



Inform > Engage > Impact

**Community & Member
Meeting
October 24th 2024**

***Improving Road Safety in SW
Florida.***

Part 1.

***A Review of the MPO's
Strategic Safety Action Plan.***



Improving Road Safety in SW Florida. Part 1

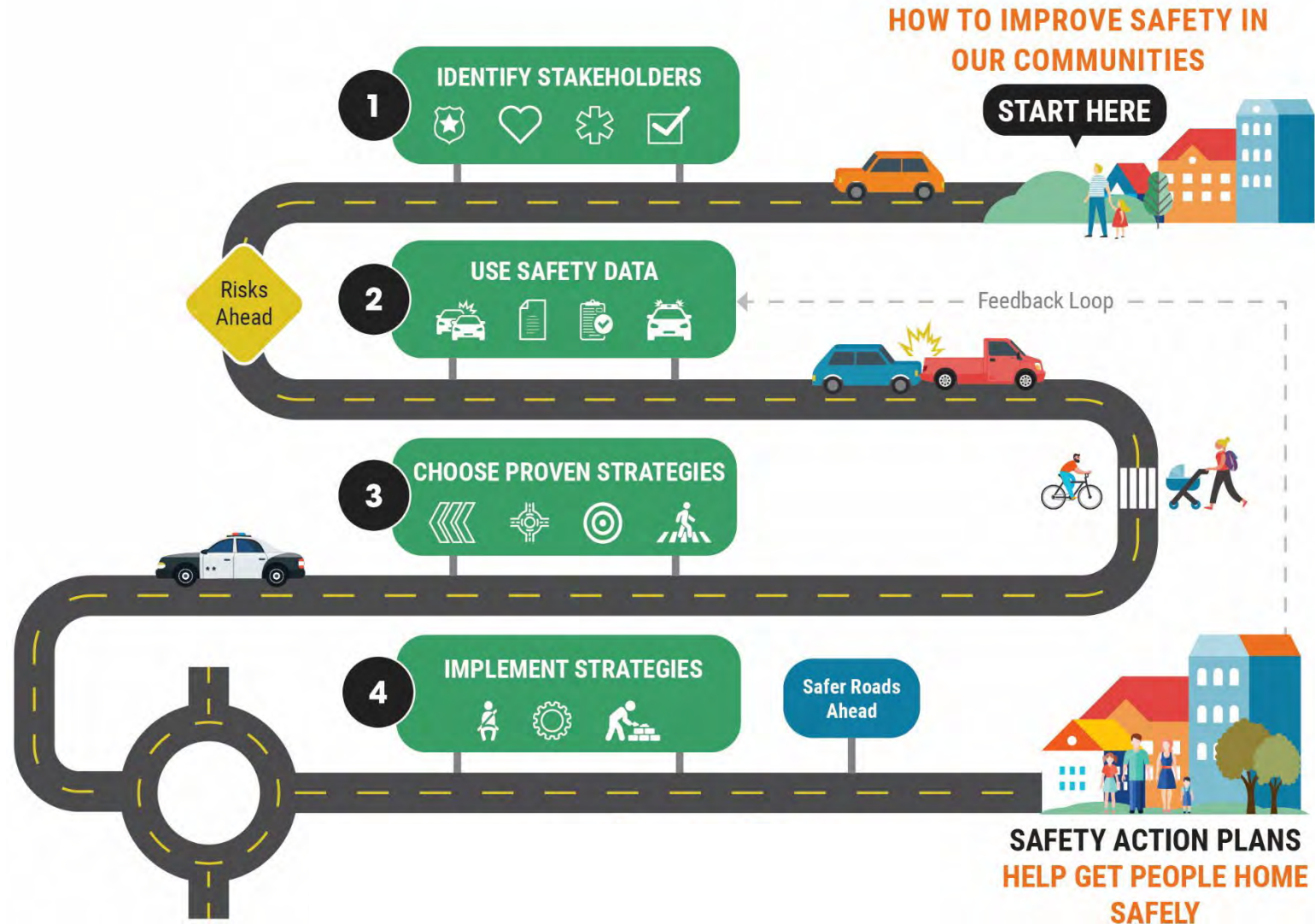
A Review of the Strategic Safety Action Plan.



Speakers

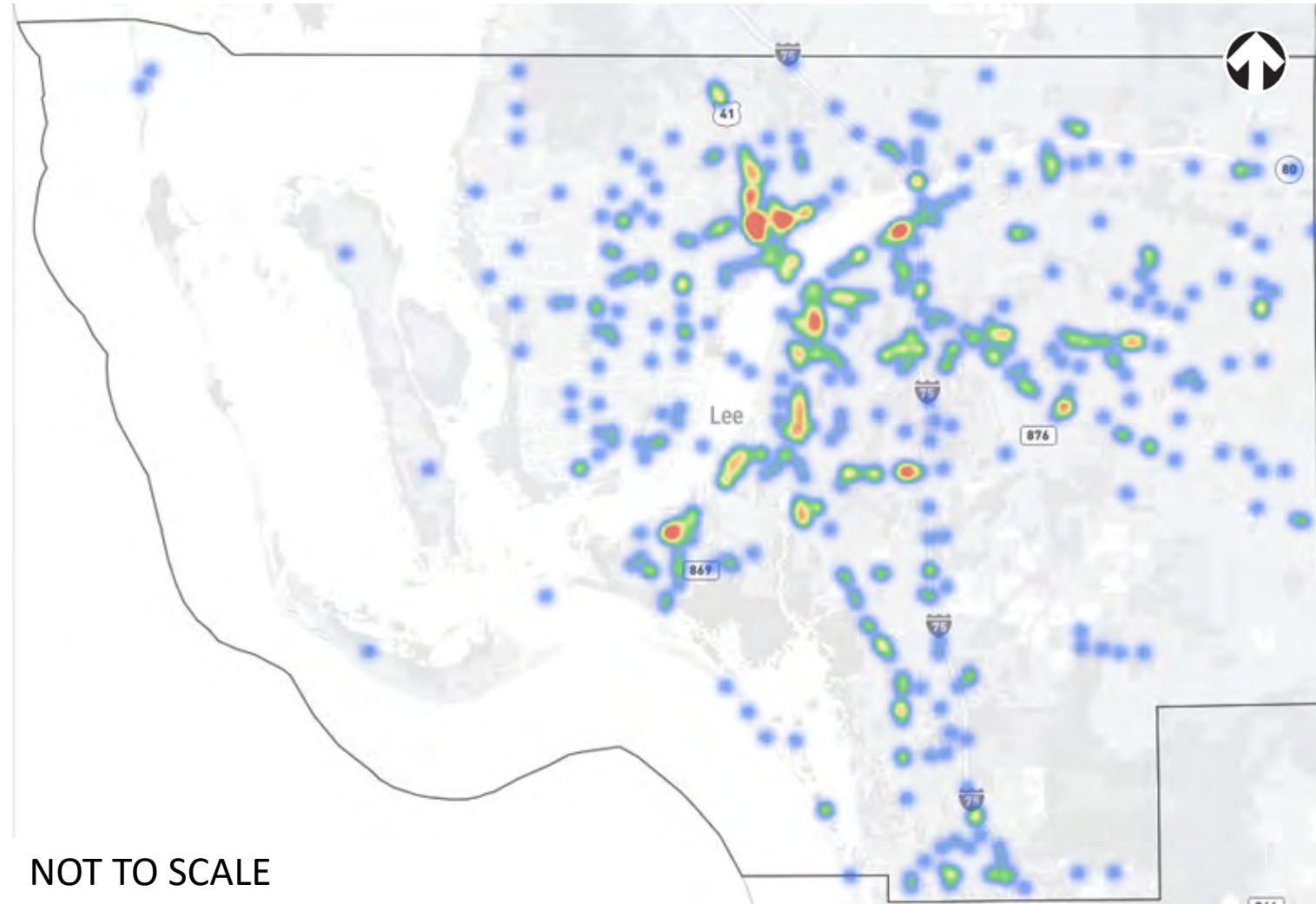
- **Ron Gogoi, AICP, Transportation Planning Administrator of the Lee County Metropolitan Planning Organization**
- **Frank Domingo, Professional Engineer and Principal, Stantec Consulting**

What is a Safety Action Plan?



Need for Study

- Averaging over 100 deaths/yr. ('19-'23)
- Averaging over 600 serious injuries/yr. ('19-'23)
- Corridor patterns start to emerge, backbone of High Injury Network
- Over \$2 billion in societal crash costs per year



Focus on Fatal and Serious Injury Crashes

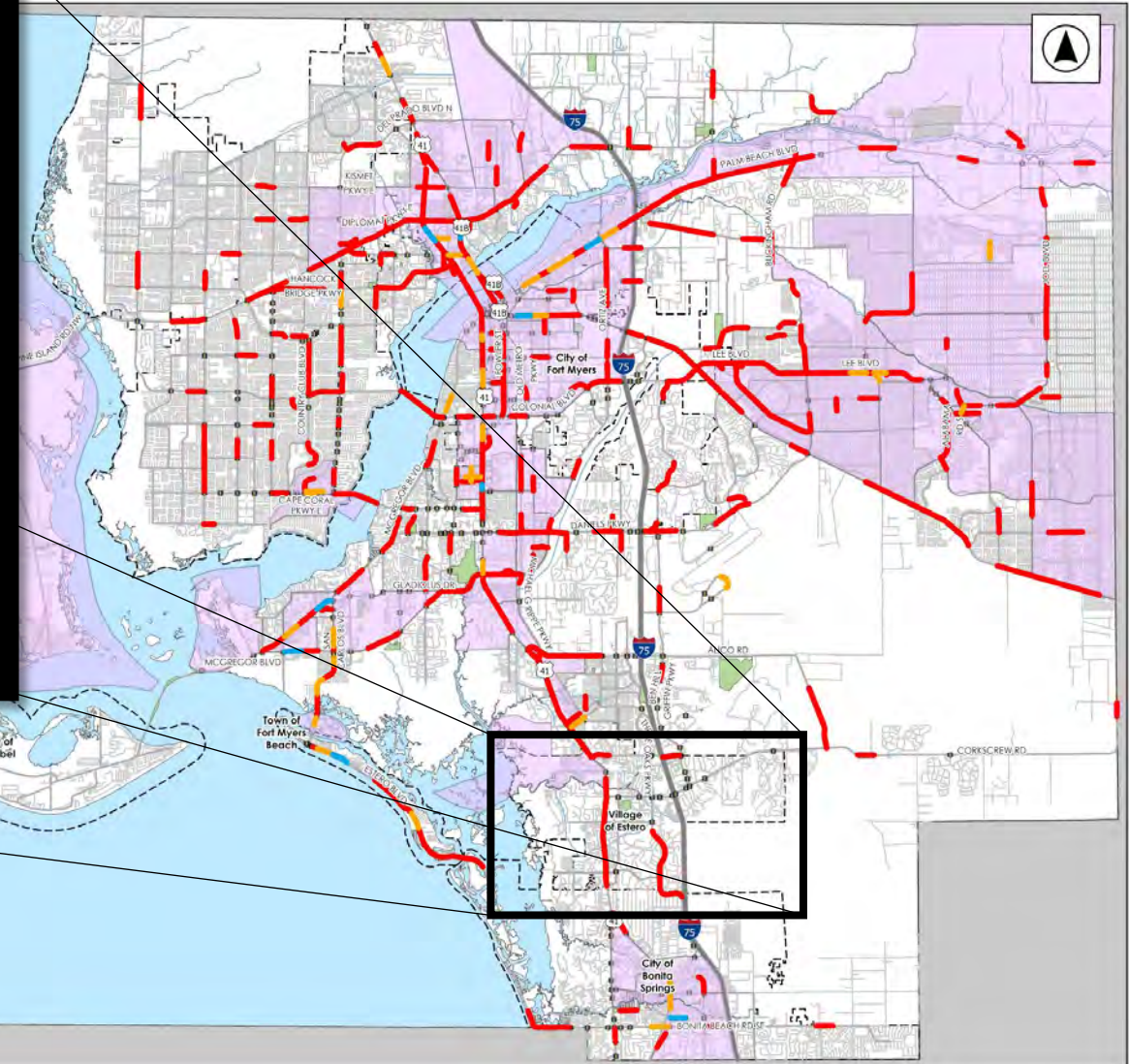


Courtesy: Miami-Dade Fire Rescue Department



Courtesy: Collier County MedFlight

High Injury Network in Estero



4 Deaths/Yr on

- US 41
- Three Oaks/Imperial Pkwy
- Estero Parkway



VICTIMS IDENTIFIED IN DEADLY CRASH

ESTERO

NEWS
ALERT



5:06 | 83°

Crash Countermeasures

- Speed Management
 - Appropriate speed limit for all road users
 - Speed safety cameras
- Pedestrian/Bicyclist
 - Bicycle lanes
 - Crosswalk visibility enhancements
 - Leading Pedestrian Interval
 - Medians/Pedestrian Refuge Islands
 - Walkways
 - RRFB's / PHB's
 - Road Diets
- Intersection
 - Backplates
 - Reduced Left Turn Conflicts
 - Corridor Access Management
- Roadway Departures
 - Enhanced Delineation
 - Curve Design
 - SafetyEdge
 - Median Barrier
 - Rumble Strips

Crash Countermeasures



Speed Management Policies

- Reducing speeds is an overarching principle to reduce crash risk for all modes

Strategies & Actions:

- Set speed limits using FDOT's Context Classification and Target Speed approach.
- Adopt an Injury Minimization and Speed Management policy: combination of speed limit reductions, design and geometric changes, and traffic operations.
- Evaluate the need for speed management strategies, such as speed feedback signs and optical speed bars ahead of severe curves for improvements on HIN.

Crash Countermeasures



Pedestrian & Bicyclist Safety

Strategies & Actions:

- Evaluate lighting conditions at locations on HIN with pedestrian crashes
- Implement crossing enhancements at intersections and mid-block crossings on the HIN in disadvantaged areas with an emphasis on locations near transit stops.
- Physically separate vulnerable users (pedestrians and cyclists) from traffic using buffered bike lanes, separated pathways, and infilling missing sidewalks.
- Adopt a robust approach to identify spacing and locations for mid-block pedestrian crossings where the propensity to cross is high.

Crash Countermeasures



Leading Pedestrian Interval (LPI)

- Provides pedestrians the opportunity to enter the crosswalk at least 3 seconds before a vehicle is given the green indication

Strategies & Actions:

- Add Leading Pedestrian Intervals (LPIs) at signalized intersections especially focused on High Injury Network or areas with higher pedestrian volume.
- Consider technology associated with extending LPI when a left-turn vehicle is present.

Crash Countermeasures



Lane Repurposing (“Road Diet”)

- Consider roadway allocation of space for all users

Strategies & Actions:

- Evaluate and implement when warranted lane reallocation projects on the HIN.
- Implement quick-build projects to incorporate countermeasures and separated multimodal facilities.
- Consider lane narrowing as a potential option where feasible.

Crash Countermeasures



Corridor Access Management

- Reduce the number of conflict points to enhance safety for all modes

Strategies & Actions:

- Review the High Injury Network for project recommendations to modify access.
- Assess unsignalized/uncontrolled intersections on HIN arterial corridors for FHWA proven countermeasure treatments.
- Perform access management review prior to major resurfacing projects.
- Develop more mid-block pedestrian crossings with appropriate traffic control.

Crash Countermeasures



Signal Phasing and Timing Adjustments

- Prioritize separating conflicts or vulnerable road users

Strategies & Actions:

- Evaluate left-turn high crash locations for protected/permissive or protected only phasing at intersections.
- Consider Flashing Yellow Arrow Omit by Ped at signalized intersections with high permissive left turning conflicts with pedestrians.
- Evaluate use of red-light running cameras at signalized intersections.
- Consider red light running predictive sensors to delay perpendicular green phase.

FDOT Target Zero Action Plan for US 41



In Estero



LEGEND

- HIGH INJURY NETWORK
- FATAL CRASH
- PEDESTRIAN-INVOLVED FSI CRASH
- MOTORCYCLE-INVOLVED FSI CRASH
- ⊙ HIGH RISK INTERSECTION
- SERIOUS INJURY CRASH
- BICYCLE-INVOLVED FSI CRASH
- AUTOMOBILE-ONLY FSI CRASH
- #— WORST SEGMENT AND SCORE

PROPOSED SAFETY COUNTERMEASURES

COUNTERMEASURE	CRASH PROFILE 1	CRASH PROFILE 2	CRASH PROFILE 3	IMPLEMENTATION TIMELINE	FDOT GOLD
Provide intersection improvements to include signalization, crosswalks, and reduced curb radii at unsignalized intersections	✓	✓	✓	Medium	★
Co-locate midblock crossings with visibility enhancements and pedestrian refuge islands with key community assets such as bus stops, schools, and major commercial centers	✓	✓		Short	★
Upgrade to high-emphasis crosswalks at intersections	✓	✓		Short	★
Consider opportunities for innovative intersection designs	✓	✓	✓	Varies	★
Propose lane narrowing to accommodate buffered bike lanes		✓	✓	Medium	★
Improve access management with median treatments and reduction in driveway conflicts	✓	✓	✓	Long	★
Complete sidewalk gaps	✓			Medium	★
Assess appropriate speed limits in conjunction with speed management strategies to accommodate all road users	✓	✓	✓	Short	★

Policies / Strategies

Non-Infrastructure

- Education
- Encouragement
- Enforcement
- Equity
- Evaluation



For Example...

Targeted Enforcement / Social Media Campaigns

Educational Programs

www.AlertTodayFlorida.com/

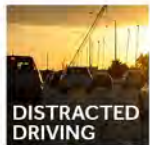


Resources

Safety



Bicycle Safety



Distracted Driving



Impaired Driving



Speeding and Aggressive Driving



Florida Truck Lane Restrictions



The 100 Deadliest Days for Teen Drivers

[Resources \(fdot.gov\)](http://Resources(fdot.gov))



Travel Demand Management

Background Traffic Diversions

Operational Strategies to Improve Throughput

Stay Away

Arrive Early/ Leave Late

Change Arrival & Departure Patterns

Encouragement Activities

SafeRoutes
Florida Safe Routes to School

www.srtsfl.org

Behavior Change through Unique Community Signage



Stay Involved!



Lee County MPO Safe Streets for All – Safety Action Plan
PUBLIC MEETING #2

SAVE THE DATE!
JOIN US AT THE SECOND PUBLIC MEETING
FOR LEE COUNTY SAFE STREETS FOR ALL STUDY

DATE: MONDAY, DECEMBER 9, 2024

TIME: 5:00 P.M. – 7:00 P.M.

LOCATION: HILTON GARDEN INN

16410 CORPORATE COMMERCE WAY, FORT MYERS, FL 33913

An official invite with details will be coming soon.

**Help Us Make
Lee County Roads Safer!**

surveymonkey.com/r/LeeMPO-SS4A-Survey



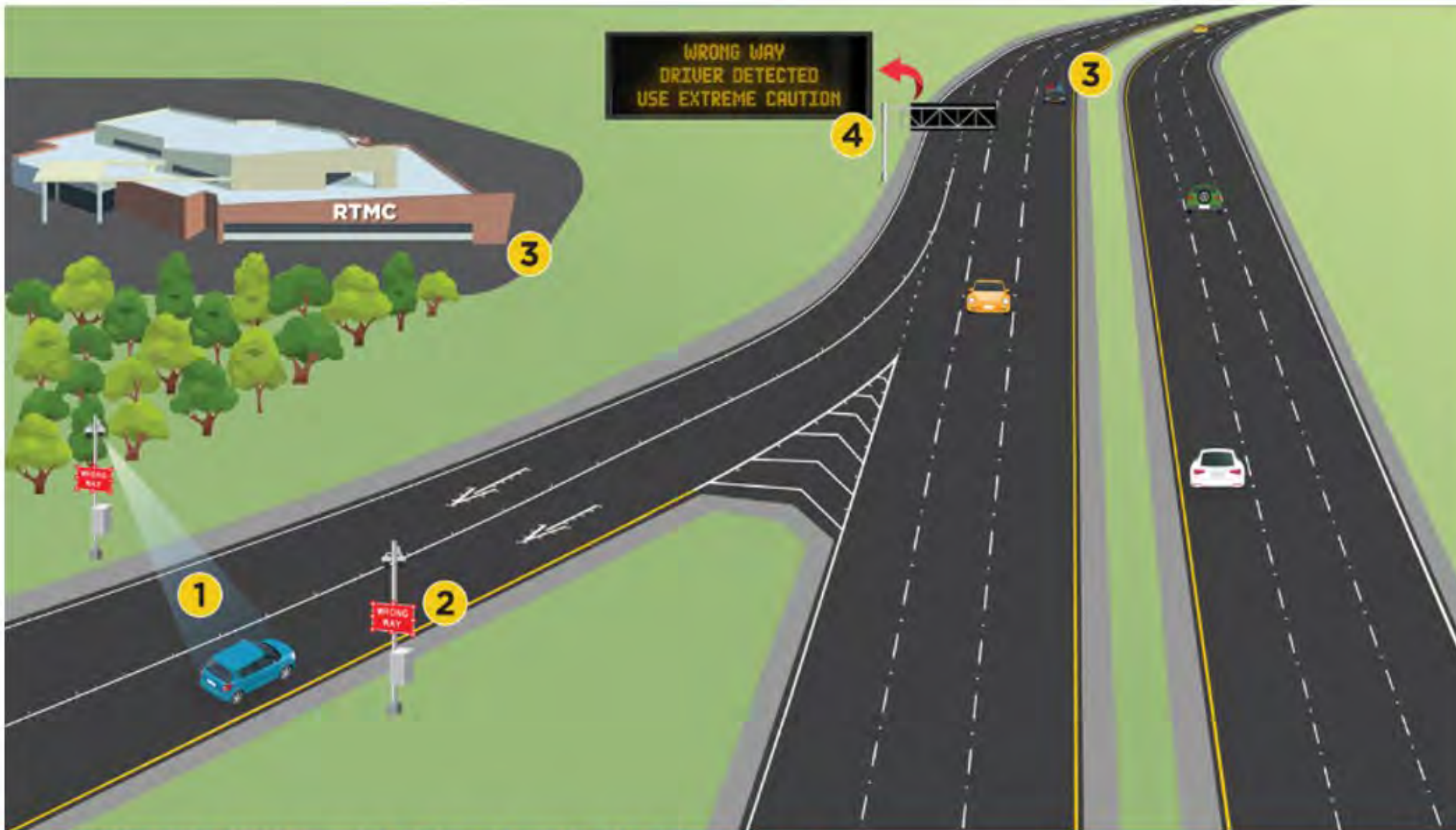
**Provide your
input in our
Public Survey!**



For additional information on this study, please contact **Lee County MPO Executive Director Don Scott, AICP**, at dscott@leempo.com.

This Safe Streets for All study is funded by a grant from the United States Department of Transportation (USDOT). For more details about the Safe Streets for All funding program, visit <https://www.transportation.gov/grants/SS4A>.





HOW WRONG-WAY VEHICLE DETECTION SYSTEM WORKS

1. **Detects Vehicle:** Signs located on the exit ramps use system to detect vehicle traveling the wrong way.
2. **Triggers lights:** Flashing lights are turned on along sign border to alert the driver he/she is traveling in the wrong direction.
3. **Notifies officials:** Detection system sends alert immediately to operators at an FDOT Regional Transportation Management Center (RTMC) and law enforcement officials.
4. **Alerts other drivers:** RTMC system broadcasts a wrong-way driver alert on message boards along the freeway.

Operator Response

Wrong Way Driver Detection Systems

A large, solid blue arrow points downwards from the top box to the bottom box, indicating a flow or relationship between the two concepts.

Allow operators to quickly respond to Wrong Way Drivers by

Activating Dynamic
Message Signs (DMS)

Notifying Law Enforcement

Warning Road Rangers in
area of approaching danger

**WRONG WAY DRIVER
REPORTED
USE CAUTION**

All Dynamic Message Signs activated within a 15-mile radius for 15 minutes OR until threat is gone



Interstate Detection Systems - Lee County

I-75 Exit Ramp	Direction	FPID, Phase, KD
EXIT 116 Bonita Beach	Both Directions	446344-1, Constr
EXIT 123 Corkscrew Rd	Both Directions	Complete
EXIT 128 Alico Rd	Both Directions	446344-1, Constr
EXIT 128 Terminal Access Rd	Both Directions	448802-1, Complete
EXIT 131 Daniels Pkwy	Both Directions	448802-1, Complete
EXIT 136 Colonial Blvd (SR884)	Both Directions	413065-1, Constr

Interstate Detection Systems - Lee County Cont...

I-75 Exit Ramp	Direction	FPID, Phase, KD
EXIT 138 MLK Blvd (SR82)	Northbound	413065-1, Complete
EXIT 138 MLK Blvd (SR82)	Southbound	448802-1, Complete
EXIT 139 Lockett Rd	Northbound	448802-1, Complete
EXIT 141 Palm Beach Blvd(SR80)	Both Directions	448802-1, Complete
EXIT 145 Bayshore Rd (SR78)	Both Directions	448802-1, Constr, 1/24

Implementation Timeline & ROW Funding Strategy

\$82M

\$27M

← 1/3 from federal

\$27M

← 1/3 from state

\$17M

← 1/3 from local;
\$10 million
already raised

\$10M

Phase	Estimated Timeframe
Feasibility Study (Complete)	March 2020 – March 2023
Fee Simple Land Acquisition	October 2022 – March 2026
ATTIP Grant Agreement Signed	June 2025 – January 2026
PD&E + Design Procurement	January 2026 – June 2026
PD&E + Design	June 2026 – June 2029
Expected NEPA Clearance	June 2029
Construction + CEI Procurement	June 2029 – January 2030
Construction + CEI	January 2030 – January 2031

- **ATTIP** (Active Transportation Infrastructure Investment Program): Requested \$12 Million



Next Near-Term Steps

- Submit application for EPA Community Change grant (November)
- Continue evaluating opportunities for local funding (i.e., Lee 20/20, Collier County)
- Submit application for federal RAISE grant (early 2025)
- Following November election, advocate for filing of state appropriation bills
- Presentations to civic and business organizations in support of funding requests



- **Identify project in SS4A Plan for tapping into SS4A Implementation Grants**

C.R. 951 Project Development & Environment Study

Project Alternatives - Concept Development

Date of Photography: March 2005

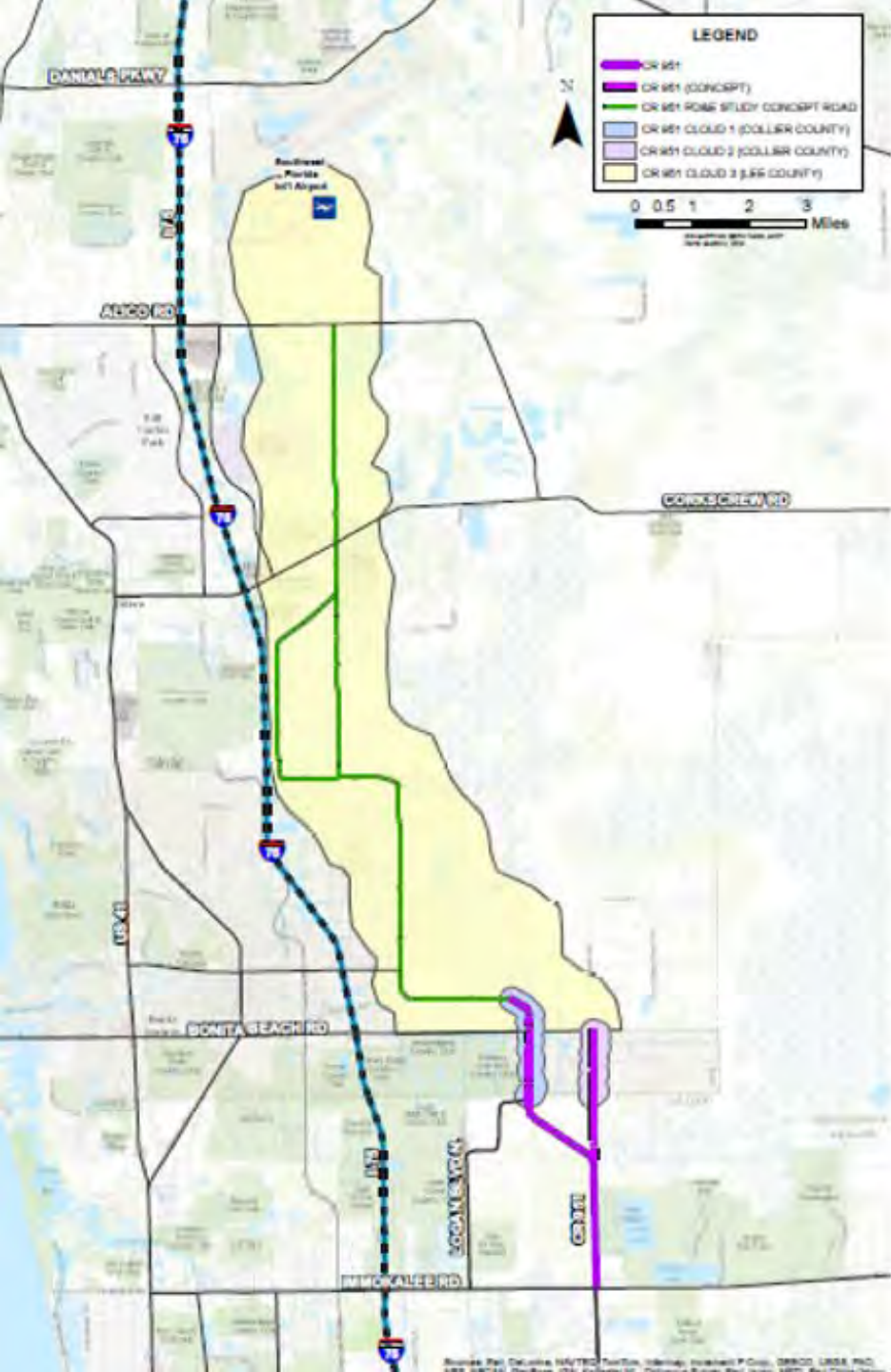


NOT TO SCALE



Final Two Alignments

CR 951 PD&E Study – From Immokalee Road to Alico Road



CR 951 EXTENSION

Concept Alignments

