



1015 Cultural Park Blvd.
Cape Coral, FL

AGENDA

Transportation Advisory Commission

August 22, 2018	9:00 AM	Conference Room 220A
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- 1. Meeting called to order**
 - A. Chair Cosden
 - 2. ROLL CALL**
 - A. Carioscia, Cosden, Coviello, Gunter, Stokes, and Alternate Williams
 - 3. APPROVAL OF MINUTES**
 - A. April 18, 2018 meeting minutes
 - 4. PUBLIC INPUT**
 - 5. BUSINESS**
 - A. Excess Toll Interlocal Agreement-Persides Zambrano, PW Planning and Permitting Manager
 - B. 2017 Toll Revenue Report- Eileen Webster, Lee County DOT Fiscal Manager
 - C. Alley Paving Update- Stephanie Smith, PW Design and Construction Manager
 - D. Median Landscape Stakeholders Group (Includes Adopt-a-Median) Update- William Corbett, PW Traffic Engineer
 - 6. OLD BUSINESS**
 - 7. MEMBERS COMMENTS**
 - 8. Time and Place of Next Meeting**
 - A. September 19, 2018, 9:00 a.m., Conference Room 220A
 - 9. Motion to Adjourn**
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In accordance with the Americans with Disabilities Act and Florida Statutes 2.86.26, persons needing a special accommodation to participate in this proceeding should contact the Human Resources Department whose office is located at Cape Coral City Hall, 1015 Cultural Park Boulevard, Cape Coral, Florida; telephone 1-239-574-0530 for assistance, if hearing impaired, telephone the Florida Relay Service Numbers, 1-800-955-8771 (TDD) or 1-800-955-8700 (v) for assistance.

If a person decides to appeal any decision made by the Board/Commission/Committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, and for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based.

Item Number:	3.A.
Meeting Date:	8/22/2018
Item Type:	APPROVAL OF MINUTES

**AGENDA REQUEST
FORM**
CITY OF CAPE CORAL



TITLE:

April 18, 2018 meeting minutes

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description

□ April 18, 2018 meeting minutes

Type

Backup Material

**MINUTES FROM THE REGULAR MEETING OF THE
CAPE CORAL TRANSPORTATION ADVISORY COMMISSION (CTAC)**

Wednesday, April 18, 2018

Conference Room 220A

9:00 a.m.

Meeting called to order by Chair Cosden at 9:02 a.m.

ROLL CALL: Carioscia, Cosden, Coviello, and Gunter were present. Stokes was excused. Alternate Williams arrived at 9:04 a.m.

Also Present: Paul Clinghan, PW Director
Persides Zambrano, PW Planning and Permitting Manager
William Corbett, PW Traffic Engineer
Michelle Royals, PW Principal Engineer
Stephanie Smith, PW Design and Construction Manager
Mark Ridenour, Facilities Manager
Nate Bliss, Burnt Store Road Right-of-Way Committee Member
Dick Scariot, Burnt Store Road Right-of-Way Committee Member
Rich O'Donnell, Burnt Store Road Right-of-Way Committee Member
Terri Hall, CRA Coordinator

APPROVAL OF MINUTES

February 14, 2018 meeting minutes

The minutes of the CTAC meeting of February 14, 2018 were presented for approval.

Commission Member Carioscia moved, seconded by Commission Member Gunter, to approve the minutes from the February 14, 2018 meeting as presented. Voice Poll: All "ayes." Motion carried.

Chair Cosden requested that the agenda item 5 E be moved to right after Citizens Input since most of the Burnt Store Road (BSR) Right-of-Way Committee members were present. ***Consensus agreed.***

Public Input

Phil Boller voiced his concern about the interlocal agreements on Veterans and Kismet and how there should be a quarterly report submitted on projects to the City. He requested a copy as well as a copy of a report that is due on April 1st regarding the status of that project's revenue. He would like to meet with the City's Project Engineer for the southern alignment on the Kismet project to explain some of his concerns.

David Ulrich displayed an updated chart of what he presented at a previous meeting. He requested that the CTAC seriously consider adding a piece on to the end of Kismet to connect it to Burnt Store and get it on to the County's MPO Long Range Plan. He distributed a few copies of his presentation to the Chair.

Chair Cosden stated a copy of his presentation will be scanned and be given to CTAC.

Mr. Ulrich continued to explain the document he distributed. Kismet and Littleton are going to affect the flow across the Cape where the Del Prado interchange will be more problematic. He asked that the CTAC look at these items he discussed. He added that directional signs were needed where Del Prado connects with U.S. 41, one straight to Bayshore and one going north to Tuckers Grade.

John Jacobs, NWNA (Northwest Neighborhood Association) President, commented on the BSR Right-of-Way Committee item. There has been a lot of community engagement thus far with Lee County and the NWNA, and it was important for the residents in the area to stay engaged with Lee County.

John Karcher, NWNA, stated that not enough information is given to the public. He discussed the surveys requested by Lee County, especially one on how the road should look in front of Publix. Street lights were not supposed to be installed until the end of the project, but we were able to convince the designers that we need light now so that people could see the new road. They are going to put up lights during segment 2 as construction starts instead of waiting until the end of the project.

BUSINESS

Burnt Store Road Right-of-Way Committee – Chair Jessica Cosden

Chair Cosden addressed the items from Public Input before opening the floor for discussion regarding the BSR Right-of-Way Committee. She noted that signs to I-75 have been requested to be installed by Del Prado and U.S. 41.

Traffic Engineer Corbett stated the County confirmed that they would post those signs.

PW Planning and Permitting Manager Zambrano stated she forwarded the latest quarterly report to Mr. Boller. The County usually comes to our meeting in May or June to present the annual report. She asked Mr. Boller to contact her regarding an appointment with the Project Engineer for the Kismet Project.

Manager Zambrano discussed the purpose of the BSR Right-of-Way Committee was to encourage the County to purchase the full right-of-way (row) for the widening. Initially, Lee County wanted to build BSR within the existing right-of-way. The City pushed them to buy all the pre-platted land to the east. The mission of the Committee has been accomplished. In the past year it has come to the attention of the BSR Chair whether or

not to disband this committee. She explained that the issue was on today's agenda in order to be transparent. One idea is to have BSR issues to be discussed at the CTAC meetings.

Commission Member Williams stated the BSR Committee has not had many meetings in the past few years. In many cases, the County has not been able to attend. The main purpose of the BSR Committee is to get updates from the County and express concerns to them. Lately, the forum for meetings has centered around the construction portion, and the County has not been involved any more. He suggested sunseting this committee and use the CTAC as a forum for discussion regarding issues or updates on that road. He asked the members if they would be willing to work with the CTAC. If all BSR members were in agreement, then we could bring forward to the Council a recommendation to sunset the committee. It has outlived its usefulness at this point.

Nate Bliss provided background of how the Committee was formed and explained why this Committee should be sunsetted.

Mr. Jacobs stated he was okay with sunseting the BSR Committee since the objective has been accomplished, but he preferred to have an ad hoc committee to deal with the construction issues.

Chair Cosden asked if all the right-of-way has been acquired for the project.

Manager Zambrano stated there might be a few parcels left, but it is about 99 percent.

Chair Cosden asked if the County would be more willing to participate if we came up with a new committee.

Manager Zambrano stated the County already has tools in place to address the City's involvement such as workshops. The CTAC can probably draw the County Commissioners coming to this meeting. When there is an issue, it will be up to the CTAC Chair to put it on an agenda.

Commission Member Williams agreed.

Mr. Karcher felt an ad hoc committee or a subcommittee of the CTAC would be better than putting this on the CTAC agenda.

Commission Member Williams stated if we sunset this committee, it does not preclude the NWNA's and the public's involvement. He stated all we are trying to do is remove the formal meetings that are requiring the Committee members to come whether or not there is something happening. CTAC gives us five elected officials to fight the battle with the County, rather than one.

PW Director Clinghan suggested if anyone is not getting any answers regarding construction issues to contact Manager Zambrano. Policy issues would probably have to be addressed by the CTAC.

Chair Cosden stated it needed to be sunsetted in its current form because we have acquired all the row and the BSR has served its purpose. She had no issue with an advisory board.

Mr. Bliss suggested re-purposing the Committee because you don't want to eliminate that local knowledge of people who have been on this committee for 14 years.

Commission Member Williams stated what is happening out there now needs involvement with the contractors. This committee was not official by any resolution or ordinance. If we are going to look for an ad hoc, it will be done by ordinance. There is a need to have that formal communication where we meet every month. He suggested to sunset this committee as it is. He questioned if the next step would be for the CTAC to pick up agenda items. He also questioned if we should create an advisory board or repurpose the existing committee.

Chair Cosden questioned if the CTAC would be deciding on this today and recommending to the full Council.

Manager Zambrano stated it seemed clear to everyone that it would be okay to sunset the Committee.

Vice Chair Gunter was in favor of sunsetting the Board. An advisory board would be a good idea since community input from the north needs to continue.

Commission Member Coviello stated repurposing the committee and focusing on some other areas that might potentially occur there would be a good way to go.

Chair Cosden stated she would like to have this as a regular standing agenda item on the CTAC meetings regardless if there are any updates. Have City and County staff available to attend, either monthly or quarterly.

Manager Zambrano agreed to add that as an agenda item.

Discussion held regarding what the focal point would be if the committee repurposed.

Discussion held regarding that the design element of the southern end of the project was about 90 percent complete.

Chair Cosden stated we could add the NWNA update to the agenda item every month.

Commission Member Williams moved, seconded by Commission Member Coviello, to sunset the existing Burnt Store Road Right-of-Way Committee.

Commission polled as follows: Carioscia, Cosden, Coviello, Gunter, and Williams voted "aye." Motion carried 5-0.

Commission Member Williams questioned if an advisory committee is going to be set up, he did not know if it had to be formalized through the City. This is something that the NWNA can put together and bring the problems to the CTAC.

Chair Cosden supported that as a regular agenda item so that we are making sure we have regular input. Consensus agreed.

Commission Member Williams questioned if we needed to bring this to Council since this committee was never formalized. If it has been formalized in any way, then it would need to go to Council.

Manager Zambrano advised that some legal counsel may be pertinent now. If Council appointed the members, even though it was not formally set up, she thought it should be a Council decision to sunset the committee.

Chair Cosden asked if Council or TAC appointed the members.

Manager Zambrano stated it was Council.

Chair Cosden agreed it should go to Council. She would ask the Mayor to add it to the Council meeting agenda.

Mr. Bliss stated this committee was put in place in October 2004 by a vote of the Council. He was not sure if the Committee needed to be dissolved in a different manner.

Chair Cosden stated to be safe we should.

Commission Member Williams amended his motion, seconded by Commission Member Coviello, instead of sunsetting the Burnt Store Road Right-of-Way Committee to bring the recommendation to City Council to sunset it.

Director Clinghan stated staff will get with Legal for the actual wording of it.

Commission polled as follows: Carioscia, Cosden, Coviello, Gunter, and Williams voted "aye." Motion carried 5-0.

Citywide Traffic Signal Timing Coordination – William Corbett, Traffic Engineer

Traffic Engineer Corbett displayed the following slides:

- City of Cape Coral Signal Timing Study, April 18, 2018
- The City of Cape Coral applied for a \$250,000 grant through the Lee County Metropolitan Organization (MPO) to conduct a traffic signal timing study for 33 signalized intersections within the City.
- The intent of this study was to optimize the traffic signal timing at key intersections and/or corridors on the City's transportation network.
- The City was awarded the grant and hired Florida Transportation Engineering (FTE) to conduct the study.
- The total contract amount was \$230,322 and included the services needed to optimize the services needed to optimize signal timing, reduce delay and congestion, and improve traffic flow.
- The project included City major road corridors including:
 - Cape Coral Parkway from Chiquita Boulevard to Del Prado Boulevard
 - Santa Barbara Boulevard from Cape Coral Parkway to Pine Island Road
 - Viscaya/Nicholas Parkway from Del Prado to Santa Barbara Boulevard
- Project Limits
- FTE collected data on traffic volumes, flow rates, and travel times along each corridor during peak season January to March 2017.
- Using this data, FTE utilized traffic engineering software SYNCHRO to model the traffic flow and adjust the timing of the signals to improve flow conditions.
- After the new timings were implemented, the data was again collected to evaluate any increase or decrease in travel time along the corridors.
- The summary of changes for the full length of each corridor was shown.
- Table 3 – Summary of Travel Time and Delay – Cape Coral Parkway, Santa Barbara Boulevard, Pine Island Road (SR 78), Nicholas Parkway/Country Club Parkway/Viscaya Parkway
- The final outcomes include:
 - All 33 of the signalized intersections are operating coordinated signal timing plans in the AM Weekday, Mid-Day Weekday, and PM Weekday time period along with Weekend time periods.
 - Based on the travel time runs, there is a weekly time savings of approximately 7,600 vehicle-hours per week along the corridors resulting from the retiming efforts.
- The Benefit/Cost Ratio of the City of Cape Coral Signal Retiming Project is 89:1 over the estimated three (3) year life of the project.

Discussion held regarding the need to get the left-hand turn arrows synchronized which in the future will be included as part of the capital costs for infrastructure improvements to the signal system.

Commission Member Carioscia stated a malfunctioning left-turn arrow when there are no vehicles making a left turn at all needs to be addressed such as the one at Skyline and Gleason.

Engineer Corbett stated he would look into that detection issue.

Commission Member Carioscia stated another issue is when you are going eastbound on Cape Coral Parkway approaching Del Prado to make a left turn to go north. He suggested either making the median narrower so that we can make a longer left-hand turn lane so that the traffic can flow east better.

Engineer Corbett stated that was another project in progress as part of the City-wide major road intersection evaluation which is analyzing the geometry of every intersection including the length of turn lanes.

Commission Member Coviello asked if there was any discussion about taking that right turn lane on Cape Coral Parkway closer to Del Prado to get three lanes to turn.

Engineer Corbett stated 18 months ago that was originally a through lane and we changed it in conjunction with the County to right turn only. On the east side of Del Prado, there was a high experience of sideswipes due to the merge.

Vice Chair Gunter suggested addressing the red lights between Coronado and Del Prado in peak times.

Engineer Corbett stated that is something we can look at. The first option would be to look at optimizing the signal timing.

Commission Member Williams asked if there was any kind of detection with red lights noting if cars were present or not before changing, especially on Pine Island Road. We need to include mass transit in our planning so that buses can go to and from Ft. Myers.

Engineer Corbett stated multi modal transportation is a goal of the MPO, and Lee Tran was involved.

Manager Zambrano stated at the next meeting we can have an item to bring you up to speed on what is being planned for the future. She stated she will invite the MPO Director.

Chair Cosden agreed to get that item on the next meeting agenda.

Alley Repaving Program Update – Michelle Royals, PW Principal Engineer

Principal Engineer Royals displayed the following slides:

- City of Cape Coral Alley Resurfacing
- In April 2015 CTAC approved the following:
 - What is an alley?
 - Why do we have alleys?
 - Existing Alley Conditions
 - Existing Alley Conditions (continued)

- 2015 Recommendations
- 3 Year Alley Resurfacing Plan (2016-2018)
- Alley Resurfacing
- Recent Complaints (3 slides)
- Future Options
- Continue with 2015 Recommendation
- Apply an assessment to the property adjacent to the 0.5 miles of unimproved portions of the alleys
- City fund the paving and drainage work required to construct the 0.5 miles of unimproved portions of the alleys

Vice Chair Gunter noted how many business owners have spent money improving alleys and some of the other adjacent properties are not developed. We needed to take a look the high percentage that has already been completed with alleys that are completely paved from two different roadways. He asked for confirmation.

PW Design and Construction Manager Smith stated she did not have a percentage, but it works out to be about a half a mile when we add all the segments. Three years ago alley paving was an agenda item at a CTAC meeting. The concern at that time was does the city want to fund making those improvements in those gaps where the adjacent property owners had funded it as part of their development. We offered at that time the same three recommendations:

- 1) Pave those segments of the alleys that were paved from cross street to street
- 2) Assessment for those particular segments that were not completed
- 3) The City could step in knowing that those businesses had already paid and the adjacent property owners would be getting this done by the City.

Vice Chair Gunter stated he would be more in favor of the assessment.

Discussion held regarding another 1.5 miles to be considered after the .5 mile is done.

Commission Member Carioscia favored moving ahead with assessments.

Discussion held regarding a typical assessment on a piece of property.

Chair Cosden asked if it can be billed in the future.

Manager Smith stated we would need to speak to Finance and the Attorney's Office.

Discussion held regarding looking at paying this over time.

Chair Cosden preferred for it to be paid in the future.

Director Clinghan stated it looks like the previous CTAC did not want to go the assessment route. Staff will do more research.

Commission Member Williams asked whether the assessments would be mandatory.

Engineer Royals stated it would just be an assessment on that property only.

Commission Member Coviello asked if the property owners could be given some alternatives such as deferral, a monthly payment plan, or pay it up front.

Director Clinghan stated there are always options similar to the UEP: prepayment options, pay up front, or put it on the tax roll.

Manager Ridenour questioned if a person living in a multi-family with an alley and having no benefit from a paved alley, would they have to be assessed as commercial property?

Manager Zambrano stated the last discussion we had on this is what killed the project. Council at that time did not want to put the burden on multi-family.

Director Clinghan stated staff will research this and provide more information.

Landscape Stakeholders Group Update - William Corbett, Traffic Engineer

Traffic Engineer Corbett provided an update on the Median Landscape Stakeholders Group. The first meeting was held in March. He listed what the volunteers' expertise included as well as what staff attended. He stated the next meeting is next week. Discussion items include goals and moving forward with the development of the templates. He will provide another update as we proceed.

Vice Chair Gunter stated there are several residences and business owners who would be interested in adopting a median and pay for that beautification but they do not want to take care of the maintenance aspect. His recommendation would be for the City to allow those types of improvements, but that the City incurs the cost of the maintenance aspect. He was in favor of implementing a policy in the City to allow these businesses and private individuals to improve the medians.

Director Clinghan stated we will come back to the CTAC with concepts and templates for budget discussion about maintenance.

Manager Smith stated we would have to modify the ordinance regarding maintenance.

Tree Lighting in South Cape (Cape Coral Parkway and 47th Terrace)

Director Clinghan discussed the tree lighting in the South Cape and distributed documents entitled: 1) Landscape Plant List and Notes; 2) Landscape Tree Plan (4 Sheets); and 3) Street Lighting Details. He noted they intended to go out for an RFP for the design of what the lighting could look like, what the year-round cost would be to put

those type of lights in, and the maintenance. He discussed what the plan was for Cape Coral Parkway and wanted to know if the CTAC wanted to do something similar on 47th Terrace.

Discussion held regarding:

- \$50,000 spent so far
- Biggest cost was on underground electrical
- What kind of lighting system does CTAC want?
- Lit up Palm Trees
- Have a professional work on lighting the trees?

Chair Cosden asked if Council approved getting a consultant and if so, at what cost?

Director Clinghan stated we did not know; we were just in the process of getting a bid.

Discussion held regarding:

- Looking at some pictures to make a selection
- Needing a professional to design this
- Trees on MacGregor
- Looking into Royal Palms
- Finishing one project before going to another
- Request to have 8 ft. trees, put smaller 3 ft. trees somewhere else.
- Getting trees from a farm

Manager Smith stated they can look into buying trees from a farm, but in the long run it will be more expensive if we buy the trees separately when transportation and installation costs are added in.

Commission Member Coviello stated the huge electrical boxes on Cape Coral Parkway are unsightly and asked if anything could be done.

Chair Cosden stated an idea from the past would be to have an artist paint them.

Manager Smith stated CRA staff Terri Hall and Helen Ramey have been investigating a process to do that. Maybe a contest? Putting plants around it may cause an access issue.

Director Clinghan stated the CRA came up with an artist type of approach.

Commission Member Coviello stated maybe some designs can be brought to the CTAC.

Commission Member Williams stated to get it on their agenda for discussion.

Vice Chair Gunter stated we need to invite the CRA Director to our meeting so that they can be informed.

OLD BUSINESS

Commission Member Coviello mentioned some of the shade trees are ripping up sidewalks in the feeder streets. He asked if this was being addressed with the locals to do something to fix the sidewalks at least for a certain portion prior to getting to 47th.

Director Clinghan stated they would follow up.

Commission Member Coviello stated there are cutouts in front of Dixie Roadhouse for pick up areas which eliminates their outdoor seating. He questioned the ingress/egress of the parking lot. He questioned if there was a way to move a cab stand to the parking lot side.

Manager Smith stated the request for the drop-off zones was a specific request from those businesses, Dixie and Backstreets, due to losing on street parking. She was in the process of speaking with Terri Hall and the City Manager about the implications if we took this away. It cannot be put on the south side of the street because of reducing sight distance. Drop off zones would take away from the line of sight.

Discussion held regarding one of the entrances to a parking lot and whether or not it had an exit; questioned the drop off.

Chair Cosden left the meeting at 11:04 a.m. and returned at 11:05 a.m.

Discussion held regarding what was going in the center of the roundabout; seasonal landscaping being considered; was a fountain being proposed?

Manager Smith stated a consultant was giving ideas; then the CRA needs to consider it.

CRA Coordinator Hall arrived at the meeting at 11:05 a.m.

Chair Cosden asked to go back to the item of painting the electrical boxes.

CRA Coordinator Hall mentioned they have been working with the Art League. She noted one idea was during the Art Festival when the road is closed down to invite artists to come in and paint the boxes. She stated they would be contacting John Jacobsen to see if that is something they would be interested in. They were finalizing some ideas with the Art League who would reach out to the Rotary Club who runs the Art Festival and make some recommendations which would then be brought to the CRA Committee.

Discussion held regarding putting short bushes near the electrical boxes would be more expensive than having an artist paint for free.

CRA Coordinator Hall stated some of the programs they looked at ran from \$700 to about \$1,000 to give them the materials to paint.

Discussion held regarding:

- Where has this been done so that they can take a look?
- Looking online for samples

Chair Cosden asked in the end would it need approval from the CRA and the City Council.

CRA Coordinator Hall stated since it was in the City's row, it would need consideration.

Commission Member Williams stated you can assign one or two of those boxes to local high schools for a contest.

Chair Cosden agreed that was a good idea.

CRA Coordinator Hall stated they discussed with the Art League about doing something with the schools.

Vice Chair Gunter questioned the maintenance about the street lights on Cape Coral Parkway put in a few years ago.

Manager Ridenour commented on how many street lights were lost each year due to accidents. They were very expensive to replace, about \$10,000 each. We are still in the process of evaluating changing them to LED. The lights can be cleaned to make them look better. CRA Coordinator Hall stated the CRA budgets annually for cleaning and/or replacing benches and trash receptacles. Manager Ridenour stated they can look at some options during the budget process.

MEMBER COMMENTS

Chair Cosden commented that the I-75 signs at Del Prado and U.S. 41 will help Cape Coral residents who are trying to get out of the City.

Time and Place of Next Meeting

The next regular meeting was scheduled for Wednesday, May 16, 2018, at 9:00 a.m. in Conference Room 220A.

Motion to Adjourn

There being no further business, the meeting was adjourned at 11:18 a.m.

Submitted by,

Barbara Kerr
Recording Secretary

Item Number:	5.A.
Meeting Date:	8/22/2018
Item Type:	BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Excess Toll Interlocal Agreement-Persides Zambrano, PW Planning and Permitting Manager

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

	Description	Type
▫	Excess Toll Interlocal Agreement- Persides Zambrano, PW Planning and Permitting Manager	Backup Material

EXCESS TOLL INTERLOCAL AGREEMENT CITY OF CAPE CORAL AND LEE COUNTY

CTAC
August 22, 2018

HISTORY

- **1980's** MPO long range plans identified a new east-west roadway through the middle of Cape Coral, somewhere in-between Cape Coral Parkway and Pine Island Road –responsibility for construction and maintenance → City.
- **Mid-1990's** County agreed to take on responsibility for east-west roadway construction and maintenance (now known as Veterans Memorial Parkway), as part of development of Midpoint Bridge project.

INTERLOCAL AGREEMENT ORIGINAL INTENT

- To pursue the construction and operation of the **Midpoint Bridge** and the construction of **major east-west connector** within the City.
- Overtime, the agreement has been amended at the City's request to add additional improvements beneficial to the movement of traffic in the City.

“EXCESS TOLL” DEFINITION

Excess Funds = gross revenues minus:

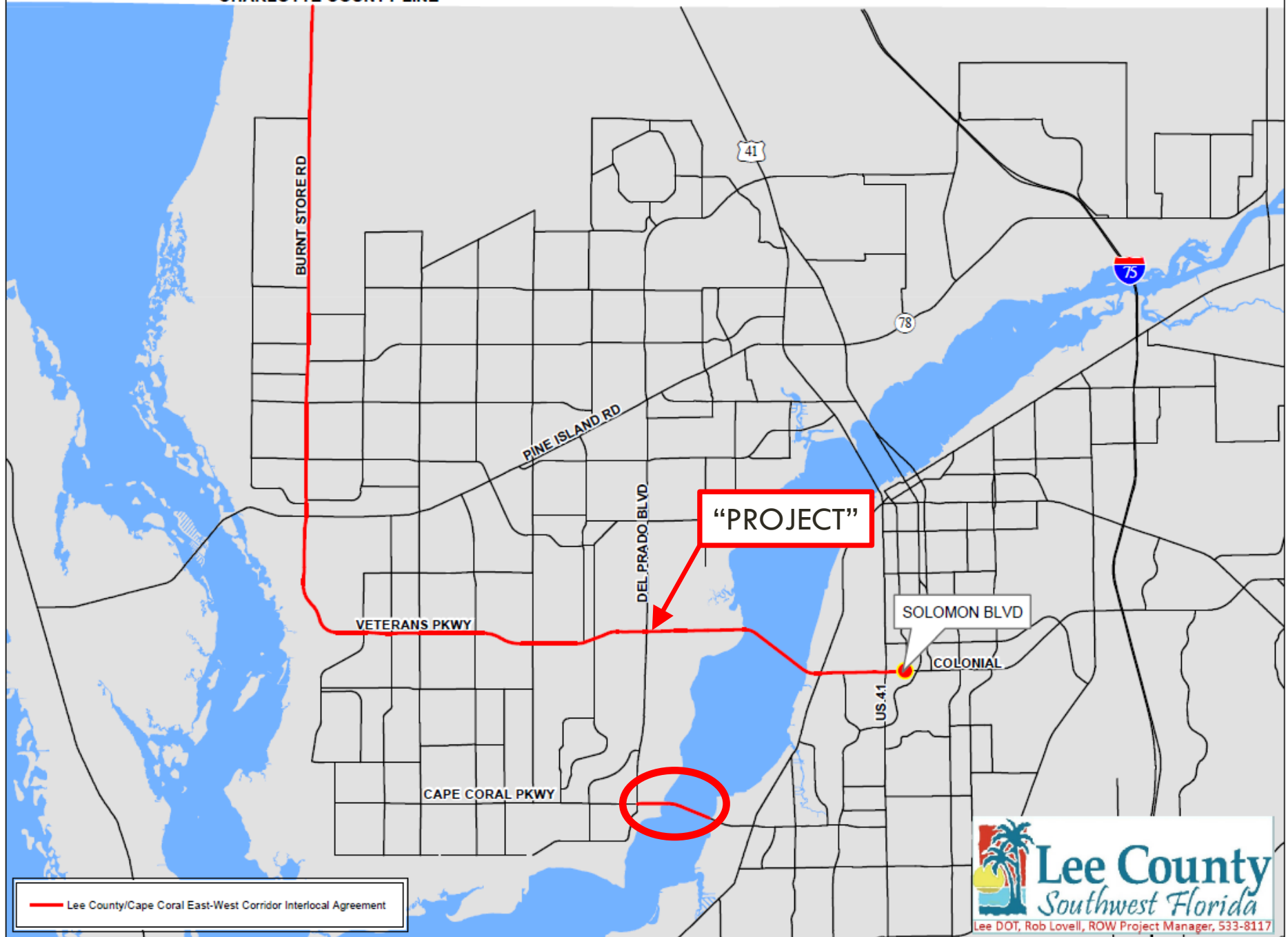
- Operating,
- Maintenance,
- Debt service,
- Capital replacement and
- “Project” costs.

THE “PROJECT”

Limits are defined as:

- **“Midpoint Bridge”**: from De Leon Street in the City of Fort Myers to Del Prado
- **“East-West Corridor (Veterans Memorial Parkway)”**: from Del Prado to the Lee/Charlotte County line.
- **“Colonial Boulevard”**: from De Leon to Solomon in the City of Fort Myers.

CHARLOTTE COUNTY LINE



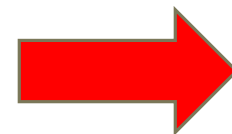
THE “PROJECT” (CONT.)

- All 23 miles of roadway are under Lee County’s maintenance responsibility.
- 20 miles (87%) are located within the City’s boundaries.

THE “PROJECT” 1998-2017

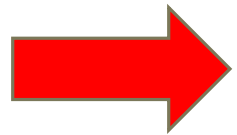
Includes high cost improvements **1998-2017**

- Veterans Parkway extension: \$ 1,244,016
- Toll plazas reconstruction: \$18,536,418
- Burnt Store Road widening: \$22,522,868



\$42,303,302

THE “PROJECT” 1998-2017 (CONT.)



After operating, maintenance, debt service, capital replacement and “project” costs, there are **no excess tolls available for the City nor the County.**

MAJOR IMPROVEMENTS COVERED WITH TOLL FUNDING TO DATE:

Toll funding has been instrumental in making a reality:

- Midpoint Bridge.
- Veterans Parkway extended all the way to SR-78.
- Widening of Burnt Store Road in a timely manner.

MAJOR IMPROVEMENTS COVERED WITH TOLL FUNDING TO DATE (CONT.)

The Midpoint Bridge, Veterans Parkway Extension and the widening of Burnt Store Road are improvements that were consistently championed by previous City Councils.
(Resolutions: 53-04 and 29-05)

FUTURE OUTLOOK

- The current agreement is in force until **2020**.
- Per the estimated costs of the widening of the **Burnt Store Road to the County line (\$75 million)** and future “Project” costs, there will be no excess tolls available before the expiration of the current agreement.

QUESTIONS?

Item Number:	5.B.
Meeting Date:	8/22/2018
Item Type:	BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

2017 Toll Revenue Report- Eileen Webster, Lee County DOT Fiscal Manager

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
▫ 2017 Toll Revenue Report- Eileen Webster, Lee County DOT Fiscal Manager	Backup Material

Excess Bridge Tolls -Cape Coral/Midpoint Bridges
Presentation of 20 years of historical data Net Excess Toll Revenues

Date Prepared:
4/1/2017

UNAUDITED DRAFT

	1998 - 2012	2013	2014	2015	2016	2017	20 Yr Total
Gross Revenue	374,212,274	25,789,377	27,850,410	29,315,247	30,844,890	30,573,049	543,537,631
Operating Expenses	79,758,958	7,009,203	7,555,404	7,338,120	6,746,787	6,961,003	123,403,819
Net Revenue	294,453,316	18,780,174	20,295,006	21,977,127	24,098,103	23,612,046	420,133,812
Annual Debt Service	175,265,051	11,098,742	11,121,882	10,404,919	10,237,625	9,823,794	239,491,068
Other Debt/Expenses	69,085,204	2,378,209	2,155,145	2,173,268	1,811,382	1,832,784	81,830,156
Net Toll Revenues after Debt Service and Expenses	50,103,061	5,303,223	7,017,979	9,398,940	12,049,096	11,955,468	98,812,588
Projects Funded by Tolls (marked as completed)							
4085 *Expressway Corridor Study	976,528						976,528
4080 *Toll Equipment	406,260						406,260
4087 *Leeway Svc Ctr Renovations	424,437						424,437
5020 *Veterans Mem/Surfs-Chiq	233,249						233,249
4095 *Burnt Store & Ceitus Pkwy	273,107						273,107
6058 *Veterans Pkwy Access-Everest	411,915						411,915
4089 *Sunpass Integration	581,467						581,467
6746 *Burnt Store Embers Turn Ln	178,589						178,589
5029 *Veterans Pkwy @ Del Prado	598,852						598,852
5600 *Fiber Optics	771,650						771,650
5039 Vehicle Enforcement System	2,004,908						2,004,908
6068 SeGo Implementation	346,032						346,032
5054 Colonial Express Lanes	2,198,454						2,198,454
5601 Cape/Midpoint Plaza Reconst	14,618,711	868,827					15,487,538
5815 Cape Coral Toll Plaza Rehab	3,048,880						3,048,880
6755 Veterans/Santa Barbara Intersection	2,349,476						2,349,476
5038 e-Arcs Upgrade for Leeway	730,346	13,526					743,872
Projects funded by Tolls (in process)							
4088 Burnt Store Widening	7,653,493	500,291	882,743	1,385,489	4,872,528	7,015,378	22,522,868
6760 Cape Painting						45,970	45,970
Various Software Updates	33,379		252,909		31,216	89,804	440,687
Excess Applied to Projects	37,839,733	1,382,644	1,135,652	1,385,489	4,903,744	7,151,152	54,044,739
Accumulated Excess Tolls	12,263,328	3,920,579	5,882,327	8,013,451	7,145,352	4,804,316	44,767,849

Data Source: Net Surplus Toll Revenues

Unaudited Excess Revenues Over Expenditures, Lee County, Clerk of Courts Finance Division, provided by E. Webster

- > Gross Revenues: all revenues, including Leeway
- > Operating Expenses: toll bridge expense, excluding debt, capital, and Leeway
- > Annual Debt Service: senior debt principal and interest (bond payments)
- > Other Debt/Expenses: fixed assets, FDOT Loans, SIB Loans, Cap & Tran Bond, Renewal and Replacement Requirement, Leeway Expenses, adjustments (accruals and interest)

Data Source: Projects Funded by Tolls

- > Project History which has some or all Toll-Funding, spreadsheet provided by E. Webster
- > Projects Funded by Tolls: columns contain amounts used from surplus tolls related to Cape Coral and MidPoint Bridge s

Excess Bridge Tolls -Cape Coral/Midpoint Bridges

Data provided by: E. Webster Lee County DOT

Cape Coral And Midpoint Bridge Project Budgets from FY2017/18 to FY2021/22

In Adopted Capital Improvement Program

UNAUDITED

	Estimates for future years					Long Range Projects
	2017/18	2018/19	2019/20	2020/21	2021/22	
Available Excess (carried Forward)	44,767,849	31,870,882	24,238,812	27,918,812	37,598,812	55,578,812
Estimated Future Annual Excess*	3,400,000	3,800,000	3,800,000	17,600,000	18,100,000	
Budget Carried Forward (Encumbered)	12,666,967					
Subtotal	35,500,882	35,670,882	28,038,812	45,518,812	55,698,812	55,578,812

Projects Budgeted with Tolls

Burnt Store Road S-78-Tropicana		8,412,070				
Cape Painting						
MP and Leeway Painting 80%	910,000					
Toll Interoperability (80%)	120,000	120,000	120,000	120,000	120,000	
Toll System Replacement 80%	2,600,000					
Cape WB Span Replacement		2,900,000		7,800,000		73,235,968
Burnt Store Road Van Buren-Co. Line						75,033,563
Total	3,630,000	11,432,070	120,000	7,920,000	120,000	148,269,531

Balance	31,870,882	24,238,812	27,918,812	37,598,812	55,578,812	(92,690,719)
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* based on budgeted revenue and expenses for the year

Data Source: Net Excess Toll Revenues

Unaudited Excess Revenues Over Expenditures, Lee County, DOT, provided by E. Webster

Data Source: Projects Funded by Tolls

Item Number:	5.C.
Meeting Date:	8/22/2018
Item Type:	BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Alley Paving Update- Stephanie Smith, PW Design and Construction Manager

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
▣ Alley Resurfacing Update CTAC Aug 2018	Backup Material

Item Number:	5.D.
Meeting Date:	8/22/2018
Item Type:	BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Median Landscape Stakeholders Group (Includes Adopt-a-Median) Update- William Corbett, PW
Traffic Engineer

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
▣ Median Landscape Design CTAC August 2018	Backup Material

City of Cape Coral Median Landscape Design



August 22, 2018 |



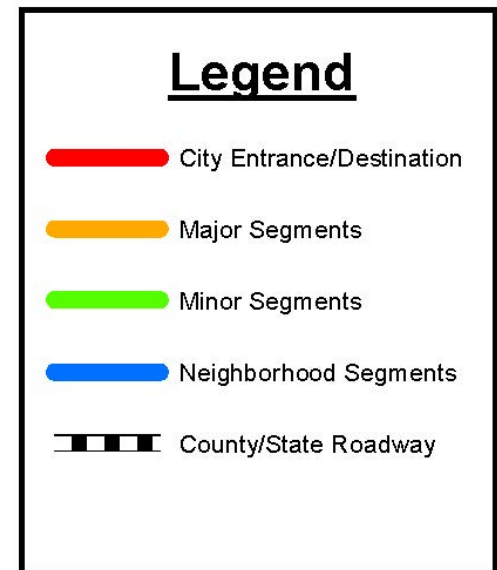
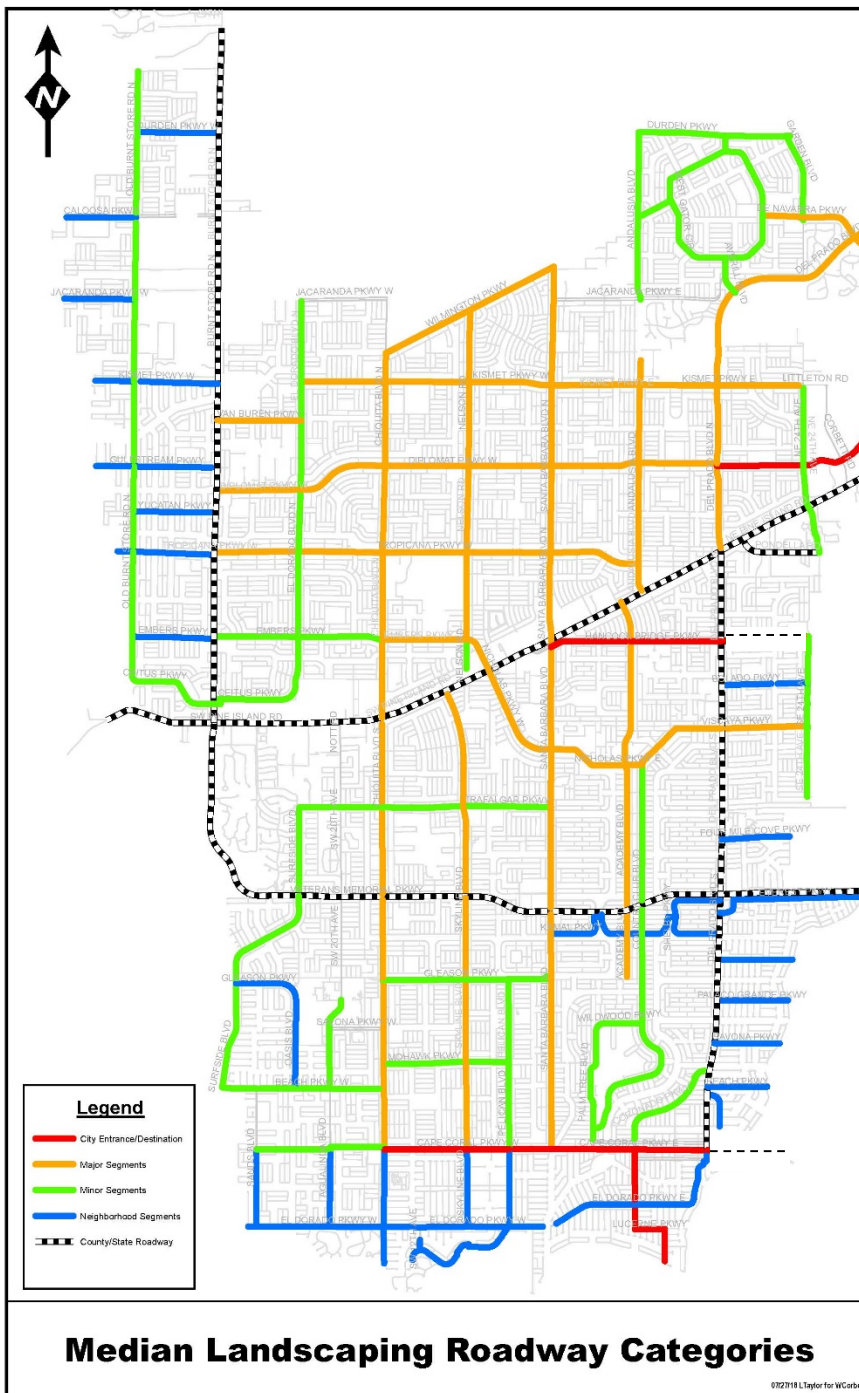
In This Presentation

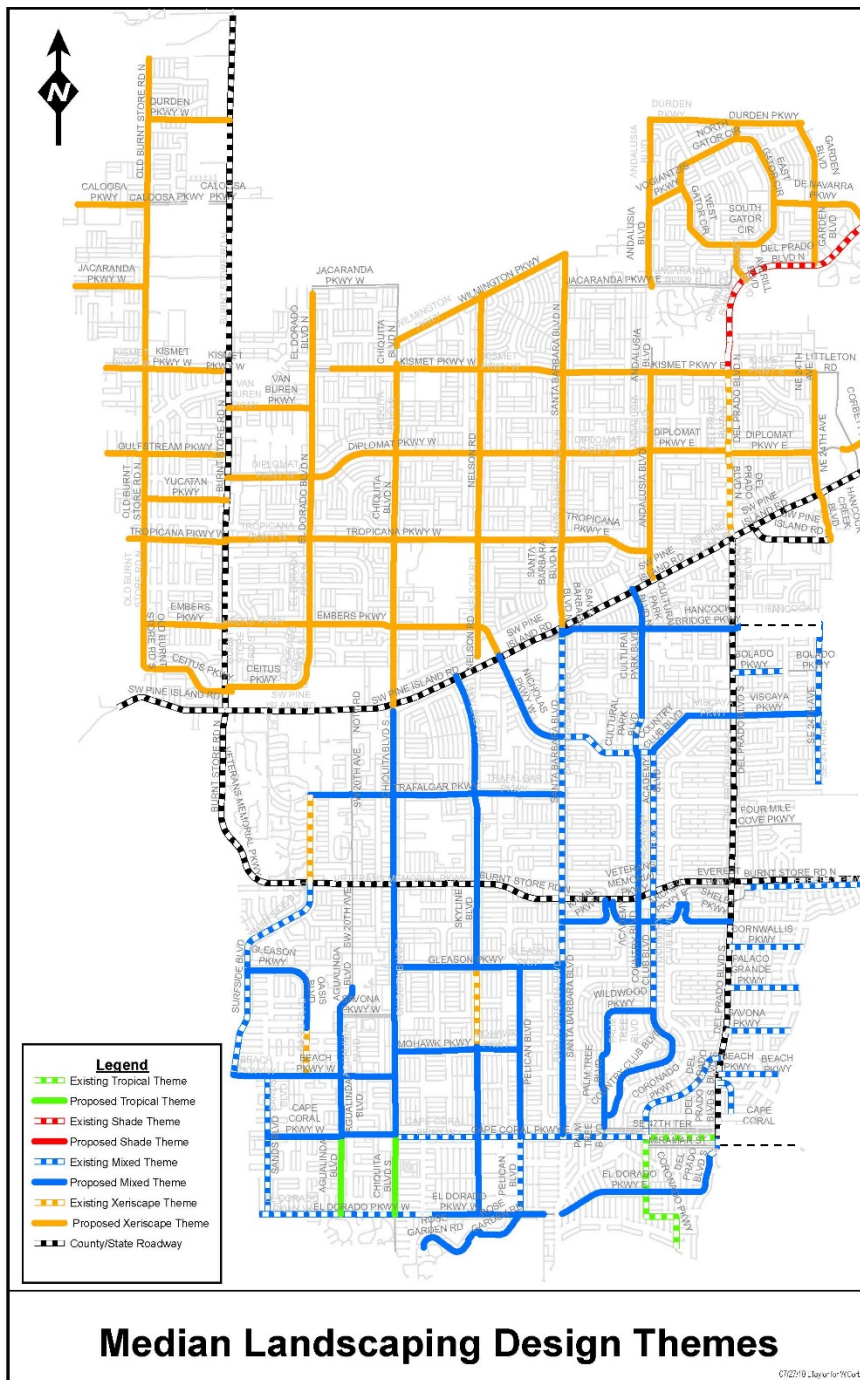
- Median Landscaping Design Template Development
- Challenges
- Current Priority List
- Future Priorities
 - Adopt-a-Median Program

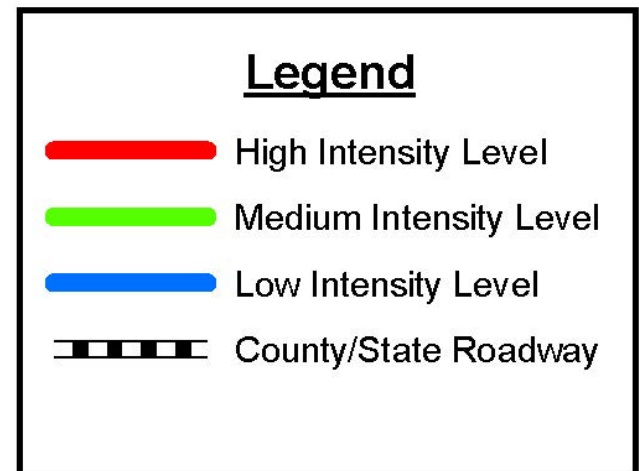
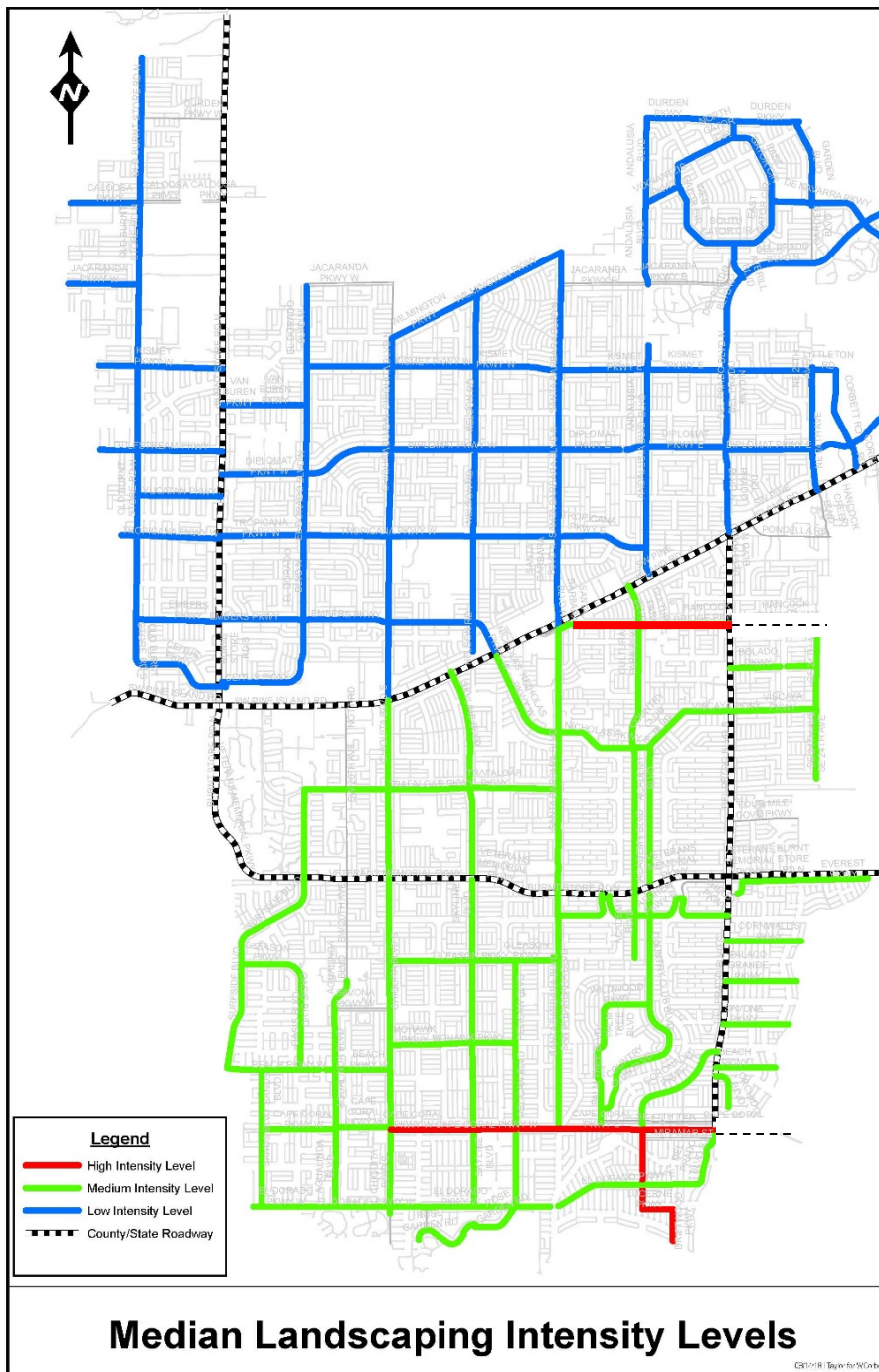
Template Development

Staff is working closely with the Median Landscape Design Stakeholders Group to identify the characteristics across the City which should be considered in the development of median landscaping design, including:

- Roadway Category
- Landscape Theme
- Landscape “Intensity”



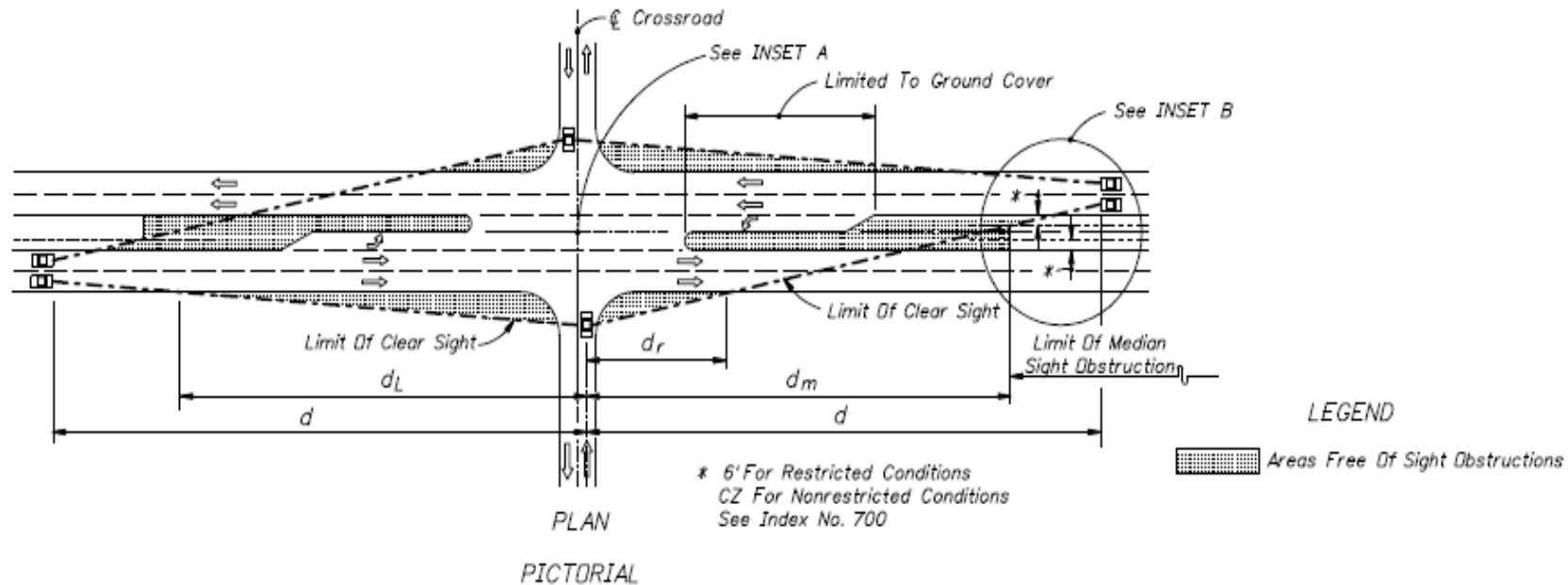




Challenges

- For all median landscaping projects, the City of Cape Coral is required to meet the criteria of the Florida Green Book and the City Engineering Design Standards pertaining to intersection sight distance and roadside clear zone.

Challenges



Challenges

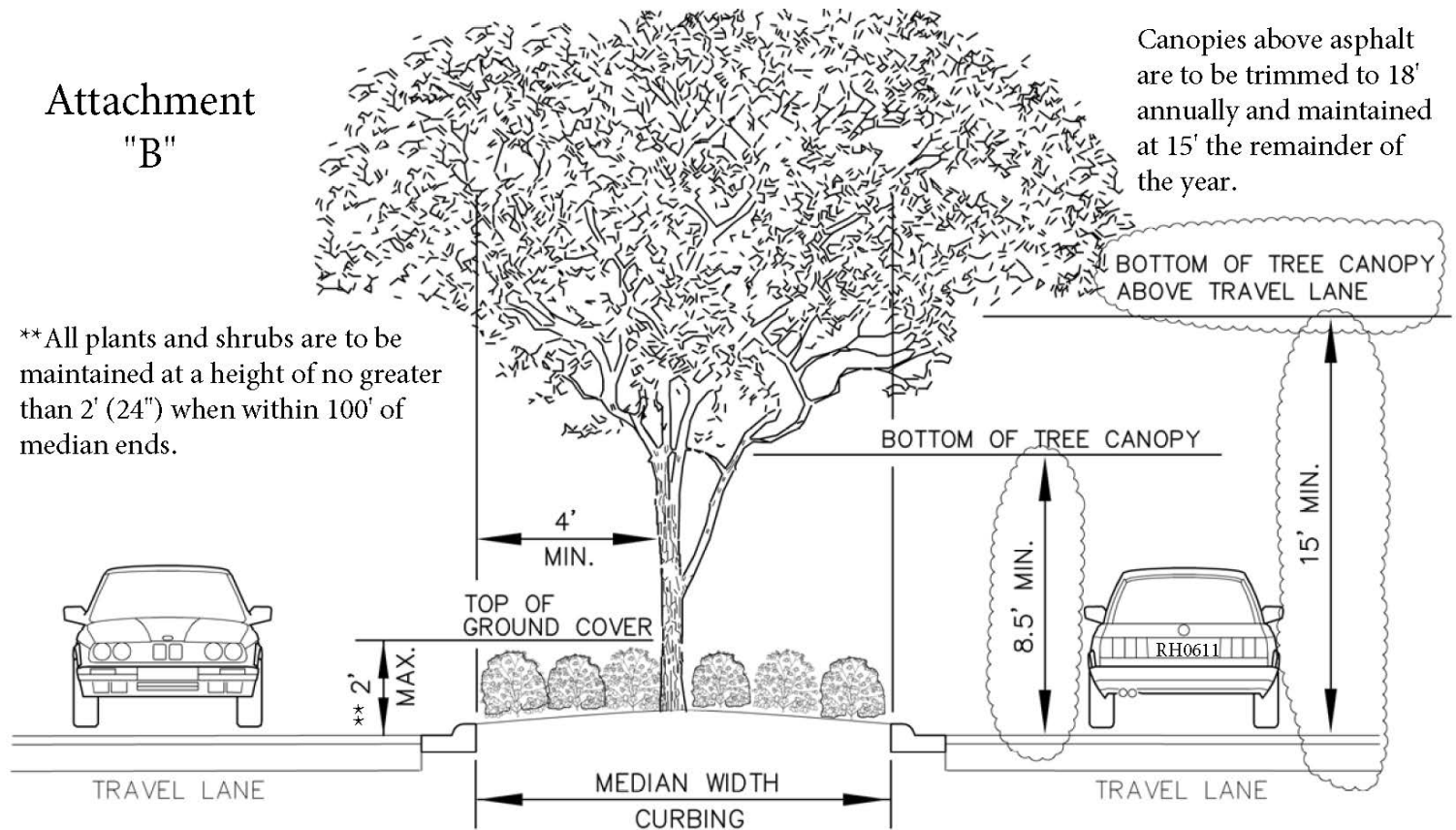


- Staff has revised the City of Cape Coral Engineering Design Standards to minimize the dimensions of the sight triangles in order to maximize the landscape area.

Challenges

Attachment "B"

**All plants and shrubs are to be maintained at a height of no greater than 2' (24") when within 100' of median ends.



Challenges

Table 3 – 15 Minimum Width of Clear Zone

Type of Facility	DESIGN SPEED (mph)							
	25 and Below	30	35	40	45	50	55	60 and Above
	MINIMUM CLEAR ZONE (feet)							
Flush Shoulder	6	6 Local 10 Collectors 14 Arterials	6 Local 10 Collectors 14 Arterials	10 Collectors 14 Arterials	14 Arterials and Collectors ADT < 1500 18 Arterials and Collectors ADT ≥ 1500	14 Arterials and Collectors ADT < 1500 18 Arterials and Collectors ADT ≥ 1500	18 Arterials and Collectors ADT < 1500 24 Arterials and Collectors ADT ≥ 1500	18 Arterials and Collectors ADT < 1500 30 Arterials and Collectors ADT ≥ 1500
Curbed*	1 ½	4 **	4 **	4 **	4 **	N/A **	N/A **	N/A **





- The average median width along the major roadways is 20'. The maximum roadside clear zone which can be maintained is 10', which does not meet the minimum 18' for uncurbed roadways per the Florida Green Book. This scenario only allows planting of ground cover or shrubs. For trees to be installed a median width of 36' is required.



- A curbed median significantly reduces the roadside clear zone requirement.

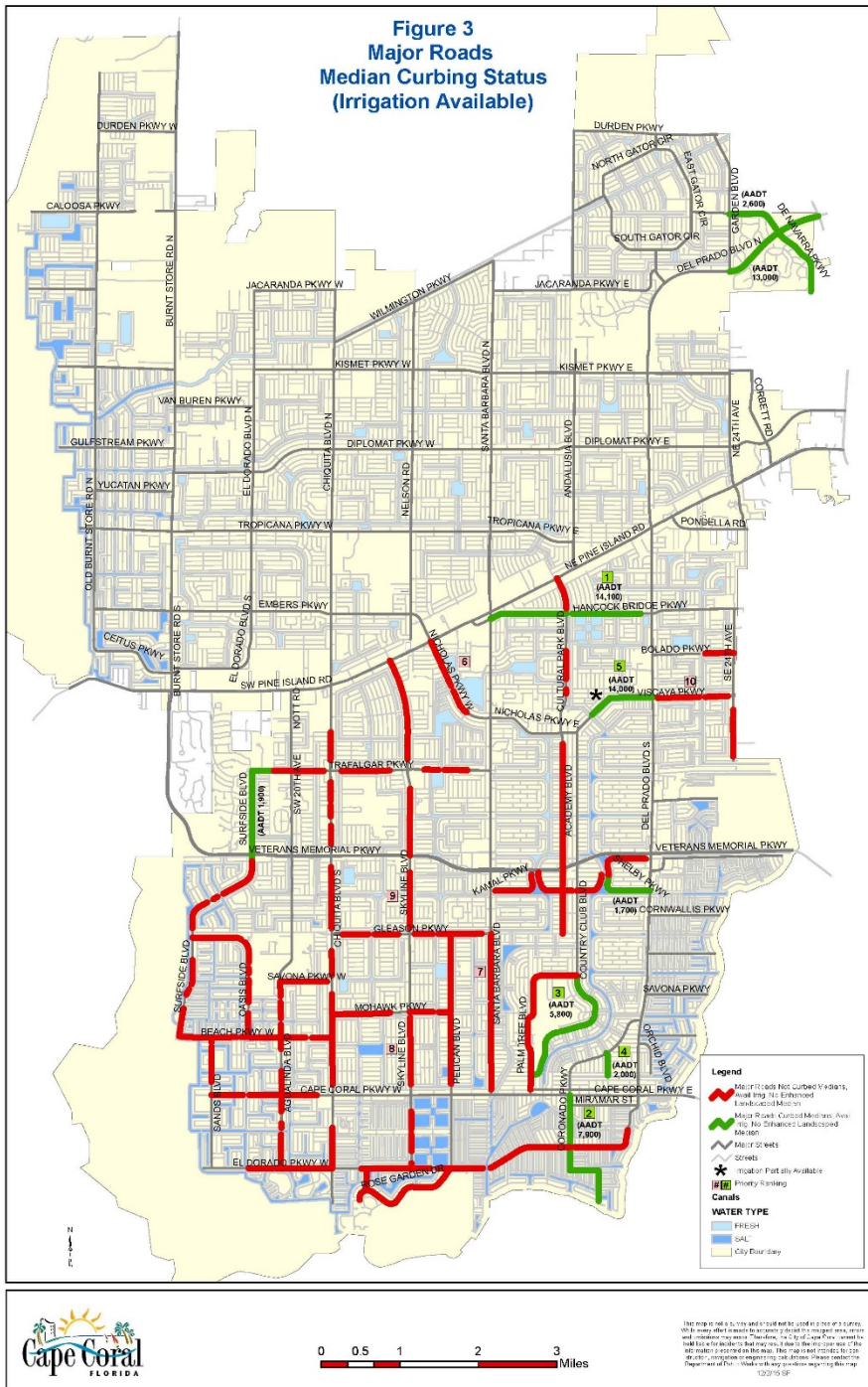
Current Priority List

- Prior to landscaping a median, the following improvements should be made to address safety and congestion concerns:
 - Access Management: Up to \$180,000 per mile (varies based on existing median openings)
 - Median Curbing: \$380,000 per mile (includes full median curbing, both directions and fill)
 - Irrigation (only where service available): \$90,000 per mile
 - Up to \$650,000 per mile for construction before median landscaping can be completed. Design and permitting costs estimated at approximately 10-15% of construction costs.
 - **NET COST: Up to \$750,000 per mile**
- Once safety and congestion are addressed, median landscaping installation currently costs approximately \$200,000 per mile (high intensity). Design and permitting costs estimated at approximately 10-15% of construction costs.







Current Priority List

- As a result, future median projects were prioritized based on:
 - Daily traffic volumes
 - Future access management/curbing projects
 - Existing median curbing
 - Availability of irrigation
 - Percentage of improved lots local to the median
- These projects were established and endorsed by the City Transportation Advisory Commission

Figure 3
Major Roads
Median Curbing Status
(Irrigation Available)






Legend

-  Major Roads Not Curbed Medians, Avail Irrig, No Enhanced Landscaped Median
 Major Roads Curbed Medians, Avail Irrig, No Enhanced Landscaped Median
 Major Streets
 Streets
 Irrigation Partially Available
 Priority Ranking

Canals

WATER TYPE

-  FRESH
 SALT
 City Boundary

Median Landscape Priority List

Ranking	Roadway	AADT (vpd)	Curbed?	Irrigation in Median?	Land use	Future Access/Curbing Project	Distance (ft.)	Distance (Mi.)
1	Hancock Bridge Del Prado to Santa Barbara	14,100	y	n	residential	N/A	9,327	1.8
2	Coronado/Lucerne/Driftwood Pkwy CC Pkwy to Yacht Club	7,900	y	n	residential	N/A	7,313	1.4
3	Country Club Blvd Wildwood to Palm Tree	5,800	y	n	residential	N/A	8,001	1.5
4	Vincennes Street Coronado to 46th Lane	2,000	y	n	mixed	N/A	1,766	0.33
5	Viscaya Pkwy Del Prado to SE 9th Lane	14,000	y	n	commercial	N/A	5,193	1
6	Skyline Blvd. S Cape Coral Pkwy to El Dorado Pkwy W	5400	n	n	residential	y	4,804	0.9
7	Santa Barbara Blvd Gleason to 47th	18400	n	n	residential	y	6,026	1.1
8	Viscaya Pkwy SE 24th Ave. to Del Prado	9000	n	n	residential	y	4,614	0.9
9	El Dorado Pkwy E Bayside Court to Willshire Court	3100	n	n	residential	y	10,042	1.9
10	Skyline Blvd Mohawk Parkway to SW 47th Terr	14700	n	n	residential	y	5,040	0.95
Notes:								
1. Priority for item 1-5 established in order of AADT, existing curbing, irrigation, residential land use, and future projects.								
2. Priority for item 6-10 also considered the number of improved lots which use the adjacent roadway segment for daily access								
3. All listed roadways except #5 Viscaya (Del Prado to SE 9th) have irrigation mains available in the public right of way.								
Viscaya (Del Prado to SE 9th) will require an irrigation main extension.								



PROPOSED MIXED THEME



PROPOSED TROPICAL THEME



Future Priorities

Adopt-a-Median

- Staff has received concerns from residents regarding the stipulations attached to the “Adopt-a-Median” program.
- Currently, it is required for the individual who improves the median to perform routine maintenance in perpetuity.

Future Priorities

Adopt-a-Median

I. *Maintenance*. Once any landscape materials are installed in a median, the materials are the property of the city. Except when the city determines that it is in its best interest to maintain portions of landscaping in medians permitted in accordance with this subsection, the permittee shall be responsible for maintaining any and all landscaping permitted by this subsection in accordance with § 5.2.15.



Future Priorities

Adopt-a-Median

- If endorsed by the CTAC and approved by City Council, Public Works will take over the routine maintenance of medians improved by others.
- The cost associated with the additional maintenance is approximately \$10,000-\$25,000 per mile dependent upon the theme and intensity of the improvement. Based on the current maintenance practices, this includes replacement of trees lost due to accident, disease or natural disaster.



Future Priorities

Adopt-a-Median

- Staff recommends the Median Landscape Design Stakeholders Group works to review the remaining language of the full ordinance and provides feedback to staff on the current criteria and suggested changes.
- Staff will review the feedback and bring forth recommendations to the City Transportation Advisory Commission.



QUESTIONS?