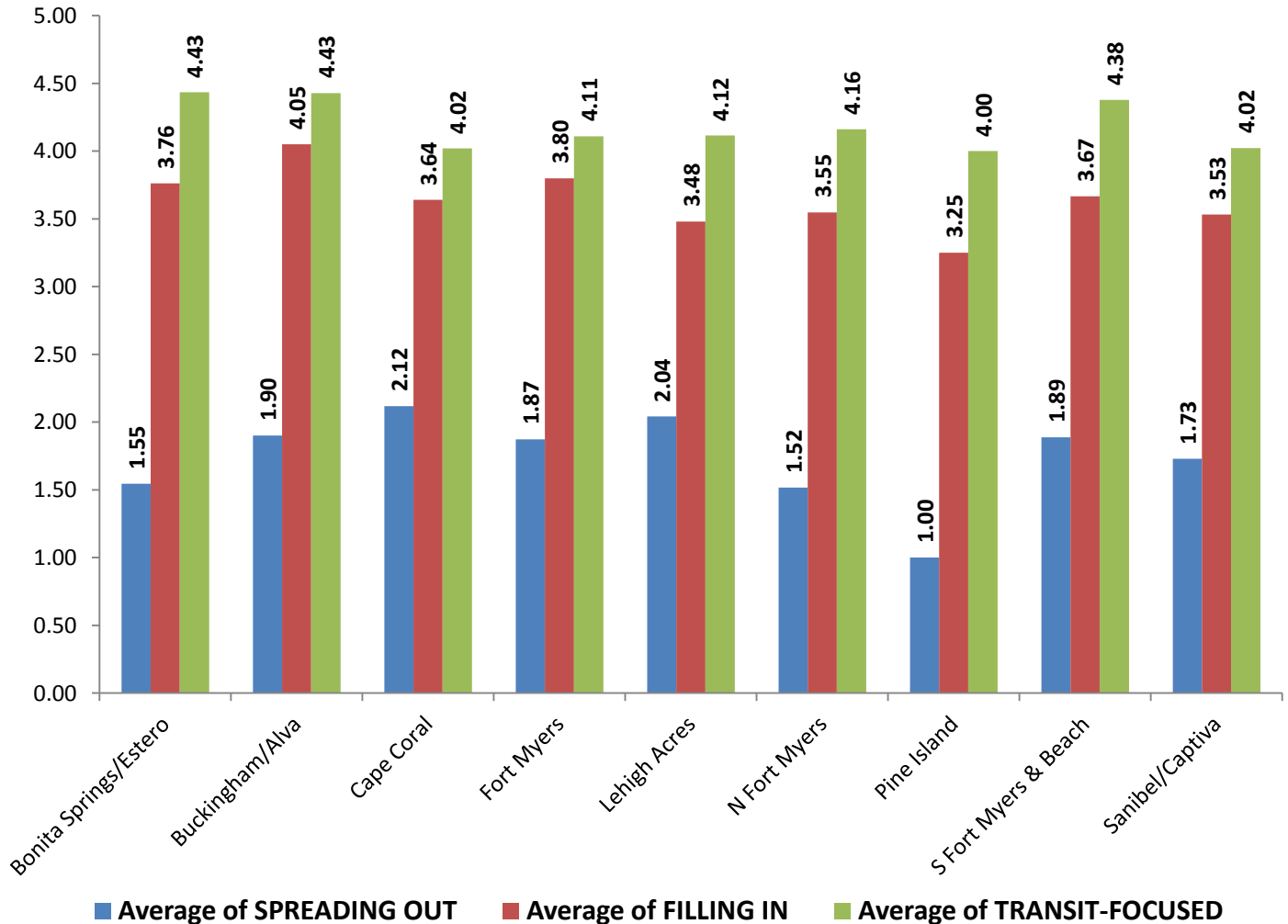
*“My opinion is that mass transit is expensive and doesn't achieve its intended function; few people actually use it and the cost vs. benefit doesn't make this option financially feasible.”*

– **User Comment**

## Scenario Ratings by Community

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

**Table 3.5 Scenario Rankings by Community**



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## Limitations of the Survey

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

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

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

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

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

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

## Survey Conclusions

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

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

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

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

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

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



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

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

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

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

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## **4.0 Exhibits**

**A. Staff Comments Collected**

**B. Stakeholder Comments Collected**

**C. MetroQuest Screenshots**

**D. MetroQuest Comments Collected**

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

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

**City of Sanibel**

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

Comments:

We need better public access to water, like Fort Myers Riverwalk.
Are we looking at status quo with intervention and the resulting strategies? Response: By 2040, we will add half again the current population and jobs. Easy to say jobs will go to Cape Coral and Fort Myers since they are already platted. Lee County EAR proposed mixed use centers that are accessible by transit and roads, it's a fairly aggressive smart growth approach.
Sanibel's paper Future Land Use Map (FLUM) finally being converted to electronic. Check other wetlands not on the FLUM to add.
For the scenario, can intensify "Town Center/Civic Core Center" (see FLUM), but not anything else on Sanibel. [Sanibel is using the term "Civic Core" in planning literature.] Response: Place types can be customized to each City/Town – Sanibel can have their own “Town Center” place type if needed.
Why is this work being done differently this time? Response: Planners developed previous model input data on their own. This time, the policy makers will ultimately decide which scenario to put into the travel model.
In the Goals and Objectives, references to “bike/ped” would be better as “complete streets” to address the entire transportation network (see #3 and 4.5).
Although gas prices continue to rise, there seems to be no motivation for workers to carpool even with toll at \$6. Sanibel is not interested in mass transit.

## City of Bonita Springs

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

Comments:

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

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## City of Cape Coral

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

Comments:

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

What is the projected build-out population in the adopted 2035 Long Range Transportation Plan (LRTP)? Response: 1 million.
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## City of Fort Myers

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

Comments:

From the City perspective, less county sprawl and more infill and density increases would allow more development to occur in Fort Myers; we strongly support that. Still, density cannot be forecasted too high. The Sample Palette of Place Types for Scenarios (Table 1) needs to be realistic for conditions in Fort Myers. Response: This is an example and will be updated for the situation here locally.
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<p>There are several Historic District located in Fort Myers. City staff recommends not showing density increases in the historic districts, since the City's efforts to protect and preserve should be respected. Response: We will make the change to the map to delete historic districts from the intensification map, and maybe add them to the limitation maps. For example, Dean Park has a national historic designation.</p>
<p>Discussion about land use development in the City and discussions underway. There is increasing talk of a spring training baseball park for the Washington DC Nationals, to replace the Red Sox that moved into the unincorporated County.</p>
<p>Brownfield discussion. These could be shown on the maps, but unclear if these should be shown as restrictive areas or redevelopment areas.</p>
<p>Shellie Watts is the City of Fort Myers contact for obtaining shape files and other GIS data.</p>
<p>Bob Gardner will be the City lead for the planners workshop.</p>
<p>Discussion about education (elected officials and the public) and public engagement for this study and the LRTP.</p>
<p>Discussion about Rail Feasibility Study and potential station locations.</p>

**Town of Fort Myers Beach**

Date/Time: September 23, 2013 3:30 – 4:30 PM  
 Location: Spikowski Planning Associates, 1617 Hendry St, Ste 416, Fort Myers, FL 33901  
 Attendees: Josh Overmyer, Town of Fort Myers Beach (Planning Coordinator)  
 Walter Fluegel, Town of Fort Myers Beach (Community Development Director)  
 Bill Spikowski, Spikowski Planning Associates  
 Ned Baier, Jacobs  
 Don Scott, Lee County MPO  
 Johnny Limbaugh, Lee County MPO

Comments:

<p>Last year was a record for tourism. More dollars were spent and some hotel rates are up. Rates were as high as \$300 to \$400 per night in some of the more upscale hotels like those at the Pink Shell resort. More upscale tourists are attracted to the beach. European visitors want a transit connection between the airport and the beach and improvements to the bus trolley schedule and frequency.</p>
<p>Expansion occurring in downtown district on the beach should be noted on the intensification map, and possibly extend intensification map about one mile up the beach.</p>
<p>The Town is considering an incentive program for developers to voluntarily provide needed right-of-way in exchange for height and density credits. Example: Town recently negotiated right-of-way for a LeeTran bus trolley stop in front of a business that was expanding.</p>
<p>Regarding the new coastal high hazard maps and impacts on insurance requirements, 54% of active policies in the town are impacted. Flood insurance cost on one property increased from \$2,600 to \$13,500 per year. By 2015/2016, another set of new maps may take effect because LIDAR (Light Detection and Ranging) topographic data is now available. Also, the old maps were based on only four transects, requiring massive interpolation to set the flood boundaries.</p>

Walter Fluegel will participate as the lead Fort Myers Beach contact for information and will also participate in the planners workshop.
Discussion about San Carlos Boulevard, the state highway connecting the bridge to beach and the impact of the trolley service. The one-way pair around Seafarer's (proposed in the last EAR) is the answer.
Safety and bike/ped improvements needed on the beach. Trolley lanes and improved frequency are part of the solution.
Councilman Bob Raymond wants to improve city funding of the bus trolley and wants direct service to the airport. He will propose this to council soon. However, the Mayor and others are less supportive of the bus trolley lane; they see road improvements as the answer to congestion.

### Southwest Florida Regional Planning Council (SWFRPC)

Date/Time: September 24, 2013 9:00 – 10:00 AM  
 Location: 1926 Victoria Avenue, Fort Myers, FL 33901  
 Attendees: David Crawford, SWFRPC  
 Invited but unable to attend: Margaret Wuerstle, SWFRPC (Executive Director)  
 Bill Spikowski, Spikowski Planning Associates  
 Don Scott, Lee MPO  
 Johnny Limbaugh, Lee County MPO  
 Ned Baier, Jacobs

Comments:

Babcock Ranch has 17,000 units that will have major travel impacts in the region.
The Terraces in Bonita Springs will include smaller lot size and smaller houses in a "life care retirement community." DiVosta's Village Walk of Bonita Springs is another one. There is a big push with Sector Plans east of I-75. Hendry County: 25,000 acres and 20,000 units. King Ranch was discussed. Adjacent counties have many sector plans in development. Some concern if the regional transportation model will not forecast impacts from the sector plans on Lee County roads.
Three sector plans have been proposed in Hendry County. Hendry County planner Sara Catala should be contacted for more information.
Developments planned for near Florida Gulf Coast University (FGCU). North of university, 3,000 units are planned in a new urbanist research type of park. South of university, another research park. Housing is planned for east of the FGCU campus. A linear urban corridor is planned along I-75 and Hwy 41. The issue of sprawl in the eastern edge impacting the Everglades and other environmental areas exists. SR 80 is the major east/west corridor in the region where growth and development will occur along the new 4-lane highway improvements.
There are currently six Notice of a Proposed Change applications underway to amend approved Developments of Regional Impact.
Sector Plan developments are forecasting a huge internal capture. This may or may not be realistic. Most of the sector plans are ostensibly mixed use. Florida Department of Community Affairs (now Department of Economic Opportunity) Sector Plan responsibility was to review and comment, but with no ability to require changes to the plans. Sector plans are approved by County Commissions.
David offered to attend the planners workshop on behalf of SWFRPC with the approval of Executive Director Margaret Wuerstle.
Requested presentation to the SWFRPC in January, plus a later presentation of recommendations. Response: We will follow-up after discussing with Don Scott.



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

## Lee County

Date/Time: September 24, 2013 2:00 – 3:00 PM  
Location: 1500 Monroe St, Fort Myers, FL 33901  
Attendees: Michael Tisch, Lee County DOT (Transportation Project Manager)  
Matt Noble, Lee County (Principal Planner)  
Rick Burris, Lee County (Principal Planner)  
Andy Getch, Lee County (Planning Manager-Transportation)  
Paul O'Connor, Lee County (Planning Division Director)  
Tessa LeSage, Lee County (Manager-Office of Sustainability)  
Brandon Dunn, Lee County (Senior Planner-Community Development)  
Anthony Palermo, Lee County (Senior Planner-Zoning)  
Rebecca Sweigert, Lee County (Principal Environmental Planner)  
Robert Price, Lee County (Development Services)  
David Loveland, Lee County Department of Transportation (Director)  
Kathie Ebaugh, Lee County Planning Division (Principal Planner)  
Bill Spikowski, Spikowski Planning Associates  
Ned Baier, Jacobs

Comments:

<p>Dave Loveland said we need to study transportation links throughout the County. The present LRTP does not do that. There seems to be an over-emphasis in some of the transit connections by the MPO in this study. For example, why is Cape Coral to Lehigh Acres identified as a possible scenario for transit links? Response: MPO's project goals include improving transit and reduce Vehicle Miles Traveled (VMT). Cape Coral and Lehigh Acres need to be linked to regional job centers in Fort Myers, not to each other.</p>
<p>There were several questions about how costs are calculated for transportation. Dave Loveland said there are some levels of service and cost policy discussion required in the discussion about the transportation scenarios. Andy Getch added that the current Lee MPO LRTP needs plan is \$3.6 billion. Don said that statewide (from 26 MPOs), needs exceed \$120 billion. Don said that the Center for Urban Transportation Research (CUTR) is updating the statewide number transportation for unfunded needs to try to make it based on realistic projects and not just take the numbers from all the MPO needs plans and add them up.</p>
<p>Dave Loveland asked why the MPO prioritizes and programs maintenance money in the LRTP? Dave also asked why maintenance should be listed as a goal for the land use study; isn't that really a policy for the LRTP? Don Scott replied that maintaining what we have is a major priority for the MPO Board and all MPO plans need to reflect this.</p>
<p>Tessa LeSage spoke about priority projects around schools and safe routes to school.</p>
<p>There was more discussion about communicating the project goals. Consensus was reached that we all need to better clarify in our message to elected officials about this study's purpose and assumptions and how it's linked to the County Evaluation and Appraisal Report (EAR)/Comprehensive Plan (The Lee Plan) and the County's sustainability program. Communication is especially important with the Lee MPO TAC, CAC, and other committees.</p>
<p>Concern about developing a new vision. Hillsborough is not a good example for Lee County. The Lee MPO should study the transportation impacts from our adopted land use visions instead of creating new scenarios. Discussion about the INDEX tool and how we are developing alternative inputs to the regional transportation model.</p>
<p>Both the "Limitations" and "Intensification" maps need updating to reflect The Lee Plan. Response: We will update and work with County planners Kathie Ebaugh and Rick Burris understand the changes and maps.</p>
<p>Lee County describes scenarios in the EAR/Comprehensive Plan process and should be used in this process. The documents we provided reflect the EAR but not ongoing work in updating the Comprehensive Plan. Even though the new update has not been before the Board, do not base the MPO scenarios on what was previously approved. Kathie Ebaugh said to work with Rick Burris on this.</p>
<p>The final Comprehensive Plan elements are being presented to the County Local Planning Agency (LPA) incrementally. Parks, Vision, Historic Preservation were tentatively approved by the LPA yesterday. Other elements will be approved in 4 to 5 months. Then the whole plan update will be presented to the County Commission.</p>
<p>Response: Yes, we agree that the MPO's Land Use Scenario study needs to use the EAR and Comprehensive Plans from the County and Cities and that is why we are here today and will work with you closely to incorporate your plans. This MPO project is testing inputs into the FDOT regional model in a new and transparent way. The end result will be transportation projects and improvements that will improve transit and reduce VMT and help implement your land use plans. These are our study goals.</p>

<p>The County workshop participants will include Andy Getch and Matt Noble. Tessa and Kathie said they can participate if needed. Perhaps Rick Burris also.</p>
<p>Tessa asked about public involvement. She said that the County EAR process has held over 45 public meetings. She said the County EAR process has helped identify performance criteria for the sustainability process. Tessa said she will email County sustainability information that may be useful. Response: We will not repeat your public involvements process; it was done very well and we are relying on it.</p>
<p>Andy Getch said that the EAR/Comprehensive Plan has not been tested for transportation impacts. The projects and how it impacts the transportation system will be tested in the MPO Land Use Scenario project, and this analysis is needed badly.</p>
<p>Dave Loveland agreed that this is not a duplicative effort to the EAR and this effort will be researching the transportation impacts of scenarios through the model.</p>

**FDOT, District 1**

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

Comments:

<p>Discussion about the limitations and intensifications maps. It was noted that the intensification map should reflect the developments planned along US 41 in north Lee County near the Charlotte County border (former Zemel property). We will make sure they are included.</p>
<p>What is the development shown at Pine Island Center? Response: It reflects the county’s Future Land Use Map, which is tightly drawn around existing subdivisions, but because of the coastal high hazard area, perhaps Pine Island Center should be eliminated from this map.</p>
<p>Can this study consider stakeholders from adjacent counties? The surrounding area has many sector plans that forecast a huge amount of growth that will impact Lee County roads, such as Babcock Ranch in Charlotte County and three potential sector plans in Hendry County, one of which would create a new north-south road between SR 80 and SR 82. Response: The outside growth will certainly impact the regional transportation model, but not necessarily the land use in Lee County. The standard DRI build-out is about 50% of what was approved, and there is some reflection of the growth in the current 2035 MPO LRTP with a new east-west road extension to Lehigh Acres. The utility infrastructure in Cape Coral has resulted in the unintended consequence of leap frog development because homebuilders and owners were trying to avoid paying utility assessments. One of the scenarios could reflect the anticipated effects in Lee County of sector plans outside Lee County.</p>

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

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

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

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## **Exhibit B: Summary of Comments from Stakeholder Meetings**

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

## Small Group Discussions

### Horizon Council

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

### Conservation Professionals

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

### BikeWalkLee

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

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## Paul Van Buskirk

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

## **Large Group Presentations**

### Reconnecting Lee County

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

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## Lee County Local Planning Agency

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

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

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



## Comments from Stakeholder Meetings

### Infrastructure Funding/Cost

It's important to understand infrastructure costs and consequences.

The cost of sprawl can be calculated using several tools - one tool can be found at [strongtowns.org](http://strongtowns.org).

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

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

### Housing

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

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

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

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

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

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

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

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

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

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

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

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

## Jobs/Economy

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

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

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

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

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

Job growth should be expected east of I-75.

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

Biggest growth of jobs is in health care.

Need more corporate headquarters, better paying jobs.

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

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

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

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

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

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

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

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

## Future Development

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

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

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

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

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

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

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

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

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

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

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

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

## Environmental Concerns

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

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

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

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

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

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

"Flow ways" are important for connecting conservation areas.

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

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

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

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

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

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

## Modeling Issues

Districtwide travel model will include Lee County and surrounding counties.

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

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

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

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

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

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

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

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

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

## Miscellaneous

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

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

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

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

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

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

A phasing plan map for Cape Coral exists for utility expansion- we need to use this in our analysis.
Stakeholders asked for clarification on relationships between the scenarios project and the local comprehensive plans. Response: The selected scenario will provide the district-wide transportation model with the socio-economic inputs for growth locations and density. The assumptions will begin with the County's EAR and pending comprehensive plan assumptions and each City's Comprehensive Plan. There will be data sharing between studies. The planners workshop will occur in December and will allow a full discussion and participation of local planners.
How will you work with the Lee County LPA? Response: We can present the recommended preferred alternative selected later this spring.
Challenges facing Lee County in the future: Aging pop with little comprehensive planning for the many years of frailty ahead; Preponderance of low-education attainment levels among adults; Impaired waters and loss of wetlands and recharge areas; Transportation and logistical isolation from rest of the state and the nation. Totally dependent on only I-75; FGCU not engaging in cooperative planning; Land dealing still seen as primary economic activity; Remain stuck in what for many areas were their 'frontier days' type land speculation mentality.
Goals for next 30 years: Raise quality of education. Set clear community goal to have #1 school system in the state. Create strong sense of pride and community ownership of this school system..."Our Schools." Deep coordination between FGCU and County and municipalities – measure by frequency of meetings and cooperative programs, exchanges etc.

---

## Exhibit C: MetroQuest Screenshots



✓ How should we grow?

WELCOME



LEE COUNTY  
**MPO**  
METROPOLITAN PLANNING ORGANIZATION

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

2 PRIORITIES  
3 SCENARIOS  
4 STAY INVOLVED

What is the Lee County MPO?

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

Click here to begin

help

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WELCOME

2

## Priorities What is important to you?

3

4

PRIORITIES

SCENARIOS

STAY INVOLVED

Higher Priority

↑

Drag your top 5 priorities above this line.

.....

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

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

Grow in Undeveloped Areas

Access to Transit

Access to Jobs & Shopping

Homes on Large Lots

Walking and Bicycling

Preserve Rural Land

Less Driving

Water Conservation


Less Coastal Development


Diverse Housing Options


Reduce Greenhouse Gas


+ Suggest a Priority

Share









WELCOME

2

3

4

WELCOME

PRIORITIES

SCENARIOS

STAY INVOLVED

WELCOME

2

3

4



## 2 Priorities What is important to you?

Show Introduction



WELCOME

PRIORITIES

Higher Priority



Drag your top 5 priorities above this line.

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



### Access to Transit

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

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

This priority is not above the line.

Would you like to add a comment?

Add a comment about this priority

SCENARIOS

STAY INVOLVED

Share



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WELCOME

2 Priorities What is important to you?

Show Introduction

3 SCENARIOS

4 STAY INVOLVED

Access to Transit

Add a comment:

Comment...

Submit Cancel



Access to Transit

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

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

This priority is not above the line.

Would you like to add a comment?

+ Suggest a Priority

Add a comment about this priority

Share

? help

WELCOME

2 **Priorities** What is important to you? Show Introduction

3 SCENARIOS

4 STAY INVOLVED

Suggest a Priority

Suggest a Priority:

Suggestion...

Submit Cancel

**Access to Transit**

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

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

This priority is not above the line.

Would you like to add a comment?

Add a comment about this priority

Share

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Twitter

Email

+

WELCOME 2 PRIORITIES 3 Explore and Rate Scenarios 4 STAY INVOLVED

Trend Spreading Out Filling In Transit-Focused

**Trend: Current**

Growth concentrated in county land

The priorities are a neutral start

Explore three conceptual growth scenarios by clicking the buttons above.

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

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

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

Continue

Homes on Large Lots

Walking and Bicycling

Preserve Rural Land

Less Driving

Worse than trend Better than trend

Share

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1 WELCOME

2 PRIORITIES

3 SCENARIOS

4 STAY INVOLVED

## Explore and Rate Scenarios

Show Introduction

4

Trend

Spreading Out

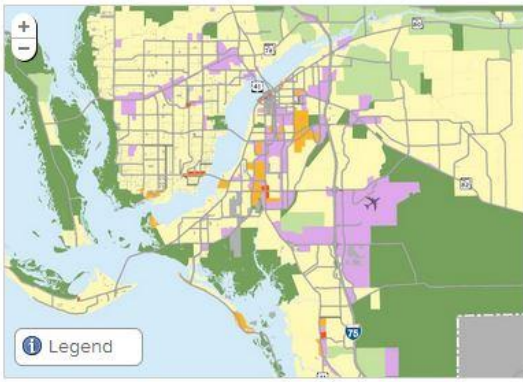
Filling In

Transit-Focused

**Trend: Current Plans**

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

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



Optional Comment: Like Dislike

You have not chosen any priorities. At random:

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

Worse than trend ← → Better than trend

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WELCOME

PRIORITIES

SCENARIOS

STAY INVOLVED

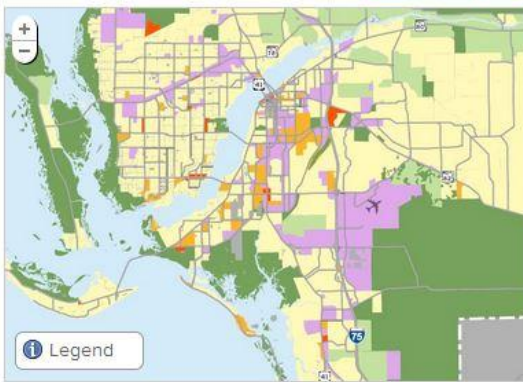
## 3 Explore and Rate Scenarios

Show Introduction

Trend
Spreading Out
Filling In
Transit-Focused

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

Full description



Legend

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

☆☆☆☆☆


Optional Comment: Like Dislike

You have not chosen any priorities. At random:

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

Worse than trend ← → Better than trend

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WELCOME

PRIORITIES

SCENARIOS

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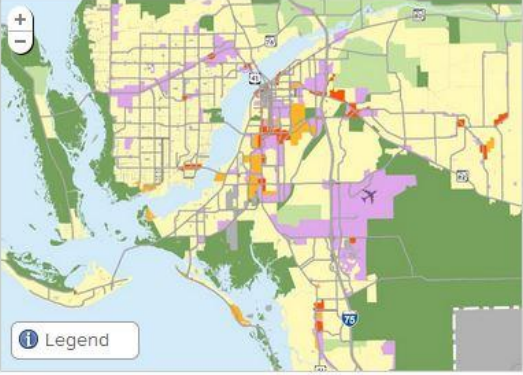
3 Explore and Rate Scenarios Show Introduction

Trend Spreading Out **Filling In** Transit-Focused

**Scenario B: Filling In**

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

Full description



Legend

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

☆☆☆☆☆

Optional Comment: Like Dislike

You have not chosen any priorities. At random:


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


Worse than trend ← → Better than trend


4


STAY INVOLVED

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1 WELCOME

2 PRIORITIES

3 SCENARIOS

4 STAY INVOLVED

## Explore and Rate Scenarios


Show Introduction

Trend
Spreading Out
Filling In
Transit-Focused

**Scenario C: Transit-Focused**

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

Full description



Legend

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

☆☆☆☆☆

Optional Comment: Like Dislike

You have not chosen any priorities. At random:

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

Worse than trend ← → Better than trend

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WELCOME  
 2 PRIORITIES  
 3 SCENARIOS  
 4 STAY INVOLVED

help

## Thank You!

### Thank you for sharing your time and opinions.

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

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

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



LEE COUNTY  
**MPO**  
 METROPOLITAN PLANNING ORGANIZATION



**Tell us about yourself:** [Privacy Policy](#)

What is your home zip code? (Required)

*Optional:*

What is your age?  What best describes you?

Additional Comments:

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

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## Exhibit D: MetroQuest Written Comments

## Comments on Priorities

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

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

<b>Access to Transit</b>	We could really use a modern monorail connecting downtown Fort Myers to Edison College/FGCU and other main destinations. Everyone loves the monorail at Disney. No one ever says it's a waste of money and the view while you're riding it is great. It would enhance our area to have something not every community has.
<b>Access to Transit</b>	Cease all financial breaks and incentives to developers who promote sprawl and diminish quality of life and ultimately cost the public more than they contribute.
<b>Access to Transit</b>	Current Public Transportation is laughable. This is a function of encouraging more urban type infill projects that warrant less trips and provide for more multiple means of access
<b>Access to Transit</b>	I would love to be able to live without a car, where all my needs - shopping, entertainment, access to medical, commercial, financial & business establishments could be reached by foot or by user-friendly public transportation.
<b>Access to Transit</b>	Transit is decent but areas are lacking. In particular I would like to see a bus travel along Iona and John Morris.
<b>Access to Transit</b>	Further focus should be on: - easy (!) access from residential districts, not just 'major corridors and commercial nodes' - provide long distance rail services to South-East and South-West Florida. This should help reducing long distance travel by car.
<b>Access to Transit</b>	Sanibel has become unmanageable for residents, those who work here and tourists alike....mass transit needs to be implemented for those coming to the island for a day
<b>Access to Transit</b>	I often thought a sky train like Vancouver, Canada has would work well here in Fort Myers. Have it run from downtown all the way to Naples and back. Then, expand and enhance bus service to Ft Myers beach, North Ft Myers, Cape Coral and Lehigh Acres. Build carpool lots and create commuter lanes to encourage car pooling.
<b>Access to Transit</b>	We need a bus to run on mcgregor Blvd

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

	best place to live, lets embrace them and, in turn, remind the transplants in T-shirts and commissioners what, and who, attracted them here in the first place.
<b>Suggest a Priority</b>	Better roads with more lanes
<b>Suggest a Priority</b>	Bus service area and later service
<b>Suggest a Priority</b>	Medical and business development
<b>Suggest a Priority</b>	Senior housing and assisted living communities in Lee County!
<b>Suggest a Priority</b>	Senior housing and Assisted Living facilities
<b>Suggest a Priority</b>	Prohibit cars, buses in wildlife refuges
<b>Suggest a Priority</b>	Prohibit cars, buses in wildlife refuges
<b>Suggest a Priority</b>	Create town centers: Nodes of mixed development linked by a light rail system.

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



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

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

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

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

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

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

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

<b>Suggest a Priority</b>	Outdoor health and fitness opportunities
<b>Suggest a Priority</b>	another bridge onto estero island
<b>Suggest a Priority</b>	rail service to tampa, miami, and orlando
<b>Walking and Bicycling</b>	Very concerned about bike safety in our community. I believe we have a long way to go/grow in this area.
<b>Walking and Bicycling</b>	desperately need sidewalk for bicycles and pedestrians along US 41 in North for Myers so that folks in the sections north of Del Prado and US 41 can access the new Publix and Walgeens. Someone soon is going to get killed riding or walking on the side of US 41 trying to access these stores. Over 1000 people live north of that intersection, and less than 2 miles to the stores and cannot safely get there withot using a car.
<b>Walking and Bicycling</b>	I am sooo frustrated that the bridges here have no safe bike/pedestrian covered walk/bikeways. Even the Brooklyn Bridge has a great walk/bikeway and that was built in the 1900s! It is so unappealing to stay here. I would consider staying if Lee County invests in bridges with covered/shaded pedestrian/bikeways separate from cars. The cars here go way too fast. The cape bridge has a tiny ledge with cars flying by at 50 mph, and the midpoint is worse with no protection between you and cars flying past at 60 mph. Ugh! Very poor planning for a tourist destination. The cape bridge could even appeal more to tourists if it had a separate walkway, people could bike and walk it at sunset.
<b>Walking and Bicycling</b>	The current and planned infrastructure for Walking & Bicycling in Lee County is beyond POOR and must be better addressed.
<b>Walking and Bicycling</b>	Biking is a great goal in Lee County but there needs to be regular education on the part of drivers and bikes. All bicyclists need to realize they need to obey the rules of the road. I suggest ticketing those that do not. Colorado did this when I was in cloooge (believe me I got ticketed, and well deserved). If bikes would be respectful, drivers might be more tolerant.
<b>Walking and Bicycling</b>	please connect the existing sidewalks in North Fort Myers so we can actually get somewhere.



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

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

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

## Comments on Scenarios

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

## General Comments

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

5.0