



**CPA2001-24-T  
BoCC SPONSORED  
AMENDMENT  
TO THE**

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**LEE COUNTY COMPREHENSIVE PLAN**

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**THE LEE PLAN**

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**BoCC Adoption Document**

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*Lee County Planning Division  
1500 Monroe Street  
P.O. Box 398  
Fort Myers, FL 33902-0398  
(941) 479-8585*

**January 9, 2003**

**LEE COUNTY  
DIVISION OF PLANNING  
STAFF REPORT FOR  
COMPREHENSIVE PLAN AMENDMENT  
CPA2001-24-T**

☒

**Text Amendment**

☐

**Map Amendment**

✓	<b>This Document Contains the Following Reviews:</b>
✓	<b>Staff Review</b>
✓	<b>Local Planning Agency Review and Recommendation</b>
✓	<b>Board of County Commissioners Hearing for Transmittal</b>
✓	<b>Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report</b>
✓	<b>Board of County Commissioners Hearing for Adoption</b>

STAFF REPORT PREPARATION DATE: July 1, 2002

**PART I - BACKGROUND AND STAFF RECOMMENDATION**

**A. SUMMARY OF APPLICATION**

**1. APPLICANT:**

LEE COUNTY BOARD OF COUNTY COMMISSIONERS  
REPRESENTED BY LEE COUNTY DIVISION OF PLANNING AND LEE COUNTY  
DEPARTMENT OF TRANSPORTATION

**2. REQUEST:**

Update Table 2(b), Recommended Operational Improvements on Constrained Roads.

**B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY:**

**1. RECOMMENDATION:** Planning and DOT staff recommends that the Board of County Commissioners transmit the proposed amendment incorporating the changes identified in the attached update of Table 2(b), as provided under Part IIC, the Staff Recommendation portion of this report.

## 2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- Objective 22.2 indicates that certain roadway segments have been deemed “constrained” due to scenic, historic, environmental, aesthetic, and right-of-way characteristics and considerations, and will not be widened.
- Reduced peak hour levels of service are accepted on the constrained roads as a trade-off for the preservation of the scenic, historic, environmental, and aesthetic character of the community.
- Policy 22.2.3 indicates that for each constrained road segment, an operational improvement program is established which identifies operational and capacity-enhancing improvements that can still be implemented within the context of the constrained system.
- The Operational Improvement Program for constrained roads is identified in Table 2(b).
- Table 2(b) was last updated in the 1999 round of amendments, and includes some improvements that have been completed or are no longer contemplated.
- Table 2(b) needs to be updated to remove the improvements that are no longer valid and add new proposed improvements.

### C. BACKGROUND INFORMATION

As noted in the Findings of Fact, Objective 22.2 and the related policies deal with “constrained” roads, those roads that the County has determined won’t be widened for certain reasons. Policy 22.2.3 provides an option for certain limited operational improvements, that can improve the capacity of the constrained roads short of actual widening. The operational improvements are called out in Table 2(b) of the Lee Plan, which hasn’t been updated since 1999.

## PART II - STAFF ANALYSIS

### A. STAFF DISCUSSION

Attached to this staff report is a proposed update of Table 2(b), with additions highlighted with underlining and deletions highlighted in strike-through format. The changes proposed for each constrained road segment are discussed below.

#### *General*

The table has until now only identified those constrained roads for which potential operational improvements have been identified, not the complete list of constrained roads. This could lead to some confusion in comparing to the list of constrained roads identified in Table 2(a). Therefore one of the first changes was to add all of the constrained roads to Table 2(b), whether specific operational improvements have been identified or not at this time for those segments. Where no specific improvement is currently identified, Footnote (1) was added which states, “*No specific operational improvement identified at this time, but operational improvements may still be possible and warranted in relation to development approval requests.*” This is a recognition that our list of operational improvements simply reflects current thinking at the time the table is updated, and is certainly not all-inclusive and may change over time. Staff also does not want to suggest that, just because an operational improvement is not identified in a table in the comprehensive plan, such an improvement might not still be necessary to address the specific impacts



of a development proposal on a constrained road. In some cases that might be determined at the time of development approval, based on the information submitted as part of the approval process.

*Captiva Road, from Blind Pass to South Seas Plantation*

No operational improvements have been identified at this time. The County recently added some paved shoulders to portions of the road where there was room and added some pedestrian cross-walks and other markings.

*Daniels Parkway, from Metro Parkway to I-75*

This segment of Daniels Parkway is already 6-laned. The County has had a long-standing plan to provide frontage roads on either side of Daniels Parkway, as identified in the controlled access resolution for the roadway. This is reflected under the "Auxiliary Lanes" column. The County also recently had an access management study done by a consultant, which led to some recommendations for reconfigurations at specific intersections. Those are identified in the "Geometrics" column. The segment already has a computerized traffic signal control system, but continued monitoring and updating of the system is called for in the "Signal Timing Progression" column.

*Estero Boulevard, from Center Street to Big Carlos Pass*

No operational improvements have been identified at this time. The County recently added paved shoulders for much of the segment at the request of the Town of Fort Myers Beach, and the Town has commissioned a study on tolling and mass transit options, which may lead to future operational improvements.

*Hickory Boulevard, from Big Carlos Pass to Bonita Beach Road*

A proposed new park on Lovers Key will have a left turn lane at its entrance, which is reflected in the "Auxiliary Lanes" column. This will be similar to the existing turn lane treatment at the park entrance at the south end of the road. No additional operational improvements have been identified at this time.

*McGregor Boulevard (SR 867), from Colonial Boulevard to Winkler Road*

The previously-identified improvement calling for two-way left turn storage at select locations has been completed by FDOT. One additional improvement has been added, identified by the Traffic Signal Coordinating Committee of the Lee County MPO. It calls for adding a northbound right-turn lane approaching Colonial Boulevard, which is currently experiencing significant back-ups. Further evaluation of the proposed improvement has determined that additional right-of-way will be required, which has led to it being identified as a major improvement in the MPO's long range plan.

*Pine Island Road (Matlacha), from Shoreview Drive to Little Pine Island*

Goal 14 of the Lee Plan addresses the Greater Pine Island community. Policy 14.2.3 provides that the County will take whatever additional actions are feasible to increase the capacity of Pine Island Road, including evaluating the construction of left turn lanes at intersections with local roads in Matlacha, or a continuous third lane. An update of the Greater Pine Island Community Plan is proposed as part of this on-going amendment cycle, and the community is suggesting the deletion of the reference to the continuous third lane, which they oppose. To ensure consistency, the reference to constructing left turn lanes at intersections with local roads is being added to Table 2(b).



*San Carlos Boulevard (SR 865-Matanzas Pass Bridge), from Center Street to Main Street*

San Carlos Boulevard currently has two southbound lanes approaching the Matanzas Pass Bridge, which narrows to one southbound lane. Lee County recently conducted an experiment with a traffic signal that alternated the release of traffic from each of the two southbound lanes to the bridge, which seemed to work fairly well, although some residents adjacent to the approach did not like it. A decision has not yet been made about whether the signal configuration will be made permanent, so it is added as an option to Table 2(b) under the "Signal Progression Timing" column. Also under consideration is the possibility of using the alternating signal concept and lane controllers to essentially create a transit-preferred lane on the southbound approach, which could possibly carry over the bridge with some lane modifications. The reference to replacing the traffic signal with a pedestrian signal has been deleted because that is no longer being considered, and the reference to implementing the recommendations of the Times Square Traffic Study has been deleted because those recommendations that were considered feasible have been implemented. The Town of Fort Myers Beach continues to evaluate options for the area, and has commissioned a study of tolling and mass transit options.

*US 41, from South of Daniels Parkway to North Airport Road*

The concepts previously identified for this segment are proposed to be deleted. Dual left turn lanes have been provided at the major intersections that have available right-of-way, a coordinated signal system has been installed, and the median openings referenced in the "Misc." column have been directionalized or closed. The conversion of the continuous right turn lanes on both sides of the road to through lanes would create an 8-lane section, which is inconsistent with state policy on the maximum laneage configuration for state highways and would potentially create safety problems. The County does not intend to increase the lane widths on the side streets, except where it has already done so on the major intersecting streets like College Parkway and Boy Scout Road. A reference is added in the "Signal Timing Progression" column to continue monitoring and updating of the coordinated signal system, and in the "Misc." column to pursuing the installation of bike paths as a transportation alternative on this segment, consistent with the Bicycle/Pedestrian Element of the MPO's long range plan and Map 3D of the Lee Plan.

*Old 41*

This segment is deleted because it is now the responsibility of the new City of Bonita Springs. An amendment of Map 2(a) listing the constrained roads will be pursued in the next amendment cycle to reflect this change.

*Gulf Boulevard, Boca Grande*

No operational improvements have been identified at this time. The County is making some drainage improvements which should improve the operation of the roadway during rain storms.

## **B. CONCLUSIONS**

Table 2(b) of the Lee Plan should be updated to reflect current thinking in relation to operational improvements on constrained roads.

## **C. STAFF RECOMMENDATION**

Planning and DOT staff recommends that the Board of County Commissioners transmit the proposed plan amendment, incorporating the changes identified in the attached update of Table 2(b).

**PART III - LOCAL PLANNING AGENCY  
REVIEW AND RECOMMENDATION**

DATE OF PUBLIC HEARING: July 22, 2002

**A. LOCAL PLANNING AGENCY REVIEW**

Staff explained the format change and the anticipated operational improvements for each constrained road, and the history of the inclusion of the list of constrained roads and associated operational improvements in the Lee Plan. Staff answered some LPA questions clarifying the scope of improvements on McGregor Boulevard and Pine Island Road, the timing of improvements on Pine Island Road, and the basis for the constrained road designations (or lack thereof) and jurisdictional responsibility in Sanibel, Fort Myers Beach and Bonita Springs.

**B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY**

1. **RECOMMENDATION:** The LPA recommended that the Board of County Commissioners transmit this proposed amendment, on a motion by Mr. Bixler and a second by Mr. Andress.
2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The LPA accepted the findings of fact as advanced by staff.

**C. VOTE:**

NOEL ANDRESS	<u>AYE</u>
MATT BIXLER	<u>AYE</u>
SUSAN BROOKMAN	<u>AYE</u>
RONALD INGE	<u>AYE</u>
GORDON REIGELMAN	<u>AYE</u>
ROBERT SHELDON	<u>AYE</u>
GREG STUART	<u>ABSENT</u>



**PART IV - BOARD OF COUNTY COMMISSIONERS  
HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT**

DATE OF TRANSMITTAL HEARING: September 4, 2002

**A. BOARD REVIEW:** The Board had no discussion of this proposed amendment and there were no comments from the public.

**B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:**

1. **BOARD ACTION:** The Board voted unanimously to transmit this amendment as part of the consent agenda approval, on a motion by Commissioner Judah and a second by Commissioner St. Cerny.
2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The Board accepted the findings of fact as advanced by staff.

**C. VOTE:**

**JOHN ALBION**

**AYE**

**ANDREW COY**

**ABSENT**

**BOB JANES**

**AYE**

**RAY JUDAH**

**AYE**

**DOUG ST. CERNY**

**AYE**

**PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS, RECOMMENDATIONS,  
AND COMMENTS (ORC) REPORT**

DATE OF ORC REPORT: November 22, 2002

**A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS**

The DCA had no objections, recommendations or comments concerning this amendment.

**B. STAFF RESPONSE**

Adopt the amendment as transmitted.



**PART VI - BOARD OF COUNTY COMMISSIONERS  
HEARING FOR ADOPTION OF PROPOSED AMENDMENT**

DATE OF ADOPTION HEARING: January 9, 2003

**A. BOARD REVIEW:**

The Board provided no discussion on this amendment. This item was part of the consent agenda.

**B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:**

1. **BOARD ACTION:** The Board voted unanimously to adopt the amendment as part of the consent agenda, on a motion by Commissioner Albion and a second by Commissioner Janes.
2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The Board accepted the findings of fact as advanced by staff.

**C. VOTE:**

<b>JOHN ALBION</b>	<u>AYE</u>
<b>ANDREW COY</b>	<u>AYE</u>
<b>BOB JANES</b>	<u>AYE</u>
<b>RAY JUDAH</b>	<u>AYE</u>
<b>DOUG ST. CERNY</b>	<u>AYE</u>

**TABLE 2(b)**  
**RECOMMENDED OPERATIONAL IMPROVEMENTS ON CONSTRAINED ROADS**

ROADWAY	SEGMENT (or INTERSECTION)	AUXILIARY LANES	GEOMETRICS	SIGNAL TIMING PROGRESSION	MISC.
Captiva Road	Blind Pass/South Seas Plantation	(1) —	(1) —	(1) —	
Daniels Parkway	Metro Parkway/I-75	Provide frontage road connections	Potential removal of direct left turns @ Brookshire/International <sup>(2)</sup> ; Close median openings at minor side street approaches <sup>(2)</sup> ; Potentially eliminate EB left turn and NB/SB left turns at Danport Blvd. signal <sup>(2)</sup> .	Continue monitoring/updating of signal system.	Access management.
Estero Boulevard	Center Street/Big Carlos Pass	(1) —	(1) —	(1) —	
Hickory Boulevard	Big Carlos Pass/Bonita Beach Rd	Left turn lane at new park entrance on Lovers Key.	(1) —	(1) —	
McGregor Boulevard (SR 867) Completion anticipated in 1998	Colonial Boulevard/Winkler Road	*Provide two-way left turn storage at select locations Provide a NB right-turn lane from Davis Dr. to Colonial Blvd. <sup>(2)</sup>	(1) —	(1) —	
Pine Island Road (Matlacha)	Shoreview Drive/Little Pine Island	Construct left turn lanes at intersections with local roads, where feasible.	(1) —	(1) —	
San Carlos Boulevard (SR 865) (Matanzas Pass Bridge)	Center Street/Main Street	(1) —	(1) —	Traffic signal replaced with pedestrian signal. Consider alternating signal for southbound approach lanes and signal/lane controls to create a preferential transit lane.	Consider implementation of recommendations of the Times Square Traffic Study sponsored by Lee County. Encourage transit ridership.
US 41	S. of Daniels Parkway/Boy Scout Drive North Airport Road	*Provide dual left turn lanes at major intersection if ROW permits. (Done at College Parkway and Boy Scout) *Convert continuous right turn lane into a thru lane (where practical). align="center">(1) —	Increase lane widths on side streets. Reduce plateauing effect at selected intersections. align="center">(1) —	Coordinated signal system installed. Continue monitoring/updating of signal system.	Maintain access control. Direction medians at Park Meadow Drive, Kenwood Lane and Brantley Road. Improve medians between Oak Drive and South Road. Pursue installation of bike paths through MPO process.
Old 41 To be done by CRA	Bonita Beach Road/Terry Street	*Provide left turn storage at select locations (where sufficient right of way exists).		Left turn lane and traffic signal installed at Rosemary, Terry Street, Pennsylvania Avenue and Bonita Beach Road. Coordinated signal system installed.	Maintain access control.
Gulf Boulevard	Boca Grande	(1) —	(1) —	(1) —	

**Footnotes:**

<sup>(1)</sup> No specific operational improvement identified at this time, but operational improvements may still be possible and warranted in relation to development approval requests.

± <sup>(2)</sup> Indicates that the recommended improvement should increase the estimated service volume of the facility.

(Amended by Ordinance No. 03-04)

Table 2(b) - Page 1 of 1



**CPA2001-24-T  
BoCC SPONSORED  
AMENDMENT  
TO THE**

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**LEE COUNTY COMPREHENSIVE PLAN**

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**THE LEE PLAN**

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**DCA Transmittal Document**

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*Lee County Planning Division  
1500 Monroe Street  
P.O. Box 398  
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**September 4, 2002**

**LEE COUNTY  
DIVISION OF PLANNING  
STAFF REPORT FOR  
COMPREHENSIVE PLAN AMENDMENT  
CPA2001-24-T**

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**Text Amendment**

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STAFF REPORT PREPARATION DATE: July 1, 2002

**PART I - BACKGROUND AND STAFF RECOMMENDATION**

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LEE COUNTY BOARD OF COUNTY COMMISSIONERS  
REPRESENTED BY LEE COUNTY DIVISION OF PLANNING AND LEE COUNTY  
DEPARTMENT OF TRANSPORTATION

**2. REQUEST:**

Update Table 2(b), Recommended Operational Improvements on Constrained Roads.

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**1. RECOMMENDATION:** Planning and DOT staff recommends that the Board of County Commissioners transmit the proposed amendment incorporating the changes identified in the attached update of Table 2(b), as provided under Part IIC, the Staff Recommendation portion of this report.



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*US 41, from South of Daniels Parkway to North Airport Road*

The concepts previously identified for this segment are proposed to be deleted. Dual left turn lanes have been provided at the major intersections that have available right-of-way, a coordinated signal system has been installed, and the median openings referenced in the "Misc." column have been directionalized or closed. The conversion of the continuous right turn lanes on both sides of the road to through lanes would create an 8-lane section, which is inconsistent with state policy on the maximum laneage configuration for state highways and would potentially create safety problems. The County does not intend to increase the lane widths on the side streets, except where it has already done so on the major intersecting streets like College Parkway and Boy Scout Road. A reference is added in the "Signal Timing Progression" column to continue monitoring and updating of the coordinated signal system, and in the "Misc." column to pursuing the installation of bike paths as a transportation alternative on this segment, consistent with the Bicycle/Pedestrian Element of the MPO's long range plan and Map 3D of the Lee Plan.

*Old 41*

This segment is deleted because it is now the responsibility of the new City of Bonita Springs. An amendment of Map 2(a) listing the constrained roads will be pursued in the next amendment cycle to reflect this change.

*Gulf Boulevard, Boca Grande*

No operational improvements have been identified at this time. The County is making some drainage improvements which should improve the operation of the roadway during rain storms.

## **B. CONCLUSIONS**

Table 2(b) of the Lee Plan should be updated to reflect current thinking in relation to operational improvements on constrained roads.

## **C. STAFF RECOMMENDATION**

Planning and DOT staff recommends that the Board of County Commissioners transmit the proposed plan amendment, incorporating the changes identified in the attached update of Table 2(b).



**PART III - LOCAL PLANNING AGENCY  
REVIEW AND RECOMMENDATION**

DATE OF PUBLIC HEARING: July 22, 2002

**A. LOCAL PLANNING AGENCY REVIEW**

Staff explained the format change and the anticipated operational improvements for each constrained road, and the history of the inclusion of the list of constrained roads and associated operational improvements in the Lee Plan. Staff answered some LPA questions clarifying the scope of improvements on McGregor Boulevard and Pine Island Road, the timing of improvements on Pine Island Road, and the basis for the constrained road designations (or lack thereof) and jurisdictional responsibility in Sanibel, Fort Myers Beach and Bonita Springs.

**B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY**

1. **RECOMMENDATION:** The LPA recommended that the Board of County Commissioners transmit this proposed amendment, on a motion by Mr. Bixler and a second by Mr. Andress.
2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The LPA accepted the findings of fact as advanced by staff.

**C. VOTE:**

NOEL ANDRESS	AYE
MATT BIXLER	AYE
SUSAN BROOKMAN	AYE
RONALD INGE	AYE
GORDON REIGELMAN	AYE
ROBERT SHELDON	AYE
GREG STUART	ABSENT

**PART IV - BOARD OF COUNTY COMMISSIONERS  
HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT**

DATE OF TRANSMITTAL HEARING: September 4, 2002

**A. BOARD REVIEW:** The Board had no discussion of this proposed amendment and there were no comments from the public.

**B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:**

1. **BOARD ACTION:** The Board voted unanimously to transmit this amendment as part of the consent agenda approval, on a motion by Commissioner Judah and a second by Commissioner St. Cerny.

2. **BASIS AND RECOMMENDED FINDINGS OF FACT:**

**C. VOTE:**

<b>JOHN ALBION</b>	<u>AYE</u>
<b>ANDREW COY</b>	<u>ABSENT</u>
<b>BOB JANES</b>	<u>AYE</u>
<b>RAY JUDAH</b>	<u>AYE</u>
<b>DOUG ST. CERNY</b>	<u>AYE</u>

**PART IV - BOARD OF COUNTY COMMISSIONERS  
HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT**

DATE OF TRANSMITTAL HEARING: September 4, 2002

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**C. VOTE:**

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AYE

**ANDREW COY**

ABSENT

**BOB JANES**

AYE

**RAY JUDAH**

AYE

**DOUG ST. CERNY**

AYE



**PART VI - BOARD OF COUNTY COMMISSIONERS  
HEARING FOR ADOPTION OF PROPOSED AMENDMENT**

DATE OF ADOPTION HEARING: \_\_\_\_\_

**A. BOARD REVIEW:**

**B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:**

**1. BOARD ACTION:**

**2. BASIS AND RECOMMENDED FINDINGS OF FACT:**

**C. VOTE:**

**JOHN ALBION**

**ANDREW COY**

**BOB JANES**

**RAY JUDAH**

**DOUG ST. CERNY**

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**TABLE 2(b)**  
**RECOMMENDED OPERATIONAL IMPROVEMENTS ON CONSTRAINED ROADS**

ROADWAY	SEGMENT (or INTERSECTION)	AUXILIARY LANES	GEOMETRICS	SIGNAL TIMING PROGRESSION	MISC.
<u>Captiva Road</u>	<u>Blind Pass/South Seas Plantation</u>	(1) —	(1) —	(1) —	
<u>Daniels Parkway</u>	<u>Metro Parkway/I-75</u>	<u>Provide frontage road connections</u>	<u>Potential removal of direct left turns @ Brookshire/International (2). Close median openings at minor side street approaches (2). Potentially eliminate EB left turn and NB/SB left turns at Danport Blvd. signal (2).</u>	<u>Continue monitoring/updating of signal system.</u>	<u>Access management.</u>
<u>Estero Boulevard</u>	<u>Center Street/Big Carlos Pass</u>	(1) —	(1) —	(1) —	
<u>Hickory Boulevard</u>	<u>Big Carlos Pass/Bonita Beach Rd</u>	<u>Left turn lane at new park entrance on Lovers Key.</u>	(1) —	(1) —	
<u>McGregor Boulevard (SR 867)</u> <u>Completion anticipated in 1998</u>	<u>Colonial Boulevard/Winkler Road</u>	<u>*Provide two-way left turn storage at select locations</u> <u>Provide a NB right-turn lane from Davis Dr. to Colonial Blvd. (2)</u>	(1) —	(1) —	
<u>Pine Island Road (Matlacha)</u>	<u>Shoreview Drive/Little Pine Island</u>	<u>Construct left turn lanes at intersections with local roads, where feasible.</u>	(1) —	(1) —	
<u>San Carlos Boulevard (SR 865)</u> <u>(Matanzas Pass Bridge)</u>	<u>Center Street/Main Street</u>	(1) —	(1) —	<u>Traffic signal replaced with pedestrian signal. Consider alternating signal for southbound approach lanes and signal/lane controls to create a preferential transit lane.</u>	<u>Consider implementation of recommendations of the Times Square Traffic Study sponsored by Lee County. Encourage transit ridership.</u>
<u>US 41</u>	<u>S. of Daniels Parkway/Boy Scout Drive North Airport Road</u>	<u>*Provide dual left turn lanes at major intersection if ROW permits. (Done at College Parkway and Boy Scout)</u> <u>*Convert continuous right turn lane into a thru lane (where practical).</u> align="center">(1) —	<u>Increase lane widths on side streets. Reduce plateauing effect at selected intersections.</u> align="center">(1) —	<u>Coordinated signal system installed. Continue monitoring/updating of signal system.</u>	<u>Maintain access control. Direction medians at Park Meadow Drive, Kenwood Lane and Brantley Road. Improve medians between Oak Drive and South Road. Pursue installation of bike paths through MPO process.</u>
<u>Old 41</u> <u>To be done by CRA</u>	<u>Bonita Beach Road/Terry Street</u>	<u>*Provide left turn storage at select locations (where sufficient right-of-way exists).</u>		<u>Left turn lane and traffic signal installed at Rosemary, Terry Street, Pennsylvania Avenue and Bonita Beach Road. Coordinated signal system installed.</u>	<u>Maintain access control.</u>
<u>Gulf Boulevard</u>	<u>Boca Grande</u>	(1) —	(1) —	(1) —	

Footnotes:

(1) No specific operational improvement identified at this time, but operational improvements may still be possible and warranted in relation to development approval requests.

\* (2) Indicates that the recommended improvement should increase the estimated service volume of the facility.

**CPA2001-24-T  
BoCC SPONSORED  
AMENDMENT  
TO THE**

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**LEE COUNTY COMPREHENSIVE PLAN**

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**THE LEE PLAN**

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**BOCC Transmittal Hearing Document  
for the  
September 4<sup>th</sup>, 2002 Public Hearing**

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*Lee County Planning Division  
1500 Monroe Street  
P.O. Box 398  
Fort Myers, FL 33902-0398  
(941) 479-8585*

**August 14, 2002**



**LEE COUNTY  
DIVISION OF PLANNING  
STAFF REPORT FOR  
COMPREHENSIVE PLAN AMENDMENT  
CPA2001-24-T**

☒

**Text Amendment**

☐

**Map Amendment**

<input checked="" type="checkbox"/>	<b>This Document Contains the Following Reviews:</b>
<input checked="" type="checkbox"/>	<b>Staff Review</b>
<input checked="" type="checkbox"/>	<b>Local Planning Agency Review and Recommendation</b>
<input type="checkbox"/>	<b>Board of County Commissioners Hearing for Transmittal</b>
<input type="checkbox"/>	<b>Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report</b>
<input type="checkbox"/>	<b>Board of County Commissioners Hearing for Adoption</b>

STAFF REPORT PREPARATION DATE: July 1, 2002

**PART I - BACKGROUND AND STAFF RECOMMENDATION**

**A. SUMMARY OF APPLICATION**

**1. APPLICANT:**

LEE COUNTY BOARD OF COUNTY COMMISSIONERS  
REPRESENTED BY LEE COUNTY DIVISION OF PLANNING AND LEE COUNTY  
DEPARTMENT OF TRANSPORTATION

**2. REQUEST:**

Update Table 2(b), Recommended Operational Improvements on Constrained Roads.

**B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY:**

**1. RECOMMENDATION:** Planning and DOT staff recommends that the Board of County Commissioners transmit the proposed amendment incorporating the changes identified in the attached update of Table 2(b), as provided under Part IIC, the Staff Recommendation portion of this report.

## 2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- Objective 22.2 indicates that certain roadway segments have been deemed “constrained” due to scenic, historic, environmental, aesthetic, and right-of-way characteristics and considerations, and will not be widened.
- Reduced peak hour levels of service are accepted on the constrained roads as a trade-off for the preservation of the scenic, historic, environmental, and aesthetic character of the community.
- Policy 22.2.3 indicates that for each constrained road segment, an operational improvement program is established which identifies operational and capacity-enhancing improvements that can still be implemented within the context of the constrained system.
- The Operational Improvement Program for constrained roads is identified in Table 2(b).
- Table 2(b) was last updated in the 1999 round of amendments, and includes some improvements that have been completed or are no longer contemplated.
- Table 2(b) needs to be updated to remove the improvements that are no longer valid and add new proposed improvements.

### C. BACKGROUND INFORMATION

As noted in the Findings of Fact, Objective 22.2 and the related policies deal with “constrained” roads, those roads that the County has determined won’t be widened for certain reasons. Policy 22.2.3 provides an option for certain limited operational improvements, that can improve the capacity of the constrained roads short of actual widening. The operational improvements are called out in Table 2(b) of the Lee Plan, which hasn’t been updated since 1999.

## PART II - STAFF ANALYSIS

### A. STAFF DISCUSSION

Attached to this staff report is a proposed update of Table 2(b), with additions highlighted with underlining and deletions highlighted in strike-through format. The changes proposed for each constrained road segment are discussed below.

#### *General*

The table has until now only identified those constrained roads for which potential operational improvements have been identified, not the complete list of constrained roads. This could lead to some confusion in comparing to the list of constrained roads identified in Table 2(a). Therefore one of the first changes was to add all of the constrained roads to Table 2(b), whether specific operational improvements have been identified or not at this time for those segments. Where no specific improvement is currently identified, Footnote (1) was added which states, “*No specific operational improvement identified at this time, but operational improvements may still be possible and warranted in relation to development approval requests.*” This is a recognition that our list of operational improvements simply reflects current thinking at the time the table is updated, and is certainly not all-inclusive and may change over time. Staff also does not want to suggest that, just because an operational improvement is not identified in a table in the comprehensive plan, such an improvement might not still be necessary to address the specific impacts



of a development proposal on a constrained road. In some cases that might be determined at the time of development approval, based on the information submitted as part of the approval process.

*Captiva Road, from Blind Pass to South Seas Plantation*

No operational improvements have been identified at this time. The County recently added some paved shoulders to portions of the road where there was room and added some pedestrian cross-walks and other markings.

*Daniels Parkway, from Metro Parkway to I-75*

This segment of Daniels Parkway is already 6-laned. The County has had a long-standing plan to provide frontage roads on either side of Daniels Parkway, as identified in the controlled access resolution for the roadway. This is reflected under the "Auxiliary Lanes" column. The County also recently had an access management study done by a consultant, which led to some recommendations for reconfigurations at specific intersections. Those are identified in the "Geometrics" column. The segment already has a computerized traffic signal control system, but continued monitoring and updating of the system is called for in the "Signal Timing Progression" column.

*Estero Boulevard, from Center Street to Big Carlos Pass*

No operational improvements have been identified at this time. The County recently added paved shoulders for much of the segment at the request of the Town of Fort Myers Beach, and the Town has commissioned a study on tolling and mass transit options, which may lead to future operational improvements.

*Hickory Boulevard, from Big Carlos Pass to Bonita Beach Road*

A proposed new park on Lovers Key will have a left turn lane at its entrance, which is reflected in the "Auxiliary Lanes" column. This will be similar to the existing turn lane treatment at the park entrance at the south end of the road. No additional operational improvements have been identified at this time.

*McGregor Boulevard (SR 867), from Colonial Boulevard to Winkler Road*

The previously-identified improvement calling for two-way left turn storage at select locations has been completed by FDOT. One additional improvement has been added, identified by the Traffic Signal Coordinating Committee of the Lee County MPO. It calls for adding a northbound right-turn lane approaching Colonial Boulevard, which is currently experiencing significant back-ups. Further evaluation of the proposed improvement has determined that additional right-of-way will be required, which has led to it being identified as a major improvement in the MPO's long range plan.

*Pine Island Road (Matlacha), from Shoreview Drive to Little Pine Island*

Goal 14 of the Lee Plan addresses the Greater Pine Island community. Policy 14.2.3 provides that the County will take whatever additional actions are feasible to increase the capacity of Pine Island Road, including evaluating the construction of left turn lanes at intersections with local roads in Matlacha, or a continuous third lane. An update of the Greater Pine Island Community Plan is proposed as part of this on-going amendment cycle, and the community is suggesting the deletion of the reference to the continuous third lane, which they oppose. To ensure consistency, the reference to constructing left turn lanes at intersections with local roads is being added to Table 2(b).



*San Carlos Boulevard (SR 865-Matanzas Pass Bridge), from Center Street to Main Street*

San Carlos Boulevard currently has two southbound lanes approaching the Matanzas Pass Bridge, which narrows to one southbound lane. Lee County recently conducted an experiment with a traffic signal that alternated the release of traffic from each of the two southbound lanes to the bridge, which seemed to work fairly well, although some residents adjacent to the approach did not like it. A decision has not yet been made about whether the signal configuration will be made permanent, so it is added as an option to Table 2(b) under the "Signal Progression Timing" column. Also under consideration is the possibility of using the alternating signal concept and lane controllers to essentially create a transit-preferred lane on the southbound approach, which could possibly carry over the bridge with some lane modifications. The reference to replacing the traffic signal with a pedestrian signal has been deleted because that is no longer being considered, and the reference to implementing the recommendations of the Times Square Traffic Study has been deleted because those recommendations that were considered feasible have been implemented. The Town of Fort Myers Beach continues to evaluate options for the area, and has commissioned a study of tolling and mass transit options.

*US 41, from South of Daniels Parkway to North Airport Road*

The concepts previously identified for this segment are proposed to be deleted. Dual left turn lanes have been provided at the major intersections that have available right-of-way, a coordinated signal system has been installed, and the median openings referenced in the "Misc." column have been directionalized or closed. The conversion of the continuous right turn lanes on both sides of the road to through lanes would create an 8-lane section, which is inconsistent with state policy on the maximum laneage configuration for state highways and would potentially create safety problems. The County does not intend to increase the lane widths on the side streets, except where it has already done so on the major intersecting streets like College Parkway and Boy Scout Road. A reference is added in the "Signal Timing Progression" column to continue monitoring and updating of the coordinated signal system, and in the "Misc." column to pursuing the installation of bike paths as a transportation alternative on this segment, consistent with the Bicycle/Pedestrian Element of the MPO's long range plan and Map 3D of the Lee Plan.

*Old 41*

This segment is deleted because it is now the responsibility of the new City of Bonita Springs. An amendment of Map 2(a) listing the constrained roads will be pursued in the next amendment cycle to reflect this change.

*Gulf Boulevard, Boca Grande*

No operational improvements have been identified at this time. The County is making some drainage improvements which should improve the operation of the roadway during rain storms.

## **B. CONCLUSIONS**

Table 2(b) of the Lee Plan should be updated to reflect current thinking in relation to operational improvements on constrained roads.

## **C. STAFF RECOMMENDATION**

Planning and DOT staff recommends that the Board of County Commissioners transmit the proposed plan amendment, incorporating the changes identified in the attached update of Table 2(b).

**PART III - LOCAL PLANNING AGENCY  
REVIEW AND RECOMMENDATION**

DATE OF PUBLIC HEARING: July 22, 2002

**A. LOCAL PLANNING AGENCY REVIEW**

Staff explained the format change and the anticipated operational improvements for each constrained road, and the history of the inclusion of the list of constrained roads and associated operational improvements in the Lee Plan. Staff answered some LPA questions clarifying the scope of improvements on McGregor Boulevard and Pine Island Road, the timing of improvements on Pine Island Road, and the basis for the constrained road designations (or lack thereof) and jurisdictional responsibility in Sanibel, Fort Myers Beach and Bonita Springs.

**B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY**

1. **RECOMMENDATION:** The LPA recommended that the Board of County Commissioners transmit this proposed amendment, on a motion by Mr. Bixler and a second by Mr. Address.
2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The LPA accepted the findings of fact as advanced by staff.

**C. VOTE:**

NOEL ANDRESS	_____ AYE
MATT BIXLER	_____ AYE
SUSAN BROOKMAN	_____ AYE
RONALD INGE	_____ AYE
GORDON REIGELMAN	_____ AYE
ROBERT SHELDON	_____ AYE
GREG STUART	_____ ABSENT

**PART IV - BOARD OF COUNTY COMMISSIONERS  
HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT**

DATE OF TRANSMITTAL HEARING: September 4, 2002

**A. BOARD REVIEW:**

**B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:**

**1. BOARD ACTION:**

**2. BASIS AND RECOMMENDED FINDINGS OF FACT:**

**C. VOTE:**

**JOHN ALBION**

**ANDREW COY**

**BOB JANES**

**RAY JUDAH**

**DOUG ST. CERNY**

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**PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS, RECOMMENDATIONS,  
AND COMMENTS (ORC) REPORT**

DATE OF ORC REPORT: \_\_\_\_\_

**A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS**

**B. STAFF RESPONSE**

**PART VI - BOARD OF COUNTY COMMISSIONERS  
HEARING FOR ADOPTION OF PROPOSED AMENDMENT**

DATE OF ADOPTION HEARING: \_\_\_\_\_

**A. BOARD REVIEW:**

**B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:**

**1. BOARD ACTION:**

**2. BASIS AND RECOMMENDED FINDINGS OF FACT:**

**C. VOTE:**

**JOHN ALBION**

**ANDREW COY**

**BOB JANES**

**RAY JUDAH**

**DOUG ST. CERNY**

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**TABLE 2(b)  
RECOMMENDED OPERATIONAL IMPROVEMENTS ON CONSTRAINED ROADS**

ROADWAY	SEGMENT (or INTERSECTION)	AUXILIARY LANES	GEOMETRICS	SIGNAL TIMING PROGRESSION	MISC.
<u>Captiva Road</u>	<u>Blind Pass/South Seas Plantation</u>	(1) —	(1) —	(1) —	
<u>Daniels Parkway</u>	<u>Metro Parkway/I-75</u>	Provide frontage road connections	Potential removal of direct left turns @ Brookshire/International <sup>(2)</sup> ; Close median openings at minor side street approaches <sup>(2)</sup> ; Potentially eliminate EB left turn and NB/SB left turns at Danport Blvd. signal <sup>(2)</sup> .	Continue monitoring/updating of signal system.	Access management.
<u>Estero Boulevard</u>	<u>Center Street/Big Carlos Pass</u>	(1) —	(1) —	(1) —	
<u>Hickory Boulevard</u>	<u>Big Carlos Pass/Bonita Beach Rd</u>	Left turn lane at new park entrance on Lovers Key.	(1) —	(1) —	
<u>McGregor Boulevard (SR 867)</u> Completion anticipated in 1998	<u>Colonial Boulevard/Winkler Road</u>	*Provide two-way left turn storage at select locations Provide a NB right-turn lane from Davis Dr. to Colonial Blvd. <sup>(2)</sup>	(1) —	(1) —	
<u>Pine Island Road (Matlacha)</u>	<u>Shoreview Drive/Little Pine Island</u>	Construct left turn lanes at intersections with local roads, where feasible.	(1) —	(1) —	
<u>San Carlos Boulevard (SR 865)</u> (Matanzas Pass Bridge)	<u>Center Street/Main Street</u>	(1) —	(1) —	Traffic signal replaced with pedestrian signal. Consider alternating signal for southbound approach lanes and signal/lane controls to create a preferential transit lane.	Consider implementation of recommendations of the Times Square Traffic Study sponsored by Lee County. Encourage transit ridership.
<u>US 41</u>	<u>S. of Daniels Parkway/Boy Scout Drive North Airport Road</u>	*Provide dual left turn lanes at major intersection if ROW permits. (Done at College Parkway and Boy Scout) *Convert continuous right turn lane into a thru lane (where practical). align="center">(1) —	Increase lane widths on side streets. Reduce plateauing effect at selected intersections. align="center">(1) —	Coordinated signal system installed. Continue monitoring/updating of signal system.	Maintain access control. Direction medians at Park Meadow Drive, Kenwood Lane and Brantley Road. Improve medians between Oak Drive and South Road. Pursue installation of bike paths through MPO process.
<u>Old 41</u> To be done by CRA	<u>Bonita Beach Road/Terry Street</u>	*Provide left turn storage at select locations (where sufficient right-of-way exists).		Left turn lane and traffic signal installed at Rosemary, Terry Street, Pennsylvania Avenue and Bonita Beach Road. Coordinated signal system installed.	Maintain access control.
<u>Gulf Boulevard</u>	<u>Boca Grande</u>	(1) —	(1) —	(1) —	

**Footnotes:**

<sup>(1)</sup> No specific operational improvement identified at this time, but operational improvements may still be possible and warranted in relation to development approval requests.

\* — Indicates that the recommended improvement should increase the estimated service volume of the facility.

(Amended by Ordinance No. )



**CPA2001-24-T  
BoCC SPONSORED  
AMENDMENT  
TO THE**

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**LEE COUNTY COMPREHENSIVE PLAN**

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**THE LEE PLAN**

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**LPA Public Hearing Document  
for the  
July 22<sup>nd</sup>, 2002 Public Hearing**

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***Lee County Planning Division  
1500 Monroe Street  
P.O. Box 398  
Fort Myers, FL 33902-0398  
(941) 479-8585***

**July 1, 2002**

**LEE COUNTY  
DIVISION OF PLANNING  
STAFF REPORT FOR  
COMPREHENSIVE PLAN AMENDMENT  
CPA2001-24-T**

☒

**Text Amendment**

☐

**Map Amendment**

✓	<b>This Document Contains the Following Reviews:</b>
✓	<b>Staff Review</b>
	<b>Local Planning Agency Review and Recommendation</b>
	<b>Board of County Commissioners Hearing for Transmittal</b>
	<b>Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report</b>
	<b>Board of County Commissioners Hearing for Adoption</b>

STAFF REPORT PREPARATION DATE: July 1, 2002

**PART I - BACKGROUND AND STAFF RECOMMENDATION**

**A. SUMMARY OF APPLICATION**

**1. APPLICANT:**

LEE COUNTY BOARD OF COUNTY COMMISSIONERS  
REPRESENTED BY LEE COUNTY DIVISION OF PLANNING AND LEE COUNTY  
DEPARTMENT OF TRANSPORTATION

**2. REQUEST:**

Update Table 2(b), Recommended Operational Improvements on Constrained Roads.

**B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY:**

**1. RECOMMENDATION:** Planning and DOT staff recommends that the Board of County Commissioners transmit the proposed amendment incorporating the changes identified in the attached update of Table 2(b), as provided under Part IIC, the Staff Recommendation portion of this report.

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## PART II - STAFF ANALYSIS

### A. STAFF DISCUSSION

Attached to this staff report is a proposed update of Table 2(b), with additions highlighted with underlining and deletions highlighted in strike-through format. The changes proposed for each constrained road segment are discussed below.

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No operational improvements have been identified at this time. The County recently added some paved shoulders to portions of the road where there was room and added some pedestrian cross-walks and other markings.

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This segment of Daniels Parkway is already 6-laned. The County has had a long-standing plan to provide frontage roads on either side of Daniels Parkway, as identified in the controlled access resolution for the roadway. This is reflected under the "Auxiliary Lanes" column. The County also recently had an access management study done by a consultant, which led to some recommendations for reconfigurations at specific intersections. Those are identified in the "Geometrics" column. The segment already has a computerized traffic signal control system, but continued monitoring and updating of the system is called for in the "Signal Timing Progression" column.

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No operational improvements have been identified at this time. The County recently added paved shoulders for much of the segment at the request of the Town of Fort Myers Beach, and the Town has commissioned a study on tolling and mass transit options, which may lead to future operational improvements.

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San Carlos Boulevard currently has two southbound lanes approaching the Matanzas Pass Bridge, which narrows to one southbound lane. Lee County recently conducted an experiment with a traffic signal that alternated the release of traffic from each of the two southbound lanes to the bridge, which seemed to work fairly well, although some residents adjacent to the approach did not like it. A decision has not yet been made about whether the signal configuration will be made permanent, so it is added as an option to Table 2(b) under the "Signal Progression Timing" column. Also under consideration is the possibility of using the alternating signal concept and lane controllers to essentially create a transit-preferred lane on the southbound approach, which could possibly carry over the bridge with some lane modifications. The reference to replacing the traffic signal with a pedestrian signal has been deleted because that is no longer being considered, and the reference to implementing the recommendations of the Times Square Traffic Study has been deleted because those recommendations that were considered feasible have been implemented. The Town of Fort Myers Beach continues to evaluate options for the area, and has commissioned a study of tolling and mass transit options.

*US 41, from South of Daniels Parkway to North Airport Road*

The concepts previously identified for this segment are proposed to be deleted. Dual left turn lanes have been provided at the major intersections that have available right-of-way, a coordinated signal system has been installed, and the median openings referenced in the "Misc." column have been directionalized or closed. The conversion of the continuous right turn lanes on both sides of the road to through lanes would create an 8-lane section, which is inconsistent with state policy on the maximum laneage configuration for state highways and would potentially create safety problems. The County does not intend to increase the lane widths on the side streets, except where it has already done so on the major intersecting streets like College Parkway and Boy Scout Road. A reference is added in the "Signal Timing Progression" column to continue monitoring and updating of the coordinated signal system, and in the "Misc." column to pursuing the installation of bike paths as a transportation alternative on this segment, consistent with the Bicycle/Pedestrian Element of the MPO's long range plan and Map 3D of the Lee Plan.

*Old 41*

This segment is deleted because it is now the responsibility of the new City of Bonita Springs. An amendment of Map 2(a) listing the constrained roads will be pursued in the next amendment cycle to reflect this change.

*Gulf Boulevard, Boca Grande*

No operational improvements have been identified at this time. The County is making some drainage improvements which should improve the operation of the roadway during rain storms.

## **B. CONCLUSIONS**

Table 2(b) of the Lee Plan should be updated to reflect current thinking in relation to operational improvements on constrained roads.

## **C. STAFF RECOMMENDATION**

Planning and DOT staff recommends that the Board of County Commissioners transmit the proposed plan amendment, incorporating the changes identified in the attached update of Table 2(b).

**PART III - LOCAL PLANNING AGENCY  
REVIEW AND RECOMMENDATION**

DATE OF PUBLIC HEARING: July 22, 2002

**A. LOCAL PLANNING AGENCY REVIEW**

**B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY**

**1. RECOMMENDATION:**

**2. BASIS AND RECOMMENDED FINDINGS OF FACT:**

**C. VOTE:**

**NOEL ANDRESS**

**MATT BIXLER**

**SUSAN BROOKMAN**

**RONALD INGE**

**GORDON REIGELMAN**

**ROBERT SHELDON**

**GREG STUART**

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**PART IV - BOARD OF COUNTY COMMISSIONERS  
HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT**

DATE OF TRANSMITTAL HEARING: \_\_\_\_\_

**A. BOARD REVIEW:**

**B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:**

**1. BOARD ACTION:**

**2. BASIS AND RECOMMENDED FINDINGS OF FACT:**

**C. VOTE:**

**JOHN ALBION**

**ANDREW COY**

**BOB JANES**

**RAY JUDAH**

**DOUG ST. CERNY**

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**PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS, RECOMMENDATIONS,  
AND COMMENTS (ORC) REPORT**

DATE OF ORC REPORT: \_\_\_\_\_

**A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS**

**B. STAFF RESPONSE**

**PART VI - BOARD OF COUNTY COMMISSIONERS  
HEARING FOR ADOPTION OF PROPOSED AMENDMENT**

DATE OF ADOPTION HEARING: \_\_\_\_\_

**A. BOARD REVIEW:**

**B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:**

**1. BOARD ACTION:**

**2. BASIS AND RECOMMENDED FINDINGS OF FACT:**

**C. VOTE:**

**JOHN ALBION**

**ANDREW COY**

**BOB JANES**

**RAY JUDAH**

**DOUG ST. CERNY**

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TABLE 2(b)  
RECOMMENDED OPERATIONAL IMPROVEMENTS ON CONSTRAINED ROADS

ROADWAY	SEGMENT (or INTERSECTION)	AUXILIARY LANES	GEOMETRICS	SIGNAL TIMING PROGRESSION	MISC.
Captiva Road	Blind Pass/South Seas Plantation	(1) —	(1) —	(1) —	
Daniels Parkway	Metro Parkway/I-75	Provide frontage road connections	Potential removal of direct left turns @ Brookshire/International <sup>(2)</sup> . Close median openings at minor side street approaches <sup>(2)</sup> . Potentially eliminate EB left turn and NB/SB left turns at Danport Blvd. signal <sup>(2)</sup> .	Continue monitoring/updating of signal system.	Access management.
Estero Boulevard	Center Street/Big Carlos Pass	(1) —	(1) —	(1) —	
Hickory Boulevard	Big Carlos Pass/Bonita Beach Rd	Left turn lane at new park entrance on Lovers Key.	(1) —	(1) —	
McGregor Boulevard (SR 867) Completion anticipated in 1998	Colonial Boulevard/Winkler Road	*Provide two-way left turn storage at select locations Provide a NB right-turn lane from Davis Dr. to Colonial Blvd. <sup>(2)</sup>	(1) —	(1) —	
Pine Island Road (Matlacha)	Shoreview Drive/Little Pine Island	Construct left turn lanes at intersections with local roads, where feasible.	(1) —	(1) —	
San Carlos Boulevard (SR 865) (Matanzas Pass Bridge)	Center Street/Main Street	(1) —	(1) —	Traffic signal replaced with pedestrian signal. Consider alternating signal for southbound approach lanes and signal/lane controls to create a preferential transit lane.	Consider implementation of recommendations of the Times Square Traffic Study sponsored by Lee County. Encourage transit ridership.
US 41	S. of Daniels Parkway/Boy Scout Drive North Airport Road	*Provide dual left turn lanes at major intersection if ROW permits. (Done at College Parkway and Boy Scout) *Convert continuous right turn lane into a thru lane (where practical). (1) —	Increase lane widths on side streets. Reduce plateauing effect at selected intersections. (1) —	Coordinated signal system installed. Continue monitoring/updating of signal system.	Maintain access control. Direction medians at Park Meadow Drive, Kenwood Lane and Brantley Road. Improve medians between Oak Drive and South Road. Pursue installation of bike paths through MPO process.
Old 41 To be done by CRA	Bonita Beach Road/Terry Street	*Provide left turn storage at select locations (where sufficient right of way exists).		Left turn lane and traffic signal installed at Rosemary, Terry Street, Pennsylvania Avenue and Bonita Beach Road. Coordinated signal system installed.	Maintain access control.
Gulf Boulevard	Boca Grande	(1) —	(1) —	(1) —	

Footnotes:

<sup>(1)</sup> No specific operational improvement identified at this time, but operational improvements may still be possible and warranted in relation to development approval requests.

\* <sup>(2)</sup> Indicates that the recommended improvement should increase the estimated service volume of the facility.