

BOARD MANAGEMENT AND PLANNING COMMITTEE AGENDA

MONDAY, MARCH 08, 2004

1:30 PM - 4:00 PM

COUNTY COMMISSION CHAMBERS

1. **UPDATE OF PROCESS FOR POSSIBLE KORESHAN BOULEVARD NAME CHANGE**
PRESENTER: Holly Schwartz, Assistant County Manager
TIME REQUIRED: 5 Minutes
2. **LEE COUNTY HOLIDAY POLICY FOR PRESIDENT'S DAY**
PRESENTER: Pete Winton, Assistant to County Manager
TIME REQUIRED: 10 Minutes
3. **TRAFFIC CRASHES IN LEE COUNTY IN 2003**
PRESENTER: John Davis, DOT
TIME REQUIRED: 10 Minutes
4. **PROMULGATION OF COUNTY MANATEE SPEED ZONES**
PRESENTER: Steve Boutelle, Natural Resources
TIME REQUIRED: 15 Minutes

BOARD COMMENTS/DISCUSSION

ADJOURN

FOR MORE INFORMATION ABOUT THIS AGENDA CONTACT THE
PUBLIC RESOURCES OFFICE - (239) 332-2737

The Management & Planning Meeting is carried live
on the following cable channels:

Comcast Cable Channel 11
Time Warner Cable Channel 16

**MANAGEMENT & PLANNING COMMITTEE
AGENDA REQUEST FORM
COMMISSION DISTRICT #**

PRESENTED BY: Holly Schwartz **REQUESTED BY:** BOCC
Asst. County Manager

TITLE OF ITEM FOR AGENDA: Update of Process for Possible Koreshan Blvd. Name Change

1. DESCRIPTION AND OBJECTIVE OF THE ISSUE

The Board of County Commissioners has requested a status update of the process for possibly changing the name of Koreshan Boulevard in Estero to Estero Parkway.

2. PROPOSED POLICY, PROCEDURE OR PLAN OF ACTION

Update to be given verbally based on latest information.

3. OPTIONS (List Advantages/Disadvantages of Each Option Listed)

4. FINANCIAL IMPACTS/FUNDING SOURCE

5. STAFF RECOMMENDATION AND JUSTIFICATION FOR RECOMMENDATION

6. MANDATED? Y N **BY WHAT AUTHORITY?**

DEPARTMENT DIRECTOR SIGNATURE	COUNTY MANAGER SIGNATURE	MEETING DATE	TIME REQUIRED
		03/08/04	5 minutes

**MANAGEMENT & PLANNING COMMITTEE
AGENDA REQUEST FORM
COMMISSION DISTRICT #**

PRESENTED BY: Pete Winton **REQUESTED BY:** BOCC
Asst. to County Manager

TITLE OF ITEM FOR AGENDA: Lee County Holiday Policy for Presidents Day

1. DESCRIPTION AND OBJECTIVE OF THE ISSUE

The Board of County Commissioners has requested information about how other government jurisdictions in the region and around the state handle Presidents Day for holiday purposes.

2. PROPOSED POLICY, PROCEDURE OR PLAN OF ACTION

Back-up materials to be provided under separate cover.

3. OPTIONS (List Advantages/Disadvantages of Each Option Listed)

4. FINANCIAL IMPACTS/FUNDING SOURCE

5. STAFF RECOMMENDATION AND JUSTIFICATION FOR RECOMMENDATION

6. MANDATED? Y N BY WHAT AUTHORITY?

DEPARTMENT DIRECTOR SIGNATURE	COUNTY MANAGER SIGNATURE	MEETING DATE	TIME REQUIRED
		03/08/04	10 minutes

**MANAGEMENT & PLANNING COMMITTEE
AGENDA REQUEST FORM
COMMISSION DISTRICT #**

PRESENTED BY: John Davis, P.E., PTOE

REQUESTED BY:

TITLE OF ITEM FOR THE AGENDA: Traffic Crashes in Lee County in 2003

1. DESCRIPTION AND OBJECTIVE OF THE ISSUE

As requested at the January 6, 2004 regular meeting of the Board of County Commissioners, this is a presentation providing an overview of ways to address the high number of traffic crash related deaths in 2003 on Lee County roadways. This presentation will review the historical trends of traffic crashes in Lee County over the past several years, and also, the efforts that have been undertaken over the years, as well.

2. PROPOSE POLICY, PROCEDURE OR PLAN OF ACTION

Please refer to the attached memorandum for subject background.

3. OPTIONS (List advantages/Disadvantages of Each Option Listed)

Informational item.

4. FINANCIAL IMPACTS/FUNDING SOURCE

N/A – Informational Item

5. STAFF RECOMMENDATIONS, AND JUSTIFICATION FOR RECOMMENDATIONS

Staff recommends continuation of current efforts to get the safety messages out, and to seek sources of additional educational methods and funds.

6. Mandated: Y N BY WHAT AUTHORITY?

DEPARTMENT DIRECTOR SIGNATURE

COUNTY MANAGER SIGNATURE

MEETING DATE

TIME REQUIRED

[Signature] 2/22/04


[Signature]
2-23-04

3/8/04

10 min.

Memorandum
DEPARTMENT OF TRANSPORTATION
Traffic Section

To: Board of County Commissioners
Commissioner #1, #2, #3, #4, #5

From: Scott M. Gilbertson, P.E. 
BCM-05-04

Date: February 17, 2004

RE: Traffic Crashes in Lee County in 2003

This memorandum is in response to the request made at the January 6, 2004 regular meeting of the Board to present an overview of ways to address the high number of traffic crash related deaths in 2003 on Lee County roadways. In the examination of this issue, it is useful to understand the historical trends of traffic crashes in Lee County over the past several years, and also the efforts that have been undertaken over the years as well.

Review of Reported Crashes

Please refer to attached Exhibit "A", which briefly outlines the historical statistics of traffic crashes in Lee County. These statistics present the crash totals as a rate compared to the total resident population of the County for a given year, and as a rate compared to the vehicles-miles traveled in Lee County.

From the figures in this Exhibit, the following observations are made:

- Total traffic crashes per Million Vehicle-Miles of Travel (MVMT) have declined over the past few years
- Total traffic crashes per 10,000 population have declined over the past few years
- Crashes per MVMT involving injury or fatality have declined over the past few years
- Crashes per 1,000 population involving injury or fatality have declined over the past few years
- Crashes per MVMT involving a bicyclist or pedestrian have declined over the past few years
- Crashes per 1,000 population involving a bicyclist or pedestrian have declined over the past few years
- Number of fatalities had trended downward until this last year

Not shown in the exhibit, but a significant fact that was revealed during the review of the over 10,000 crash reports in 2003, was that over 2,200 of the total crashes reported were located on either US 41 or Interstate 75. The breakdown is about 1700 on US 41 and about 500 on Interstate 75. This represents about 16% of the total occurring on US 41 and 5 % of the total on Interstate 75. With respect to 124 traffic fatalities, one occurred on US 41 and 16 occurred on Interstate 75 in 2003. This latter figure for Interstate 75 represents 13% of the total. Given the

fact that Interstate roadways are designed specifically with respect to maximizing the flow of traffic in the most efficient, effective, and safe manner, these totals would appear to point towards issues involving the actions and behaviors of motorists, and to some degree the level of congestion along segments of the Interstate.

Efforts to Address the Frequency and Severity of Crashes

It is also relevant to review what has been done in the areas of interagency coordination, driver education, traffic engineering, and traffic enforcement. About 10 years ago, interagency groups were formed throughout the state with the assistance of the Florida DOT to bring together any and all agencies and groups with a mission or interest that involved traffic safety. These groups are known as Community Traffic Safety Teams (CTST's), and include representatives of local groups or agencies involved in traffic engineering, traffic law enforcement, driver education, pedestrian and bicycle safety, emergency response providers, health care providers, and the news media. This group in Lee County has annually provided input to FDOT on the use of traffic safety funds and educational campaigns. They have participated in community fairs or exhibits to promote good driving behaviors and awareness to traffic safety issues. Additionally, these efforts have ranged from on-site field inspections of problematic locations to conducting child safety car seat inspections and training sites where parents can see if the car seat is installed properly. They have also assisted in providing car seats to the general community for those unable to obtain such a safety seat, and to observe motorists in order to determine the general use of seatbelts.

Additionally, it should be noted that over the past five years the local news media, specifically the Fort Myers News-Press has provided consistent reminders of good driver behavior and techniques, and coverage of the significant causes of crashes as well as in-depth analysis of traffic crashes. Their efforts in this manner started in 1995.

Even with these efforts, traffic crashes are still a significant issue in Lee County. The driving experience has three basic components – the driver, the vehicle, and the roadway environment. The elements to address or promote a safe driving experience are – engineering, enforcement, and education. Of these components, the driver or the behaviors and actions of the driver generally are significant contributing factors in most traffic crashes. A review of the traffic crashes in Lee County in 2003 bears this conclusion out to be valid. From this, the elements of education and enforcement would be the most logical elements to apply to modify driving behaviors and as a result appear to present the greatest need for enhancement in order to produce a desired impact on traffic safety. However, they are most challenging to deliver in a continuing fashion over the years, due to funding, resource allocation and institutional and cultural barriers.

The enhancements would require additional resources in terms of personnel, funds, and equipment, and may even require a change in approach to a motorist's continued education or re-education of good driving techniques. The groups that have been formed are appropriate and viable to produce results. The magnitude and impact of their products is dependent on the resources available to them.

Board of County Commissioners
February 17, 2004
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Summary

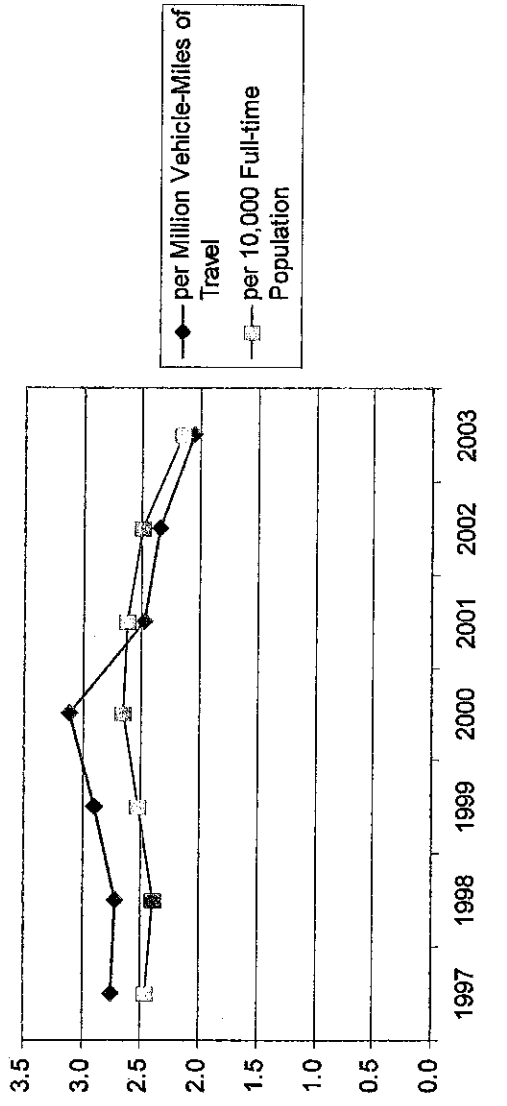
In closing, a downward trend in crash rates has been seen over the last several years, and it can continue. To answer the question, "What more can be done?" The response would be to keep getting the safety messages out and to find sources of additional funds.

If you have any questions, please contact John Davis at 694-7600 or me. Thank you.

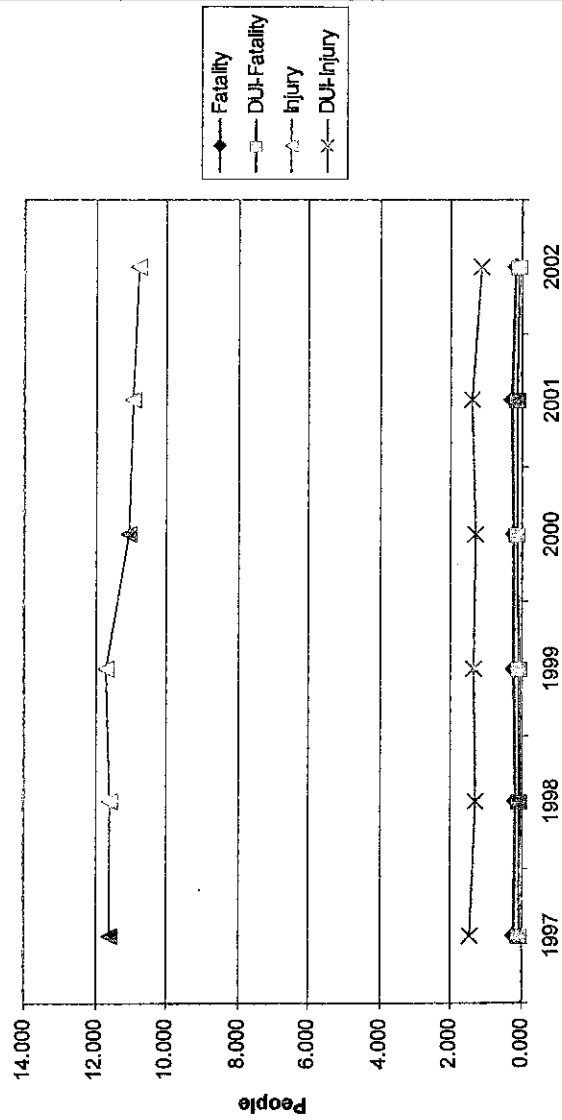
JAD/SMG

cc: Donald Stilwell, County Manager
James Lavender
Paul W. Wingard, P. E.
John A. Davis, P.E., PTOE
Subject File

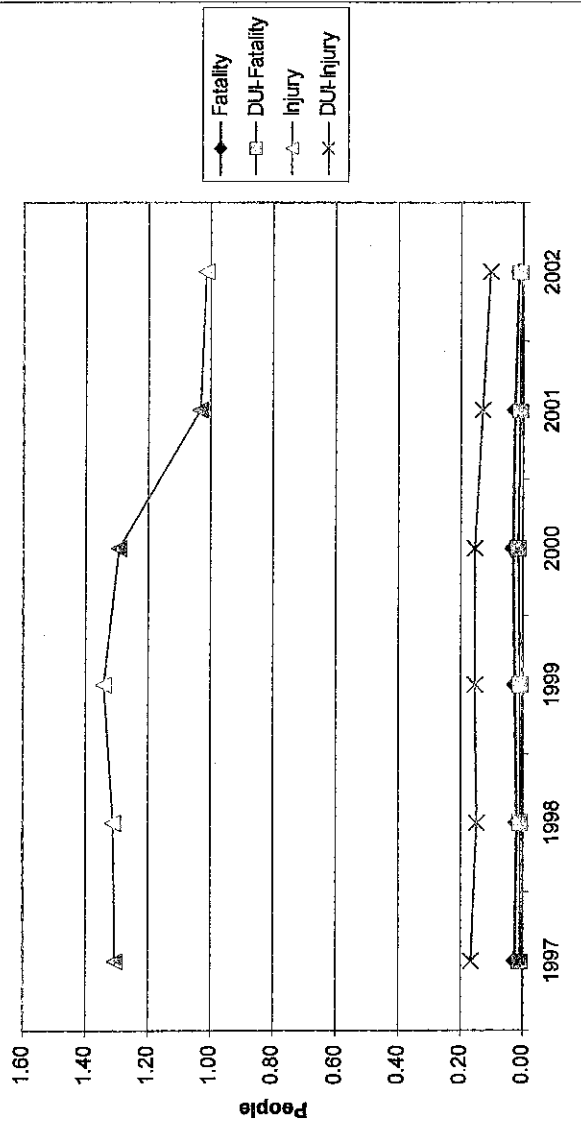
**Traffic Crash Trends for Lee County
1997 to 2003
Total Reported Crashes**



**Traffic Crash Trends in Lee County
1997-2002
by People Injured or Died per 1,000 Population**



**Traffic Crash Trends in Lee County
1997-2002**
by People Injured or Died per Million Vehicle-Miles of Travel



**MANAGEMENT & PLANNING COMMITTEE
AGENDA REQUEST FORM
COMMISSION DISTRICT # C-W**

PRESENTED BY: Steve Boutelle

REQUESTED BY: BOCC Meeting of 02/24/04

TITLE OF ITEM FOR THE AGENDA: Promulgation of County Manatee Speed Zones.

1. DESCRIPTION AND OBJECTIVE OF THE ISSUE The recent circuit court ruling that found large portions of the State speed zones adopted in 1999 unconstitutional has removed that form of manatee protection from Matlacha Pass, St. James City, Punta Rassa and most of Estero Bay. The state speed zones were an important element of the Lee County Manatee Protection Plan. Without these zones, the United States Fish and Wildlife Service (USFWS) halted permit approval due to lack of protection for the manatee. USFWS has indicated new zones created via state or local processes would be acceptable. By promulgating local manatee speed zones, problems associated with the lack of appropriate speed zones would be addressed thereby allowing approval of outstanding permits and the Lee County Manatee Protection Plan.

2. PROPOSE POLICY, PROCEDURE OR PLAN OF ACTION Procedures for creation of state promulgated speed zones are outlined in Florida Statutes. The Board of County Commissioners can either create a committee as outlined in Florida Statue 370.12(2)(F) or create speed zones through local ordinance creation.

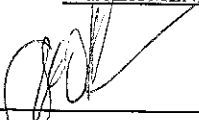

3. OPTIONS (List advantages/Disadvantages of Each Option Listed) Creation of County speed zones through committee process requires appointment of a committee comprised of "waterway users, such as fishers, boaters, water skiers, other waterway users, as compared to the number of manatee and other environmental advocates". An existing committee may be designated by the board as the rule review committee. Each committee must be comprised equally of manatee/environmental advocates and waterway users. Other state, federal, county, municipal, or local agency representatives should be invited to participate as non-voting members. This would be a proactive step by Lee County for manatee protection with the potential to provide continued relief for the dock permitting moratorium. Creation of local zones approved by the State also has the potential to remove the newly created temporary Federal zones.

County speed zones may also be set outside of the formal committee process through local ordinance creation with input from affected parties. Advantages include expediting the speed zone creation process to potentially facilitate dock permitting and deter permanent federal speed zone creation. Disadvantages include the perception by the public of moving forward outside the committee process.

4. FINANCIAL IMPACTS/FUNDING SOURCE Continuation of a permitting moratorium by the USFWS may adversely affect the marine construction industry in Lee County. Creation of local ordinances will require the County to post new zones with funding available through the WCIND. Either option may promote legal action against the County.

5. STAFF RECOMMENDATIONS, AND JUSTIFICATION FOR RECOMMENDATIONS Staff is providing information for Board direction.

6. Mandated: Y N **BY WHAT AUTHORITY?**

<u>DEPARTMENT DIRECTOR SIGNATURE</u>	<u>COUNTY MANAGER SIGNATURE</u>	<u>MEETING DATE</u>	<u>TIME REQUIRED</u>
	 2-27-04	3/8/04	15 Minutes