



Slide 1 - Introduction Slide

The Florida Department of Transportation would like to welcome you to the public meeting for the SR 82 safety improvement project in Lee County. The following presentation will play on a loop for the duration of this meeting.

Participation Formats



Gateway Trinity Lutheran Church



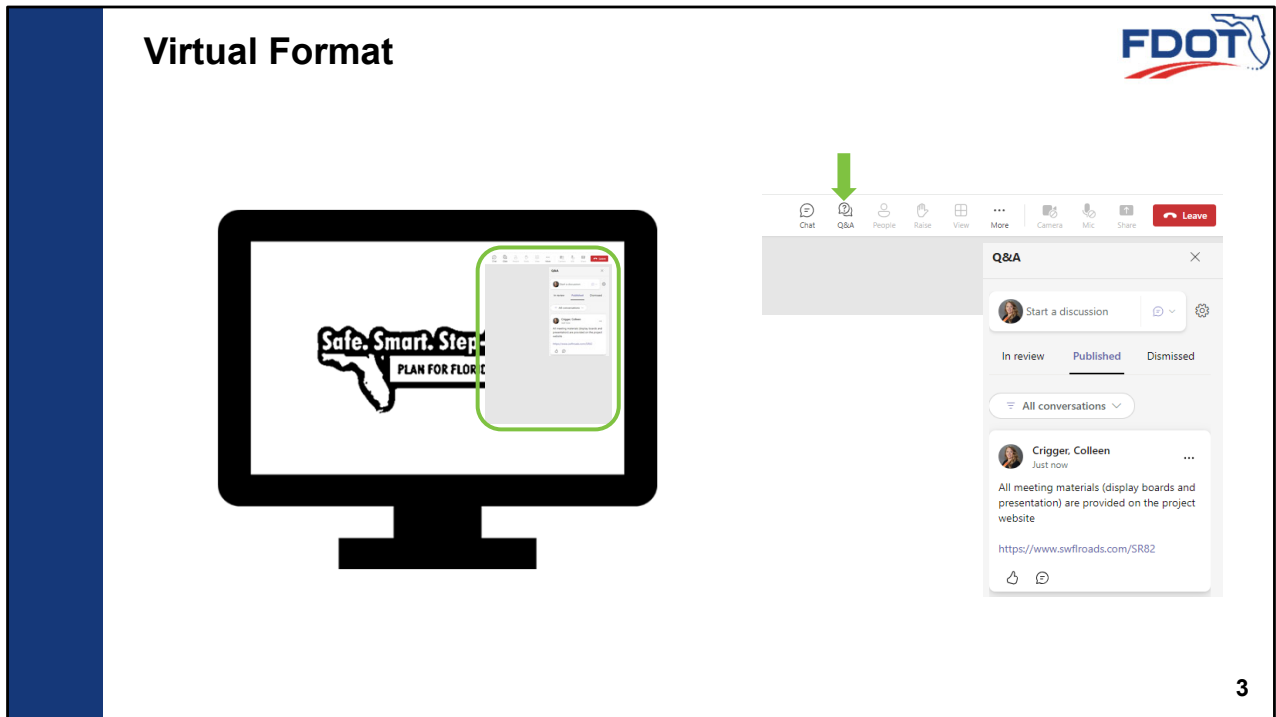
This public meeting is being recorded.



Slide 2 – Participation Formats

This public meeting complies with the FDOT Public Engagement guidance issued April 18, 2022. To provide multiple opportunities for the public to receive information and provide input, this hybrid Public Meeting uses both a face-to-face and a virtual component. Attendance at the Gateway Trinity Lutheran Church allows for in-person participation. Virtual attendance is available through Microsoft Teams and over the phone. There is no cost to the public to participate in this event.

All attendees participating by electronic device or phone will be muted during the presentation.



Slide 3 – Virtual Format

Before we begin the project presentation, we would like to familiarize online attendees with the Microsoft Teams platform. On your computer or device screen, you should see a control panel that looks like this. The default audio setting will play sound from your computer or device speakers. All attendees will be placed in Listen Only mode throughout the presentation. To provide a comment or question, select the “Q” and “A” tab at the top and type your comment or question into the Q and A pane on the right. You will receive a written response from FDOT after all comments have been received.

Technical Difficulties/“Listen Only”



Dial-in
for audio

1-319-423-3625
Access Code: 642-185-75



View/print
presentation
slides

www.SWFLRoads.com/SR82

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Slide 4 – Technical Difficulties or Listen Only

If you experience technical difficulties with Microsoft Teams or do not intend to provide comment during tonight’s public meeting, you may download the presentation slides at www.SWFLRoads.com/SR82 and follow along through your phone audio by dialing 1-319-423-3625 and entering access code 642-185-75. Dial-in attendees who are not also logged into the webinar do not have an option to type comments during tonight’s event.

All materials related to this public meeting are currently accessible on the project webpage for those who were unable to participate in tonight’s live event.

Project Team



- Xiaoxue (Snow) Peng, P.E., Project Manager, FDOT District One
- Walter Breuggeman, P.E., Traffic Services Program Engineer, FDOT District One
- Jeremy Stucker, Traffic Specialist, FDOT District One
- Kathy Cothorn, Traffic Specialist, FDOT District One
- John Kubicki, RSP, Safety Work Program Manager, Landis Evans on behalf of FDOT District One
- Susan Joel, P.E., PTOE, RSP, AtkinsRéalis on behalf of FDOT District One
- Colleen Crigger, P.E., Stanley, Inc on behalf of FDOT District One

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Slide 5 – Project Team

With us at this meeting, we have Snow Peng, PE FDOT Project Manager, Walter Breuggeman, PE, FDOT Traffic Services Program Engineer and several other FDOT staff members and Consultant Project Engineers.

Regulations Governing Tonight's Public Meeting



- Section 120.525, F.S. – Meetings, Hearings and Workshops
- Section 286.011, F.S. – Government in the Sunshine Law
- Section 335.199, F.S. – Transportation Projects Modifying Access to Adjacent Property
- Americans with Disabilities Act (ADA) of 1990
- Title VI of the Civil Rights Act of 1964 and other Nondiscrimination Laws

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Slide 6 – Regulations Governing Tonight's Public Meeting

Public Meetings are a regulated forum for presenting information and obtaining public input. Tonight's public meeting is an opportunity for members of the public to express their opinions and concerns about the safety improvements on SR 82 from Sunshine Boulevard to Columbus Boulevard in Lee County, Florida.

Tonight's public meeting is consistent with the federal and state requirements shown on the screen.

Title VI



Public Meetings hosted by the Florida Department of Transportation comply with Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns about Title VI may do so by contacting Florida Department of Transportation District One Title VI Coordinator Cynthia Sykes, or State Title VI Coordinator Stefan Kulakowski, at the contact information listed on the screen. This contact information is also included in the public notifications that were published for this project.

Cynthia Sykes

FDOT District One Title VI Coordinator
801 N. Broadway Avenue
Bartow, Florida 33830
863-519-2287
Cynthia.Sykes@dot.state.fl.us

Stefan Kulakowski

FDOT State Title VI Coordinator
605 Suwanee Street, Mail Station 65
Tallahassee, Florida 32399
850-414-4742
Stefan.Kulakowski@dot.state.fl.us

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Slide 7 – Title VI

Public Meetings hosted by the Florida Department of Transportation comply with Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns about Title VI may do so by contacting Florida Department of Transportation District One Title VI Coordinator Cynthia Sykes, or State Title VI Coordinator Stefan Kulakowski, at the contact information listed on the screen. This contact information is also included in the public notifications that were published for this project.

Public Notices

Property Owner/Tenant Notifications

The News-Press Legal Ad

www.SWFLRoads.com/SR82



Florida Administrative Register Posting

FDOT Public Notices Webpage

Slide 8 – Public Notice

Notice for this public meeting, including information on how to access the online meeting platform, was:

- provided by mail to property owners and tenants in the project area,
- posted in The New Press newspaper,
- in the Florida Administrative Register,
- on the FDOT Public Notices website,
- on the FDOT SWFLRoads.com website,
- And on FDOT Social media.

A media release was also issued.

Submitting Comments During Tonight's Meeting

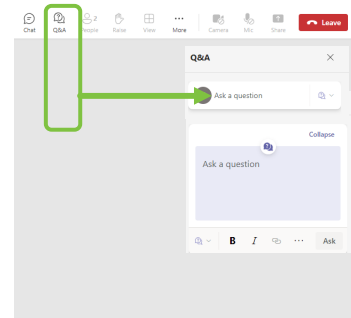


In-person Participants

- Turn in a Comment Form to submit a written statement

Online Participants

- Type written comment



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Slide 9 – Submitting Comments During Tonight's Meeting

The Florida Department of Transportation encourages community members to participate in this access management project project by submitting comments to the project team. All comments received will be included in the public record.

- In-person attendees who would like to offer a written comment should complete a Comment Form. This form can be placed in the comment box this evening or emailed or mailed to the FDOT Project Manager at the addresses provided on the form.
- Online attendees wishing to provide a written comment into the Questions pane of the Teams control panel.

Submitting Comments After Tonight's Public Meeting



Xiaoxue (Snow) Peng, P.E.
FDOT District One
PO Box 1249
Bartow, FL 33830-1249



www.swflroads.com/SR82



863-519-2384



Xiaoxue.Peng@dot.state.fl.us

Comments received or postmarked by
April 26, 2024
will be included in the official public record.

Slide 10 – Submitting Comments After Tonight's Meeting

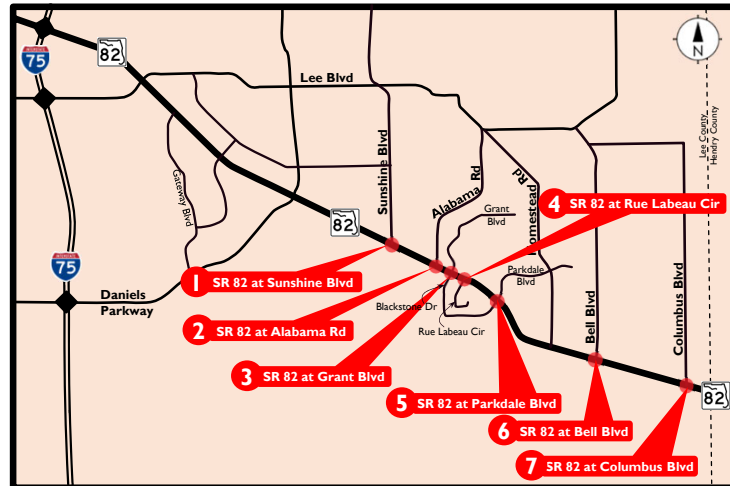
Project materials and this presentation are available on the SWFLRoads.com website. Questions or comments may be submitted to Project Manager Snow Peng via mail, email, the project website or phone. All comments received or postmarked by April 26, 2024 will become part of the official public record. The addresses and phone number on this slide were provided in public notifications.



Slide 11 – Project Presentation

Good evening. This slide marks the beginning of the Project Presentation for the SR 82 Safety Improvement Project project in Lee County.

Project Area



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Slide 12 – Project Area

This project includes median modifications to seven intersections along SR 82 in Lehigh Acres. From west to east, the intersections include Sunshine Boulevard, Alabama Road, Grant Boulevard, Rue Labeau Circle, Parkdale Boulevard, Bell Boulevard and Columbus Boulevard. These intersections are primarily surrounded by residential homes with some commercial properties along the corridor.

SR 82 is a four-lane and six-lane divided roadway with a grassed median. The posted speed limit is 55 mile per hour from Sunshine Boulevard to west of Bell Boulevard and increases to 60 miles per hour from west of Bell Boulevard to Columbus Boulevard.

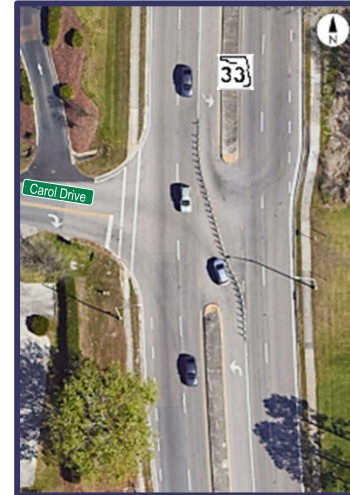
Proposed Activities to Improve Safety



■ Interim Median Modifications

- Decision making is simplified
- Conflicts within the median opening are reduced
- Shorter queues due to drivers not waiting for a gap in traffic to turn left

Example of a Directional Median Opening



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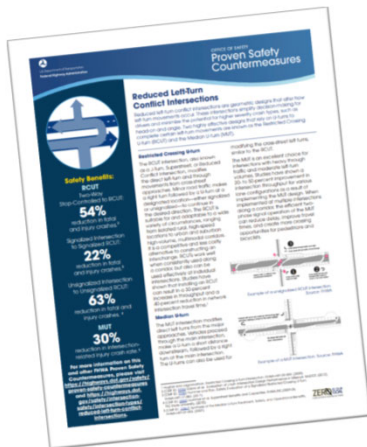
Slide 13 – Proposed Activities to Improve Safety

The project is intended to increase safety along SR 82 by managing access at these intersections. To reduce crashes and improve safety, the full median opening at each of these intersections will become a two-way directional median opening. These interim safety improvements will simplify the decision-making for drivers, by reducing the conflicts and crashes within the median openings.

Conflict Points

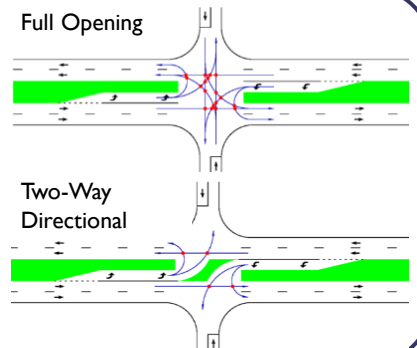


- Areas where paths legally cross within an intersection
- Reducing the number of conflict points increases safety
- According to FHWA, converting to an unsignalized RCUT results in a 54% reduction in fatal and injury crashes.



Full median openings have 18 major conflict points.

Two-way directional openings have 4 conflict points.



Source: <https://highways.dot.gov/safety/proven-safety-countermeasures/reduced-left-turn-conflict-intersections>

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Slide 14 – Conflict Points

Conflict points are areas where vehicle paths legally cross within an intersection. For example, when one vehicle turns left from a side street, it must stage within the median opening and merge into the path of vehicles that were already heading straight on that roadway. This requires vehicles traveling in different directions (and at different speeds) to share the same space. Crashes are most likely to occur at these conflict points. This graphic illustrates how the number of conflict points changes based upon converting a “full” median access to a “two-way directional” median access. The “two-way directional” median access reduces the number of conflict points by restricting the thru and left turn movements from the side streets. These side street movements are redirected to turn right onto the main roadway followed by a U-turn at an adjacent median opening. This is called a restricted crossing u-turn.

With a Restricted Crossing U-Turn, drivers stopped at the side street waiting to cross or turn left no longer must navigate a complex intersection with two directions of traffic often traveling at high speeds. The restricted crossing u-turn results in a 54% reduction in injury and fatal crashes.

Specific to the intersections on SR 82, the frequency of gaps provided in eastbound and westbound traffic is not sufficient to accommodate the northbound or southbound left turning volumes without increasing conflicts with eastbound and westbound left turning vehicles.

Managing Access through Median Openings



Drivers traveling in both directions share the space in a **full median opening** (above).

Drivers have a dedicated turning space separated from opposing traffic in a **directional median opening** (below).



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Slide 15 – Managing Access Through Median Openings

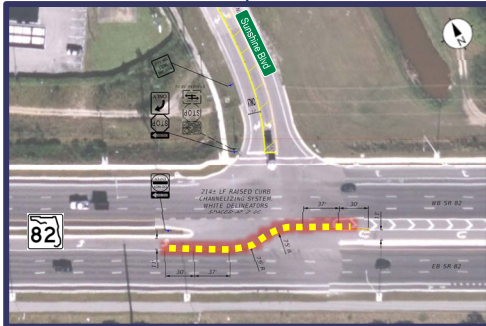
A full median opening allows left turns for vehicles from each intersection approach along the main roadway and side streets. Turning vehicles would maneuver in a shared space with many conflict points within the median opening.

A two-way directional median opening is configured so that only vehicles traveling along the main roadway can access it to make a turn. Left turn and through movements from side streets are removed. On an east-west main roadway, there would be one directional opening for eastbound left and U-turning traffic and a separate directional opening for westbound left and U-turning traffic. This configuration has fewer conflict and provides improved visibility by managing the placement of vehicles within the median.

Proposed Median Modification at Sunshine Boulevard

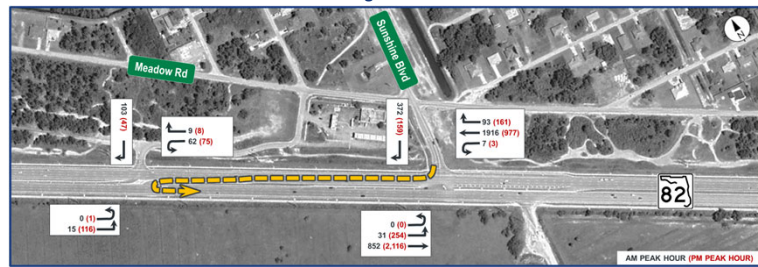
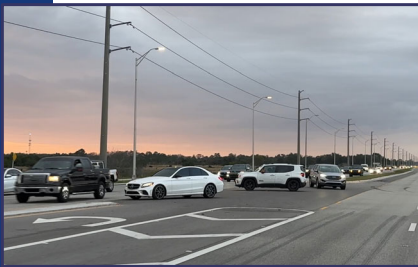


Interim Improvement



Median Opening Type		Reported Crash Totals 1/1/2021 to 12/31/2023					
Existing	Proposed	Fatal and Incapacitating Crashes	Total Crashes	Correctible Crashes			Total
				Left-Turn & Angle Crashes from Side Street	Rear End & Other	Sideswipe	
Full	Directional	1	94	31	4	5	40

Rerouted Turning Movement Volumes



Slide 16 – Proposed Median Modification at Sunshine Boulevard

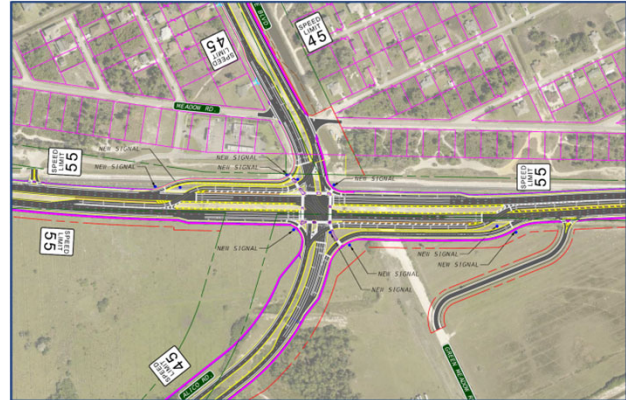
We'll now discuss each of the intersections. Each slide will provide the interim improvement concept, the historical crash information, and rerouted turning movements. At each location, northbound and southbound left-turning and through movements from the sidestreets will be rerouted to median openings to the east and west. These details, along with the collision diagrams, are provided on the individual intersection display boards.

At Sunshine Boulevard, from year 2021 through 2023, there were a total of 94 crashes that resulted in one fatal or incapacitating injury. Based on the historical crashes, eliminating left turn movements onto SR 82, 40 crashes would be considered correctable at the intersection.

Ultimate Improvement at Sunshine Boulevard



- Implemented by Lee County with Alico Road Extension, Phase 2
 - Reconstruct intersection to a partial displaced left turn
 - Public Meeting planned for Summer 2024
 - Construction begin Mid-2026
 - Project website: www.alicoroadextension.com



Slide 17 – Ultimate Improvements at Sunshine Boulevard

The ultimate intersection improvement is being implemented by Lee County as part of the Alico Road Extension, Phase 2 project.

The intersection will be reconstructed to a partial displaced left turn configuration.

The County plans to hold a public meeting in the Summer of this year with construction currently scheduled to begin in mid-2026.

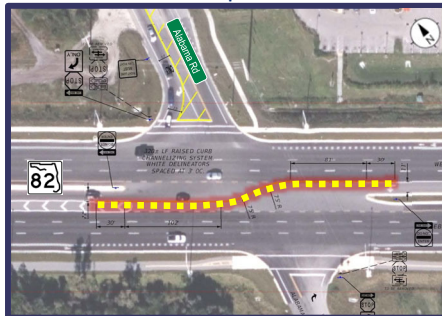
Information on this Lee County project can be found at www.Alicoroadextension.com

www.Alicoroadextension.com

Proposed Median Modification at Alabama Road

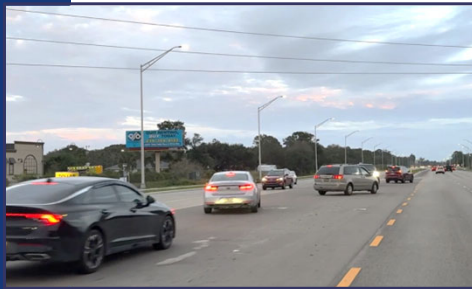


Interim Improvement



Median Opening Type		Reported Crash Totals 1/1/2021 to 12/31/2023				
Existing	Proposed	Fatal and Incapacitating Crashes	Total Crashes	Correctible Crashes		
				Left-Turn & Angle Crashes from Side Street	Rear End	Total
Full	Directional	6	93	11	1	12

Rerouted Turning Movement Volumes



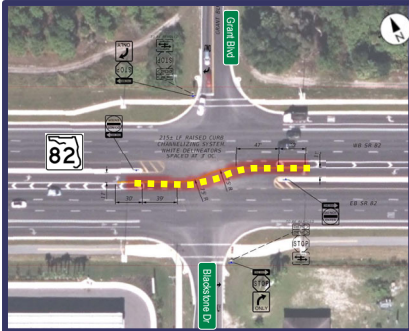
Slide 18 – Proposed Median Modification at Alabama Road

At Alabama Road, from year 2021 through 2023, there were a total of 93 crashes that resulted in six fatal or incapacitating injuries. Twelve of these crashes would be considered correctable with the interim improvements.

Proposed Median Modification at Grant Boulevard/Blackstone Drive

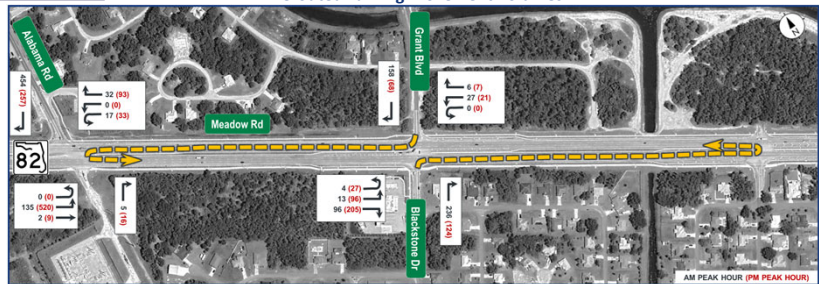


Interim Improvement



Median Opening Type		Reported Crash Totals 1/1/2021 to 12/31/2023					
Existing	Proposed	Fatal and Incapacitating Crashes	Total Crashes	Correctible Crashes			
				Left-Turn & Angle Crashes from Side Street	Rear End & Other	Sideswipe	Total
Full	Directional	0	52	27	4	4	35

Rerouted Turning Movement Volumes

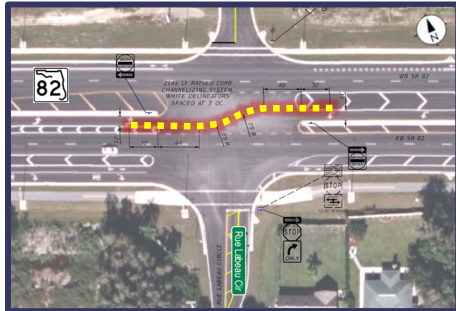


Slide 19 – Proposed Median Modification at Grant Boulevard / Blackstone Drive
 At Grant Boulevard / Blackstone Drive, from year 2021 through 2023, there were a total of 52 crashes with no fatal or incapacitating injuries. 35 of these crashes would be considered correctable.

Proposed Median Modification at Rue Labeau Circle



Interim Improvement



Median Opening Type		Reported Crash Totals 1/1/2021 to 12/31/2023			
Existing	Proposed	Fatal and Incapacitating Crashes	Total Crashes	Correctable Crashes	
				Angle Crashes from Side Street	Total
Full	Directional	0	4	4	4

Rerouted Turning Movement Volumes

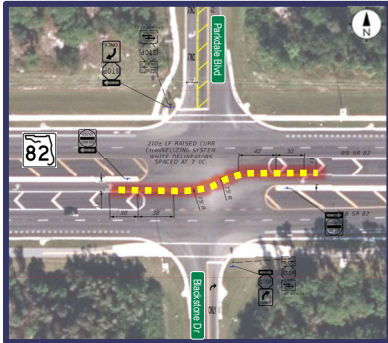


Slide 20 – Proposed Median Modification at Rue Labeau Circle

At Rue Labeau Circle, there were four crashes in the three-year period, with no fatal or incapacitating injuries. All four crashes are considered correctable with the interim improvement.

Proposed Median Modification at Parkdale Boulevard/Blackstone Drive

Interim Improvement



Median Opening Type		Reported Crash Totals 1/1/2021 to 12/31/2023			
Existing	Proposed	Fatal and Incapacitating Crashes	Total Crashes	Correctible Crashes	
				Angle Crashes from Side Street	Total
Full	Directional	1	21	5	5

Rerouted Turning Movement Volumes

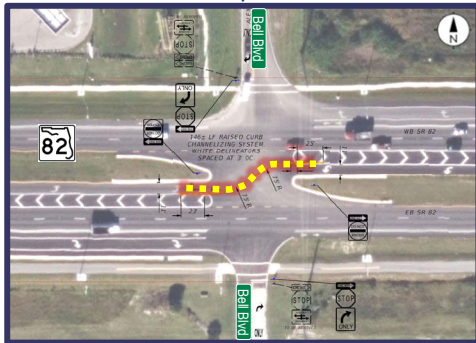


Slide 21 – Proposed Median Modification at Parkdale Boulevard /Blackstone Drive
 At Parkdale Boulevard / Blackstone Drive, there were a total of 21 crashes in the three-year period with one fatal or incapacitating injury. 5 of these crashes would be considered correctable.

Proposed Median Modification at Bell Boulevard



Interim Improvement



Median Opening Type		Reported Crash Totals 1/1/2021 to 12/31/2023				
Existing	Proposed	Fatal and Incapacitating Crashes	Total Crashes	Correctible Crashes		
				Left-Turn & Angle Crashes from Side Street	Rear End	Total
Full	Directional	1	29	11	2	13

Rerouted Turning Movement Volumes

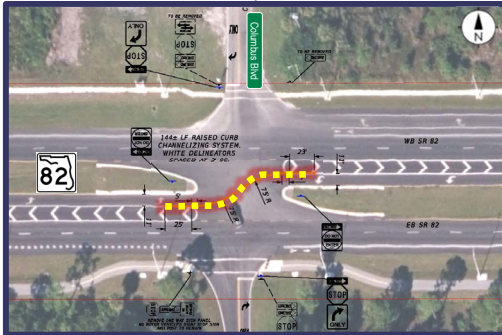


Slide 22 – Proposed Median Modification at Bell Boulevard

At Bell Boulevard, there were a total of 29 crashes occurred in the three-year period with one fatal or incapacitating injury. 13 of these crashes would be considered correctable.

Proposed Median Modification at Columbus Boulevard

Interim Improvement



Median Opening Type		Reported Crash Totals 1/1/2021 to 12/31/2023					
Existing	Proposed	Fatal and Incapacitating Crashes	Total Crashes	Correctible Crashes			
				Left-Turn & Angle Crashes from Side Street	Rear End	Sideswipe	Total
Full	Directional	1	20	11	4	2	17

Routed Turning Movement Volumes



Slide 23 – Proposed Median Modification at Columbus Boulevard

Based on the three-year collision analysis, 20 crashes occurred at Columbus Boulevard that resulted in one fatal or incapacitating injury. 17 of these crashes would be considered correctable with the interim improvements.

What's Next?

- Convert the full median openings to two-way directional median openings at seven intersections:
 - Sunshine Boulevard, Alabama Road, Blackstone Drive/Grant Boulevard, Rue Labeau Circle, Parkdale Boulevard, Bell Boulevard and Columbus Boulevard
- Install temporary curbing to restrict left-turn and through movements from sidestreets
 - Implement in Summer 2024
- Lee County will reconstruct Sunshine Boulevard intersection
 - Construction to begin mid-2026
- Ultimate alternatives/controls are being evaluated at the remaining six intersections
 - To include signals where warrants are met and several other intersection configurations to reduce left-turn conflicts

Slide 24 –What's Next?

In order to quickly reduce crashes and improve safety at the seven intersections, FDOT plans to install the interim median modification in the Summer of this year.

Lee County will begin construction of the Alico Road extension in mid-2026, which will include the reconstruction of the Sunshine Boulevard intersection.

FDOT will continue to evaluate ultimate intersection alternatives, to include traffic signals and other intersection configurations that will reduce left-turn conflicts, at the remaining six intersections.

Thank You for Participating



Please submit comments and questions by April 24, 2024

Xiaoxue.Peng@dot.state.fl.us



PO Box 1249, Bartow, FL 33830



863-519-2847



www.swflroads.com/SR82

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Slide 25 – Thank You for Participating

- On behalf of the Florida Department of Transportation thank you for attending this public **meeting** and providing your input on this project.
- If you have comments or questions after the **meeting**, please submit them by **April 26th 2024**
- Contact information, a recording of this public meeting, and other exhibits displayed at the public meeting will be posted on the project website at **www.swflroads.com/SR82**.



Slide 26 – Safety Reminder

Before we conclude tonight’s presentation, we would like to share this safety message. The Florida Department of Transportation shares the national traffic safety vision, “Target Zero Deaths,” and has a statewide plan focused on eliminating fatalities and reducing serious injuries on all public roads.

Florida’s Lane Departure and Intersection Coalition, Impaired Driving Coalition, Pedestrian and Bicycle Safety Coalition, Occupant Protection Coalition, Motorcycle Safety Coalition, Safe Mobility for Life Coalition, Teen Safe Driving Coalition, Distracted Driving Coalition, Work Zone Safety Coalition, and Traffic Records Coordination Committee would like to take this opportunity to remind you to please, drive safely and obey all traffic laws. Thank you.