# 2011
# ROAD IMPACT FEE UPDATE



# LEE COUNTY, FLORIDA

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# EXECUTIVE SUMMARY

Lee County is responsible for building and maintaining a major road network and has charged an impact fee since 1985 to ensure that new development contributes to the cost of capital improvements needed to maintain adopted levels of service for the County road system. The current road impact fee schedule is based on a 2008 study by Duncan Associates.[1] This update retains the overall impact fee methodology used in prior updates. The methodology used in this study is commonly referred to as a "consumption-based" approach. This approach is the most commonly-used methodology in Florida and is consistent with the fundamental principles enunciated by the courts in Florida and throughout the country.

Since the road impact fees were originally adopted in 1985, the County has periodically updated the impact fee schedules in order to reflect the most recent road cost data, level of service and other funding sources used in funding growth-related capacity improvements. The fee schedules were updated in 1989, 1990, 2000, 2003, 2006 and 2008.

The County's road impact fee program applies to new development in the unincorporated areas of the county. There are currently four impact fee benefit districts in the unincorporated area of Lee County where fees are earmarked. The City of Sanibel and the City of Fort Myers have entered into interlocal agreements with the County to collect and administer the County's road impact fees within their respective jurisdictions. These two municipalities retain the impact fees they collect and spend them within their corporate limits. The other municipalities in the county—Cape Coral, Bonita Springs and Fort Myers Beach—have their own independent road impact fee systems.

## Major Findings

The major results of the update are summarized as follows.

**Updated Cost Information.** This update bases average road costs on projects included in the County's capital improvements plan that have completed the right-of-way acquisition and construction bid processes. These are the most current costs available. The average cost per vehicle-mile of capacity fell 17.1% from the 2008 study.

**Updated Travel Demand Factors.** This update addresses all the travel demand factors. Trip rates are updated using the 2008 version of the ITE *Trip Generation* manual. National average trip lengths are updated using 2009 National Household Travel Survey data. An inventory of the County's major roadway system is included in this study to update the calibration of the travel demand factors and ensure that they are consistent with actual existing vehicle-miles of travel (VMT) on the major roadway system. The updated travel demand factors are, on average, about 13% lower than those used in the 2008 study. The reduced travel demand factors reflect unusually high vacancy rates as well as the effect of the depressed national economy on the local tourism industry.

[1] Duncan Associates and CRS*PE*, Inc., *Road Impact Fee Update for Lee County, Florida,* August 2008; the road impact fees were updated by Ordinance No. 08-24, effective September 23, 2008.

## Comparative Fees

The updated road impact fees are compared with the current fees in Table 1. Two changes to the land use categories are proposed: medical office is proposed to be consolidated with general office, and high-cube warehouse is added as a new land use type.

On average, the potential fees would be approximately 27% less than the current fees. About half of this overall reduction is due to lower construction costs, with the other half attributable to reduced travel demand. The variability in the amount of the decrease among individual land use categories reflects changes in travel demand characteristics in the 2008 *Trip Generation* manual and the 2009 National Household Travel Survey.

**Table 1. Comparison of Current and Updated Road Fees**

| Land Use | Unit | Current Fee | Updated Fee | Percent Change |
|---|---|---|---|---|
| Single-Family Detached | Dwelling | $8,976 | $6,701 | -25% |
| Multi-Family | Dwelling | $6,297 | $4,659 | -26% |
| Mobile Home/RV Park | Pad | $4,686 | $3,499 | -25% |
| Elderly/Disabled Housing | Dwelling | $3,261 | $2,435 | -25% |
| Adult Cong. Living Facility (ACLF) | Dwelling | $2,025 | $1,512 | -25% |
| Hotel/Motel | Room | $5,172 | $3,861 | -25% |
| Shopping Center/General Retail | 1,000 sf | $10,983 | $7,933 | -28% |
| Bank | 1,000 sf | $25,134 | $17,187 | -32% |
| Car Wash, Self Service | 1,000 sf | $5,262 | $3,800 | -28% |
| Convenience Store w/Gas Sales | 1,000 sf | $40,305 | $29,116 | -28% |
| Golf Course (open to public) | Acre | $2,697 | $1,907 | -29% |
| Movie Theater | 1,000 sf | $23,220 | $16,769 | -28% |
| Restaurant, Sit Down | 1,000 sf | $20,337 | $14,688 | -28% |
| Restaurant, Fast Food | 1,000 sf | $44,337 | $32,028 | -28% |
| Office | 1,000 sf | $7,305 | $5,355 | -27% |
| Hospital | 1,000 sf | $11,736 | $7,576 | -35% |
| Nursing Home | 1,000 sf | $4,071 | $3,481 | -14% |
| Church | 1,000 sf | $4,575 | $3,851 | -16% |
| Day Care Center | 1,000 sf | $12,840 | $10,705 | -17% |
| Elementary/Sec. School (private) | 1,000 sf | $2,223 | $1,897 | -15% |
| Industrial | 1,000 sf | $6,195 | $4,626 | -25% |
| Warehouse, General | 1,000 sf | $4,416 | $2,366 | -46% |
| Warehouse, High-Cube | 1,000 sf | NA | $956 | NA |
| Mini-Warehouse | 1,000 sf | $1,587 | $1,125 | -29% |
| Mine or Quarry | 1,000 cy | $40 | $26 | -35% |

*Source:* Current fee from Lee County Land Development Code Sec. 2-266; updated fees from Table 21.

# LEGAL FRAMEWORK

Impact fees are a way for local governments to require new developments to pay a proportionate share of the infrastructure costs they impose on the community. In contrast to "negotiated" developer exactions, impact fees are charges assessed on new development using a standard formula based on objective characteristics, such as the number and type of dwelling units constructed. The fees are a one-time, up-front charge, with the payment made at the time of building permit issuance. Impact fees require that each new development project pay a pro-rata share of the cost of new capital facilities required to serve that development.

Since impact fees were pioneered in states like Florida that lacked specific enabling legislation, such fees have generally been legally defended as an exercise of local government's broad "police power" to regulate land development in order to protect the health, safety and welfare of the community. The courts have developed guidelines for constitutionally-valid impact fees, based on the "rational nexus" standard. The standard essentially requires that fees must be proportional to the need for additional infrastructure created by the new development, and the fees must be spent to provide that same type of infrastructure to benefit the new development. A Florida district court of appeals described the dual rational nexus test in 1983 as follows, and this language was subsequently quoted and followed by the Florida Supreme Court in its 1991 St. Johns County decision:[2]

> *In order to satisfy these requirements, the local government must demonstrate a reasonable connection, or rational nexus, between the need for additional capital facilities and the growth in population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for use in acquiring capital facilities to benefit the new residents.*

## The Need Test

To meet the first prong of the dual rational nexus test, it is necessary to demonstrate that new development creates the need for additional roadway facilities. The State's *Growth Management Act* requires that counties establish levels of service for roadway facilities and a plan for ensuring that such standards are maintained.[3] The County commits to maintaining specified levels of service (LOS) in its comprehensive plan; including LOS E on County arterial roads and collectors, LOS D on non-interstate freeways, and LOS C and LOS D on I-75 through transitioning and urbanized areas, respectively.

Not only is it clear that growth creates the need for capacity-expanding road improvements, but the road impact fees are designed to be proportional to the capacity created by each new development. The need for roadway capacity improvements is created by the growth in vehicular travel, and the

[2] St. Johns County v. Northeast Florida Builders Association, Inc., 583 So.2d 635, April 18, 1991

[3] Section 163.3177(3)(a), Florida Statutes, provides that "The comprehensive plan shall contain a capital improvements element designed to consider the need for and the location of public facilities [defined to include roads] in order to encourage the efficient utilization of such facilities and set forth ... the adequacy of those facilities including acceptable levels of service."

road impact fees are based on the average vehicular travel, expressed in terms of vehicle-miles of travel, that will be generated by the development. In addition, the road impact fee ordinance contains a provision allowing an applicant to submit an independent fee calculation study if he believes his development will have less impact than that indicated in the fee schedule.[4]

## The Benefit Test

To meet the second prong of the dual rational nexus test, it is necessary to demonstrate that new development subject to the fee will benefit from the expenditure of the impact fee funds. One requirement is that the fees actually be used to fill the need that serves as the justification for the fees under the first part of the test. The road impact fee ordinance contains provisions requiring that road impact fee revenues be spent only on growth-related capital improvements. Specifically, the ordinance states that the "Funds collected from roads impact fees must be used for the purpose of capital improvements to approved roads. Such improvements must be of the type made necessary by the new development. Funds may not be used for periodic or routine maintenance ..."[5] The ordinance further defines "capital improvements" as:

> *preliminary engineering, engineering design studies, land surveys, right-of-way acquisition, engineering, permitting and construction of all the necessary features for any non-site-related road construction project, including but not limited to:*
> *(1) Constructing new through lanes;*
> *(2) Constructing new turn lanes;*
> *(3) Constructing new frontage or access roads;*
> *(4) Constructing new bridges;*
> *(5) Constructing new drainage facilities in conjunction with roadway construction;*
> *(6) Purchasing and installing traffic signalization (including both new installations and upgrading signalization);*
> *(7) Constructing curbs, medians, sidewalks, bicycle paths and shoulders in conjunction with roadway construction;*
> *(8) Relocating utilities to accommodate new roadway construction; and*
> *(9) Constructing on-street and off-street parking when such parking is intended for and designed to protect or enhance the vehicular capacity of the existing network of approved roads.*[6]

These provisions ensure that road impact fee revenues are spent on improvements that expand the capacity of the major roadway system to accommodate new development, rather than on the maintenance or rehabilitation of existing roadway facilities or for other purposes.

Another way to ensure that the fees are spent for their intended purpose is to require that the fees be refunded if they have not been used within a reasonable period of time. The Florida District Court of Appeals upheld Palm Beach County's road impact fee in 1983, in part because the ordinance included refund provisions for unused fees.[7] Lee County's road impact fee ordinance

[4] Lee County Land Development Code, Sec. 2-266(f)

[5] Lee County Land Development Code, Sec. 2-270(a)

[6] Lee County Land Development Code, Sec. 2-264

[7] *Home Builders Ass'n v. Board of County Commissioners of Palm Beach County*, 446 So. 2d 140 (Fla. Dist. Ct. App. 1983)

contains provisions requiring that the fees be returned to the fee payer if they have not been spent or encumbered within ten years of fee payment.[8]

Another way to demonstrate benefit to the feepaying development is to earmark the funds collected within a geographic subarea of the county to be spent on road improvements within the same geographic subarea. For the purpose of the road impact fees, the unincorporated area of the county is divided into four benefit districts (see section on Benefit Districts). The road impact fee ordinance provides that impact fee funds collected from development within a benefit district must be spent within that same benefit district or on an improvement that will directly benefit such district:

> *... impact fee collections ... must be used exclusively for capital improvements within the roads impact fee district from which funds were collected, or for projects in other roads impact fee districts that are of direct benefit to the roads impact fee district from which the funds were collected.*[9]

Ordinance provisions requiring the earmarking of funds, refunding of unexpended funds to feepayers and restriction of impact fee revenues to be spent within the four benefit districts in which they were collected ensure that the fees are spent to benefit the fee-paying development.

## Florida Statutes

The 2006 Florida Legislature passed Senate Bill 1194, creating a new section in Chapter 163 that established certain requirements for impact fees in Florida. After two amendments that became effective in 2009, the section reads as follows:

> *163.31801 Impact fees; short title; intent; definitions; ordinances levying impact fees.--*
>
> *(1) This section may be cited as the "Florida Impact Fee Act."*
>
> *(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments' reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.*
>
> *(3) An impact fee adopted by ordinance of a county or municipality or by resolution of a special district must, at minimum:*
>
> > *(a) Require that the calculation of the impact fee be based on the most recent and localized data.*

[8] Lee County Land Development Code, Sec. 2-271(b)

[9] Lee County Land Development Code, Sec. 2-270(a)

*(b) Provide for accounting and reporting of impact fee collections and expenditures. If a local governmental entity imposes an impact fee to address its infrastructure needs, the entity shall account for the revenues and expenditures of such impact fee in a separate accounting fund.*

*(c) Limit administrative charges for the collection of impact fees to actual costs.*

*(d) Require that notice be provided no less than 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A county or municipality is not required to wait 90 days to decrease, suspend, or eliminate an impact fee.*

*(4) Audits of financial statements of local governmental entities and district school boards which are performed by a certified public accountant pursuant to s. 218.39 and submitted to the Auditor General must include an affidavit signed by the chief financial officer of the local governmental entity or district school board stating that the local governmental entity or district school board has complied with this section.*

*(5) In any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or this section. The court may not use a deferential standard.*

For the most part, these requirements are administrative and procedural. The only substantive requirement that has a bearing on this study is that the impact fee must "be based on the most recent and localized data." A variety of recent, local data has been gathered for use in the impact fee calculations. The three major inputs into the formula are cost per vehicle-mile of travel (VMT), credit per VMT and VMT per unit of development. Cost per VMT in this update is based on project costs from current local planning documents (Lee County's adopted *2010/2011-2014/2015 Capital Improvements Program*), divided by the capacity added by planned projects based on localized average daily capacities for each roadway. Credit per VMT has been based on historical local funding patterns and the percent of motor fuel taxes used for capacity enhancements, as well as the County's current practice of expending excess toll revenues on non-toll road improvements. VMT per development unit is initially based on national travel characteristics (trip generation rates, new trip factors and average trip lengths), but is then calibrated to local conditions. The local adjustment factor used in the calibration is the ratio of observed travel on the major roadway system to expected travel based on national travel characteristics. This report complies with the substantive requirements of the Florida Impact Fee Act.

# ASSESSMENT AND BENEFIT DISTRICTS

In an impact fee system, it is important to clearly define the geographic areas within which impact fees will be collected and spent. There are two types of geographic areas that serve different functions in an impact fee system: assessment districts and benefit districts.

An assessment district is a geographic area that is subject to a uniform fee schedule. In the case of the County's road impact fee, the current assessment district is the entire unincorporated area, plus the incorporated areas of the cities of Fort Myers and Sanibel, which participate in the County's road impact fee program through interlocal agreements.

Benefit districts, on the other hand, represent areas within which the collected fees must be spent. Benefit districts ensure that improvements funded by impact fees are constructed within reasonable proximity of the fee-paying developments.

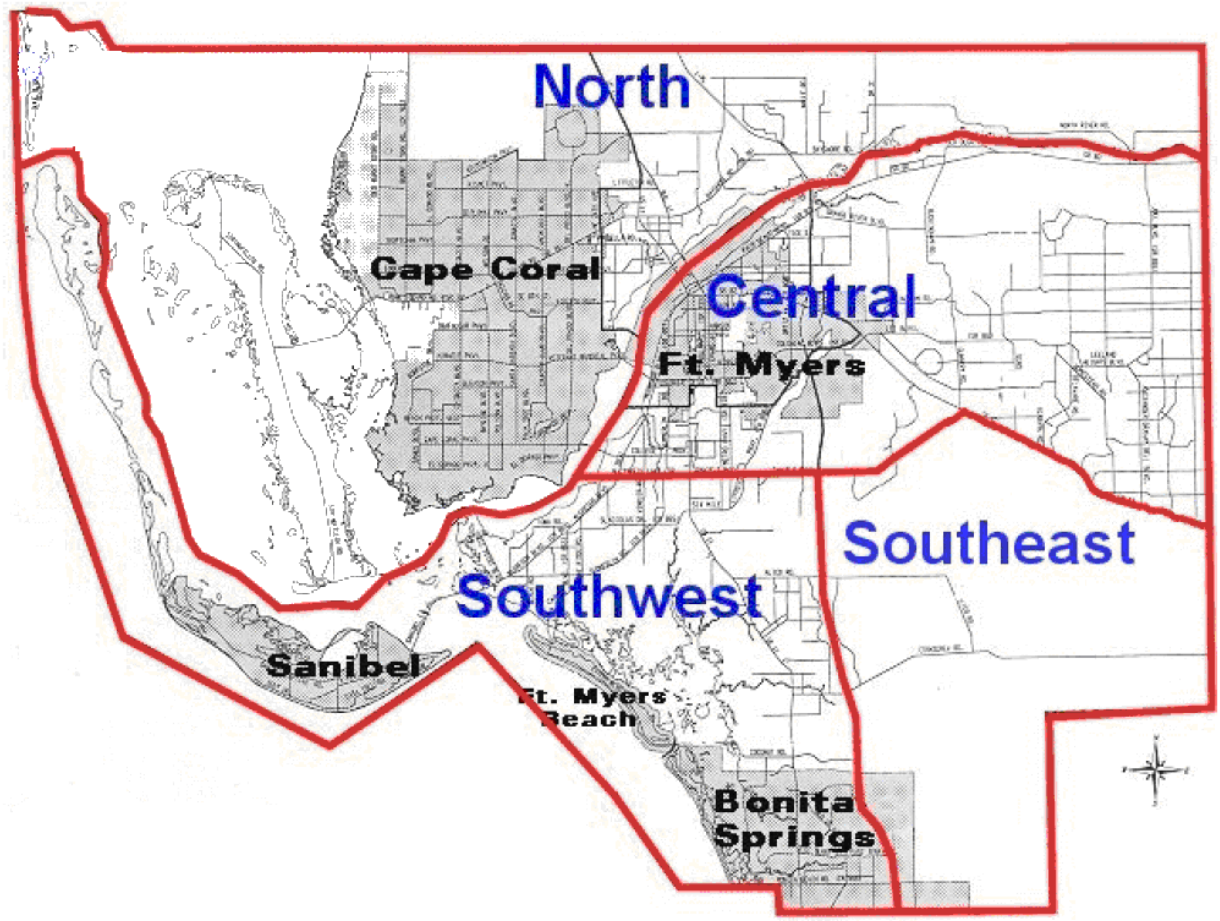
## Assessment Districts

The County's road impact fee is charged to new development in the unincorporated areas of the county. The City of Sanibel and the City of Fort Myers have entered into interlocal agreements with the County, and administer the County's road impact fee ordinance within their respective jurisdictions. These two municipalities retain the impact fees they collect and spend them within their corporate limits. The other municipalities in the county—Cape Coral, Bonita Springs and Fort Myers Beach—have their own independent road impact fee systems. The County currently uses a single fee schedule that applies uniformly throughout the unincorporated area.

## Benefit Districts

The current ordinance includes four benefit districts for the road impact fees. The geographic boundaries of the road districts are illustrated in Figure 1. The districts were reduced from eight benefit districts to five in 2003. In 2008, the Boca Grande and North benefit districts were merged, since there were no identified capacity-expanding improvements for the island and the impacts of development in Boca Grande on the County's major road system are felt most in the North benefit district.

**Figure 1. Existing Road Impact Fee Benefit Districts**




In the 2010 fiscal year, the County's road impact fee revenue for the unincorporated area, including actual fees collected and credits for developer contributions, totaled about $5.5 million, as summarized in Table 2. The City of Fort Myers, which participates in the County road impact fee program via an interlocal agreement, collected an additional $3.1 million in fiscal year 2010. The City of Sanibel participates in the County impact fee program, but its impact fee collections are negligible. The total fee revenue has fallen significantly over the past five years as the number of building permits issued by the County plummeted in response to the nationwide real estate market collapse. Interestingly, the amount of credits used to offset fees has remained relatively stable and has actually increased in the last year, accounting for a larger sum than actual cash payments.

## Table 2. Road Impact Fee Revenue, FY 2005/06 to FY 2009/10

| | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 |
|---|---|---|---|---|---|
| **Cash Payments** | | | | | |
| North | $1,571,943 | $2,138,459 | $508,919 | $578,426 | $720,634 |
| Central | $23,991,118 | $16,648,458 | $4,444,278 | $463,393 | $775,745 |
| Southwest | $9,969,492 | $10,163,416 | $4,611,781 | $4,087,440 | $816,235 |
| Southeast | $2,421,541 | $3,441,126 | $1,066,482 | $1,076,574 | $64,485 |
| Unincorp. Total | $37,954,094 | $32,391,459 | $10,631,460 | $6,205,833 | $2,377,099 |
| City of Fort Myers | $8,826,700 | $6,185,886 | $2,105,740 | $852,005 | $917,679 |
| Total | $46,780,794 | $38,577,345 | $12,737,200 | $7,057,838 | $3,294,778 |
| | | | | | |
| **Credits Used** | | | | | |
| North | $0 | $0 | $0 | $0 | $0 |
| Central | $167,934 | $697,214 | $630,012 | $536,596 | $520,921 |
| Southwest | $470,233 | $410,468 | $304,384 | $585,558 | $1,338,606 |
| Southeast | $0 | $0 | $172,136 | $174,300 | $1,266,527 |
| Unincorp. Total | $638,167 | $1,107,682 | $1,106,532 | $1,296,454 | $3,126,054 |
| City of Fort Myers | $938,258 | $1,007,049 | $1,814,555 | $1,184,687 | $2,149,100 |
| Total | $1,576,425 | $2,114,731 | $2,921,087 | $2,481,141 | $5,275,154 |
| | | | | | |
| **Total Revenue** | | | | | |
| North | $1,571,943 | $2,138,459 | $508,919 | $578,426 | $720,634 |
| Central | $24,159,052 | $17,345,672 | $5,074,290 | $999,989 | $1,296,666 |
| Southwest | $10,439,725 | $10,573,884 | $4,916,165 | $4,672,998 | $2,154,841 |
| Southeast | $2,421,541 | $3,441,126 | $1,238,618 | $1,250,874 | $1,331,012 |
| Unincorp. Total | $38,592,261 | $33,499,141 | $11,737,992 | $7,502,287 | $5,503,153 |
| City of Fort Myers | $9,764,958 | $7,192,935 | $3,920,295 | $2,036,692 | $3,066,779 |
| Total | $48,357,219 | $40,692,076 | $15,658,287 | $9,538,979 | $8,569,932 |

*Note:* North includes Boca Grande, which was a separate area prior to 2008.
*Source:* Revenue for unincorporated area from Lee County Impact Fee Administrator, January 20 and February 11, 2011, and Fort Myers Impact Fee Administrator, February 4, 2011; "payments" represent fees actually paid; "credits" represent developer credits used to offset the impact fees that otherwise would have been collected; "total revenue" is sum of cash payments made and credits used.

# MAJOR ROADWAY SYSTEM

A road impact fee program should include a clear definition of the major roadway system that will be funded with the impact fees. The County's road impact fee ordinance defines the major roadway system as existing and future arterials, collectors, freeways and expressways identified on Map 3A of the transportation element of the Lee Plan, or roads not shown on Map 3A but that provide "a reasonable alternative route for traffic that otherwise would travel a specific road shown on Map 3A of the Lee Plan transportation element." Map 3A currently refers to the 2030 Financially Feasible Plan map (see Figure 2). The Lee County Metropolitan Planning Organization (MPO) is in the process of developing the 2035 Regional Long Range Transportation Plan (LRTP). Once adopted, Map 3A will reflect the 2035 Financially Feasible Plan map.

The County's road impact fee ordinance further defines the major roadway system in its definition of "approved roads" that are eligible for credit against the road impact fees. Approved roads consist of all arterials, collectors, freeways and expressways, as well as designated access roads. Approved roads are divided into three classes. The classes dictate the extent to which credit is available for developers who make eligible improvements. Class 1 roads are included for improvement in the County's five-year Capital Improvements Program (CIP). Class 2 roads are scheduled for improvement within the next ten years. Class 3 roads are shown on Map 3A of the *Lee Plan*, but are not programmed for improvement within the next ten years. The division of the major roadway system into classes prevents premature development from monopolizing the expenditure of impact fee funds through the credit mechanism.

This update includes a detailed inventory of the major roadway system, which consists of all the existing arterial and collector roads in the county. The detailed inventory, which is based on the County's functional classification map illustrated in Figure 3, is presented in Table 22 in the Appendix and summarized in Table 3.

Although the County's road impact fee is not applied in the municipalities of Cape Coral, Bonita Springs and Fort Myers Beach, the inventory includes major roads within all municipalities. The inventory must be county-wide in order to accomplish its principal objective, which is to calibrate national travel demand factors to local conditions. The county-wide road inventory was used to calibrate national travel demand factors to local conditions by comparing the actual vehicle-miles of travel (VMT) on the major road system to expected VMT based on existing development.

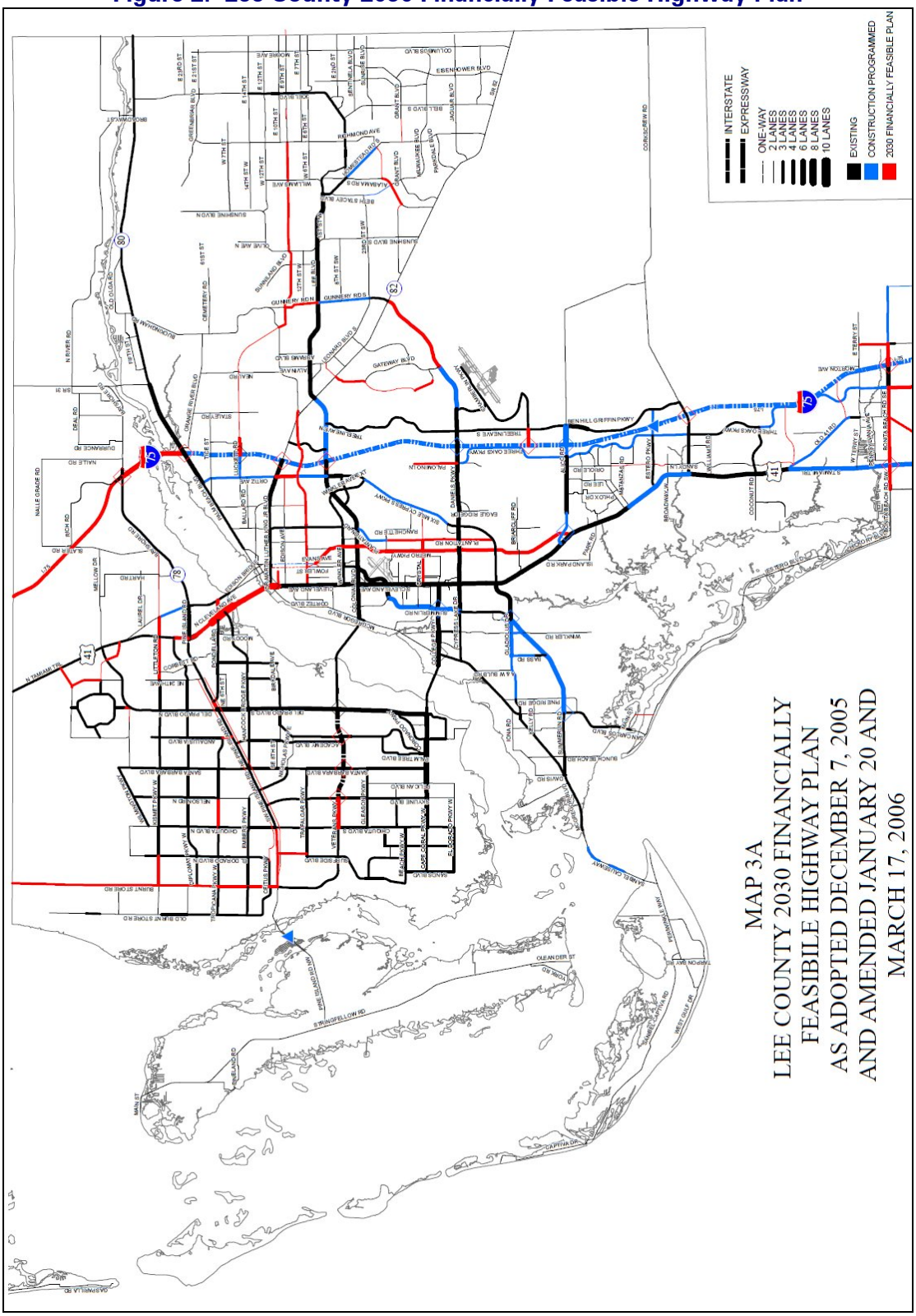
A secondary objective of the road inventory is to ensure that the level of service (LOS) implicit in the standard consumption-based road impact fee methodology does not exceed the actual LOS on the major roadway system. The implicit LOS in the standard consumption-based methodology is a system-wide ratio of 1.0 between vehicle-miles of capacity (VMC) and vehicle-miles of travel (VMT) on the major roadway system. As can be seen in Table 3, the VMC/VMT ratio exceeds 1.0 for all roadway classifications.

## Table 3. Existing Travel on Major Roadway System

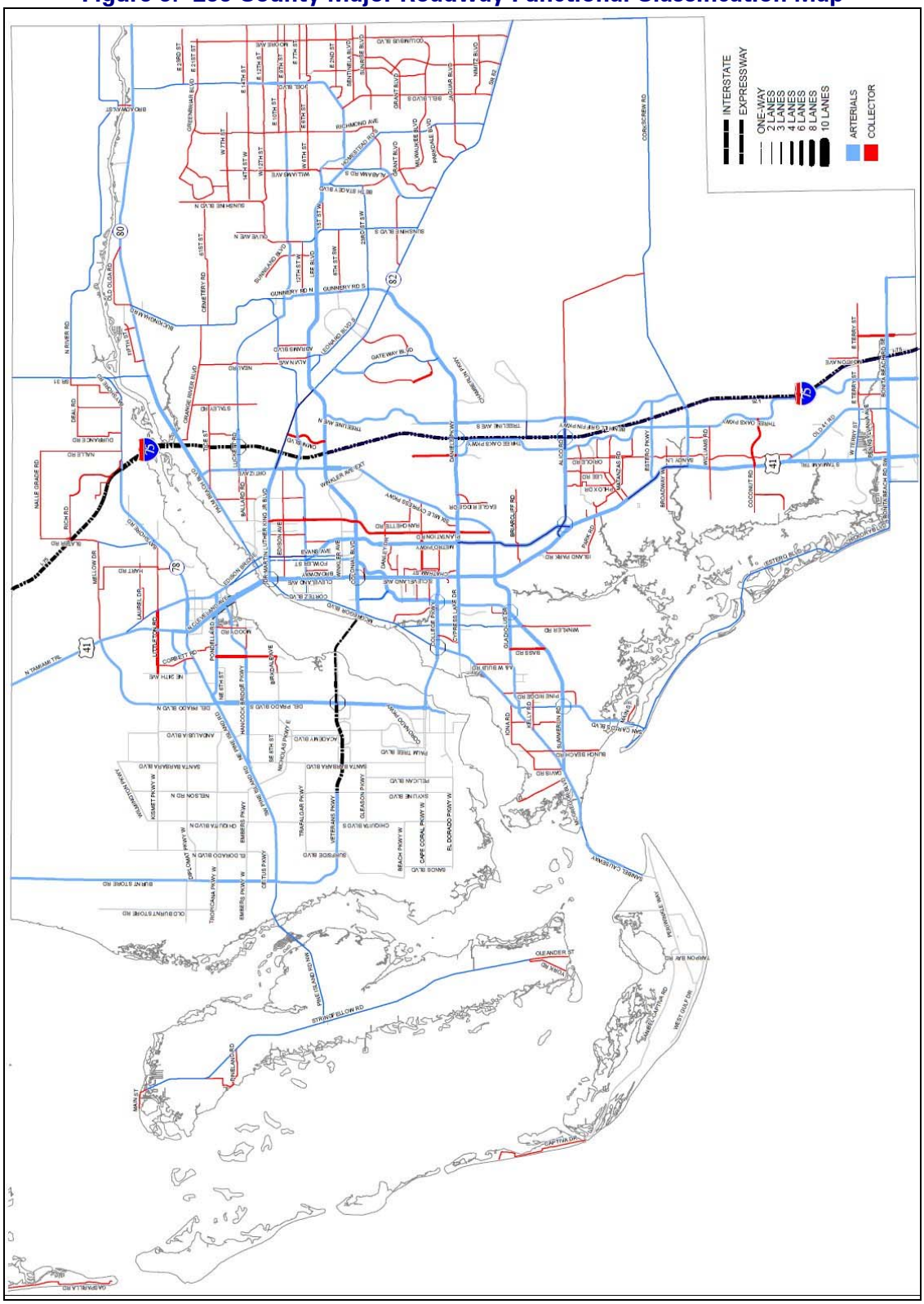
| Road Type | Miles | Daily VMC | Daily VMT | VMC/VMT |
|---|---|---|---|---|
| I-75 | 34.32 | 2,668,422 | 2,421,951 | 1.10 |
| State Arterials | 137.03 | 5,000,601 | 3,868,921 | 1.29 |
| County Arterials | 257.00 | 7,854,794 | 4,666,971 | 1.68 |
| County Collectors | 260.14 | 4,824,885 | 902,615 | 5.35 |
| City of Fort Myers Arterials/Collectors | 22.55 | 500,206 | 199,793 | 2.50 |
| City of Cape Coral Arterials/Collectors | 172.65 | 6,325,358 | 1,193,727 | 5.30 |
| City of Bonita Springs Arterials/Collectors | 23.56 | 529,758 | 198,746 | 2.67 |
| City of Sanibel Arterials/Collectors | 19.60 | 348,789 | 180,438 | 1.93 |
| Town of Ft. Myers Beach Arterials/Collectors | 0.92 | 16,305 | 4,180 | 3.90 |
| Total | 927.78 | 28,069,118 | 13,637,341 | 2.06 |

*Source:* Table 22 of the Appendix; daily VMT is based on annual average daily trips (AADT) adjusted to represent peak season volumes.

**Figure 2. Lee County 2030 Financially Feasible Highway Plan**



## Figure 3. Lee County Major Roadway Functional Classification Map



# METHODOLOGY

This section describes the methodology used to develop the road impact fees. A key concept in any road impact fee methodology is the definition of the "service unit," which is described first. This description is followed by an explanation of the "consumption-based" model used in this study. Finally, the section concludes with a description of the formula used to calculate the road impact fees.

## Service Unit

A service unit creates the link between supply (roadway capacity) and demand (traffic generated by new development). An appropriate service unit basis for road impact fees is vehicle-miles of travel (VMT). Vehicle-miles is a combination of the number of vehicles traveling during a given time period and the distance (in miles) those vehicles travel.

The two time periods most often used in traffic analysis are the 24-hour day (average daily trips or ADT) and the single hour of the day with the highest traffic volume (peak hour trips or PHT). Lee County's current road impact fee system is based on ADT. The regional transportation model is also based on ADT. However, the County's comprehensive plan sets forth desired level of service standards that are based on PHT.

The region's retirement population and tourist orientation suggest that peak hour trip generation rates based on national data may not be representative of land uses in Lee County. However, traffic studies in Lee County have shown that national average daily trip generation rates are in fact representative of Lee County. For this reason, we recommend continuing to base the County's road impact fees on ADT generation. Average daily VMT will continue to be used as the service unit for the County's road impact fees for this reason.

## Consumption-Based Model

The proposed road impact fee methodology is based on a "consumption-based" model. The consumption-based model charges new development the cost of replacing the capacity it consumes on the major roadway system. That is, for every vehicle-mile of travel (VMT) generated by a development, the road impact fee charges the net cost to construct an additional vehicle-mile of capacity (VMC).

Since travel is never evenly distributed throughout a roadway system, actual roadway systems require more than one unit of capacity for every unit of demand for the system to function at an acceptable level of service. Suppose for example, that the County completes a major arterial widening project. The completed arterial is likely to have a significant amount of excess capacity for some period of time. If the entire system has just enough capacity to accommodate all of the vehicle-miles of travel, then the excess capacity on this segment must be balanced by another segment operating over-capacity. Roadway systems in the real world need more total aggregate capacity than the total aggregate demand, because the traffic does not always precisely match the available capacity. The standard consumption-based model is a conservative, legally-defensible approach that has been

upheld by the Florida courts. This update will continue to be based on the consumption-based model, consistent with previous updates.

In most rapidly growing communities, some roadways will experience an unacceptable level of congestion at any given point in time. However, it is not necessary to address existing deficiencies in a consumption-based system. Unlike an improvements-driven system, the consumption-based system is not designed to recover the full costs to maintain the desired LOS on all roadway segments. Instead, it is only designed to maintain a minimum one-to-one overall ratio between system demand and system capacity. On a system-wide basis, virtually all major roadway systems have more capacity (VMC) than demand (VMT). Consequently, under a consumption-based system, the level of service standard is really a system-wide VMC/VMT ratio of one. Since the County's major roadway system currently has more overall capacity than demand (see Table 3), there are no existing deficiencies on a system-wide basis.

## Impact Fee Formula

The recommended impact fee formula is presented in Figure 4.

**Figure 4. Road Impact Fee Formula**

**IMPACT FEE = VMT x NET COST/VMT**

Where:

| | | |
|---|---|---|
| VMT | = | TRIPS x % NEW x LENGTH x ADJUST |
| TRIPS | = | Trip ends during average weekday ÷ 2 |
| % NEW | = | Percent of trips that are primary trips, as opposed to pass-by or diverted-link trips |
| LENGTH | = | Average length of a trip on the major roadway system |
| ADJUST | = | Adjustment factor to calibrate national travel demand factors to local conditions |
| NET COST/VMT | = | COST/VMT - CREDIT/VMT |
| COST/VMT | = | COST/LANE-MILE ÷ AVG LANE CAPACITY |
| COST/LANE-MILE | = | Average cost to add a new lane-mile to the major roadway system |
| AVG LANE CAPACITY | = | Average daily capacity at desired LOS added by a new lane |
| CREDIT/VMT | = | $/GAL ÷ MPG x 365 x NPV |
| $/GAL | = | Capacity-expanding funding for roads per gallon of gasoline consumed |
| MPG | = | Miles per gallon, average for U.S. motor vehicle fleet |
| 365 | = | Days per year (used to convert daily VMT to annual VMT) |
| NPV | = | Net present value factor (i.e., 13.13 for 20 years at 4.40% discount rate) |

# COST PER SERVICE UNIT

There are two components to determining the average cost to add a unit of capacity to the major road system: the cost of a set of improvements, and the capacity added by those improvements. This section describes both of these components in order to calculate the average cost per service unit.

## Cost per Lane-Mile

One of the key inputs into the road impact fee formula is the cost per lane-mile to construct new roadway capacity. While the most obvious component of roadway construction is the physical roadway itself, there are other components that add to the cost of the project. Other components include the cost of professional services (planning and design), right of way (land), environmental mitigation and utility relocation.

In a consumption-based impact fee system, roadway construction costs are entered into the formula as an average cost for providing new roadway capacity. Using this method, assuming there are no dramatic changes to the type of construction contemplated, it is not necessary to revisit impact fees each time that the capital improvement program changes. Updates at reasonable periodic intervals are sufficient to analyze potential changes to average costs.

All but one of the road improvements used to determine the average cost and capacity per new lane-mile were drawn from the Lee County Capital Improvements Program, with the other project drawn from the City of Fort Myers Capital Improvements Program. The 2003 and 2008 updates provided the option of basing the fees on the costs of both County/Fort Myers and State road improvements. This option resulted in a higher fee schedule and was not adopted by the County.

The average cost to add capacity to the major roadway system is determined by examining the most recent cost data available. The roadway improvements shown in Table 4 are limited to projects that have completed the right-of-way acquisition and construction bid processes. The Estero Parkway extension project is an overpass for Interstate 75 consisting of large bridge spans with higher construction costs than typical County road improvement projects. Since the cost related to the Estero Parkway extension is not likely to be representative of future road improvement expenditures, the cost of that improvement has been excluded from the impact fee calculation. After the exclusion of the Estero Parkway extension, these roadway improvements add 68.44 new lane-miles at a cost of $242 million.

**Table 4. Planned Improvement Project Costs**

| Roadway | Segment | Miles | No. of Lanes Ex. | Fut. | New | Lane-Miles | Cost |
|---|---|---|---|---|---|---|---|
| Alico Road Multi-Laning | Dusty Ln to Three Oaks Pwy | 2.30 | 2 | 6 | 4 | 9.20 | $17,774,094 |
| Colonial Blvd | Six Mile Cypress Pwy to SR 82 | 2.65 | 4 | 6 | 2 | 5.30 | $33,107,897 |
| Daniels Parkway | Treeline Ave to Gateway Bvd | 1.70 | 4 | 6 | 2 | 3.40 | $4,976,542 |
| Gladiolus Widening | Bass Road to Winkler Road | 0.79 | 2 | 6 | 4 | 3.16 | |
| Gladiolus Widening | Pine Ridge to Bass Road | 1.51 | 2 | 4 | 2 | 3.02 | $21,490,884 |
| Bass Road Widening | Gladiolus Dr to four-lane | 0.63 | 2 | 4 | 2 | 1.26 | |
| Hanson Street Extension | V. Shoemaker Bvd to Ortiz Ave | 1.75 | 0 | 2 | 2 | 3.50 | $20,724,744 |
| Plantation Ext | Idlewild St to Colonial Blvd | 1.00 | 0 | 4 | 4 | 4.00 | $8,000,731 |
| Six Mile Cypress Pkwy | Daniels Pkwy to Winkler Ext | 2.30 | 2 | 4 | 2 | 4.60 | $10,225,001 |
| Summerlin Road | Cypress Lk Dr to Boy Scout Rd | 2.60 | 4 | 6 | 2 | 5.20 | $38,238,990 |
| Three Oaks Pkwy Ext South | E Terry Street to Coconut Road | 4.15 | 0 | 4 | 4 | 16.60 | $57,285,251 |
| Three Oaks Pkwy Widening | Corkscrew Road to Alico Road | 4.60 | 2 | 4 | 2 | 9.20 | $30,128,027 |
| Estero Parkway Extension | Three Oaks to B. H. Griffin Pwy | 0.70 | 0 | 4 | 4 | 2.80 | $53,445,559 |
| Total | | 26.68 | | | | 71.24 | $295,397,720 |
| Total without Estero Parkway Extension | | 25.98 | | | | 68.44 | $241,952,161 |

*Source:* Projects from Lee County, *FY 2010/11-2014/15 Capital Improvements Program* (Hanson Street Extension from City of Fort Myers); total project costs from Lee County staff, March 31, 2011.

The average cost per lane-mile added by the planned improvements can be determined by dividing the total cost by the total new lane-miles. As shown in Table 5, the average cost per lane-mile for County road projects, excluding the Estero Parkway extension, is approximately $3.5 million.

**Table 5. Road Cost per Lane-Mile**

| | |
|---|---|
| Planned Improvement Project Costs | $241,952,161 |
| ÷ New Lane-Miles | 68.44 |
| Average Cost per New Lane-Mile | $3,535,245 |

*Source:* Planned improvement project costs and new lane-miles from Table 4.

## Roadway Capacity

Nationally-accepted transportation level of service (LOS) categories have been developed by the transportation engineering profession. Six categories, ranging from LOS A to LOS F, describe driving conditions in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience and safety. LOS A represents free flow, while LOS F represents the breakdown of traffic flow, characterized by stop-and-go conditions.

In contrast to LOS, maximum service volume is a quantitative measure, expressed in terms of the rate of flow (vehicles passing a point during a period of time). Maximum service volume represents the maximum rate of flow that can be accommodated by a particular type of roadway while still maintaining a specified LOS. The maximum service volume at LOS E represents that maximum volume that can be accommodated before the flow breaks down into stop-and-go conditions that characterize LOS F, and thus represents the ultimate capacity of the roadway.

The analysis of the capacity of Lee County's major roadway system has been based on the generalized planning capacity estimates promulgated by the Florida Department of Transportation

(FDOT). These capacity estimates are based on Highway Capacity Manual procedures and take into consideration roadway cross sections, left turn bays at intersections, posted speed limits, spacing of signalized intersections and characteristics of the area (i.e., rural, rural developed, transitioning to urban and urbanized).

The average capacity per new lane-mile is determined based on the same set of improvements used to determine the average cost per lane-mile. Excluding the Estero project, capacity-expanding projects add 694,890 vehicle-miles of capacity (VMC) to the major roadway system in Lee County (see Table 6).

**Table 6. Capacity Added by Planned/Completed Improvement Projects**

| Roadway | Segment | Miles | Avg. Daily Capacity | | | New VMC |
|---|---|---|---|---|---|---|
| | | | Before | After | New | |
| Alico Road Multi-Laning | Dusty Ln to Three Oaks Pwy | 2.30 | 16,500 | 55,300 | 38,800 | 89,240 |
| Colonial Blvd | Six Mile Cypress Pwy to SR 82 | 2.65 | 36,700 | 55,300 | 18,600 | 49,290 |
| Daniels Parkway | Treeline Ave to Gateway Bvd | 1.70 | 36,700 | 55,300 | 18,600 | 31,620 |
| Gladiolus Widening | Bass Road to Winkler Road | 0.79 | 16,500 | 55,300 | 38,800 | 30,652 |
| Gladiolus Widening | Pine Ridge to Bass Road | 1.51 | 16,500 | 36,700 | 20,200 | 30,502 |
| Bass Road Widening | Gladiolus Dr to four-lane | 0.63 | 16,500 | 36,700 | 20,200 | 12,726 |
| Hanson Street Extension | V. Shoemaker Bvd to Ortiz Ave | 1.75 | 0 | 16,500 | 16,500 | 28,875 |
| Plantation Ext | Idlewild St to Colonial Blvd | 1.00 | 0 | 36,700 | 36,700 | 36,700 |
| Six Mile Cypress Pkwy | Daniels Pkwy to Winkler Ext | 2.30 | 16,500 | 36,700 | 20,200 | 46,460 |
| Summerlin Road | Cypress Lk Dr to Boy Scout Rd | 2.60 | 36,700 | 72,700 | 36,000 | 93,600 |
| Three Oaks Pkwy Ext South | E Terry Street to Coconut Road | 4.15 | 0 | 36,700 | 36,700 | 152,305 |
| Three Oaks Pkwy Widening | Corkscrew Road to Alico Road | 4.60 | 16,500 | 36,700 | 20,200 | 92,920 |
| Estero Parkway Extension | Three Oaks to B. H. Griffin Pwy | 0.70 | 0 | 36,700 | 36,700 | 25,690 |
| Total | | 26.68 | | | | 720,580 |
| Total without Estero Parkway Extension | | 25.98 | | | | 694,890 |

*Source:* Projects from Lee County, *FY 2010/11-2014/15 Capital Improvements Program*; capacities based on generalized two way capacities at LOS D and E from Table 1 of the 2009 FDOT *Quality/Level of Service Handbook* (LOS D is used for roadways with less than two signals per mile), http://www.dot.state.fl.us/planning/systems/sm/los/default.shtm; new VMC is miles times new capacity.

To calculate the average daily capacity per new lane, the total new daily VMC for capacity-expanding projects is divided by the total number of new lane-miles that will be constructed as a result of the capacity-expanding improvements. As shown in Table 7, the average daily capacity per new lane is 10,153 vehicles per day for this representative set of planned road improvements when the Estero project is excluded.

**Table 7. Average Daily Capacity per Lane**

| | |
|---|---|
| New Daily Vehicle-Miles of Capacity (VMC) | 694,890 |
| ÷ New Lane-Miles | 68.44 |
| Average Capacity per New Lane | 10,153 |

*Source:* New VMC from Table 6; new lane-miles from Table 5.

## Cost per Service Unit Summary

The average cost per unit of capacity added by the planned improvements can be determined by dividing the average cost of a new lane-mile by the average daily capacity added per lane. As shown in Table 8, the average cost per service unit is $348 per VMT. Compared to the 2008 study, the cost per new VMC has decreased by 17.1%.

**Table 8. Road Cost per Service Unit**

| | |
|---|---|
| Average Cost per New Lane-Mile (without Estero) | $3,535,245 |
| ÷ Average Capacity per New Lane | 10,153 |
| Average Cost per Vehicle-Mile of Travel (VMT) | $348 |
| Average Cost per VMT, 2008 | $420 |
| Percent Change Since 2008 | -17.1% |

*Source:* Average cost per new lane-mile from Table 5; average capacity per new lane from Table 7; 2008 cost per VMT from Duncan Associates and CRS*PE*, Inc., *Road Impact Fee Update for Lee County, Florida*, August 2008.

# REVENUE CREDITS

When calculating the impact of new development on infrastructure costs, credit will be given for revenue generated by new development that will be used to pay for capacity-related capital improvements. In Lee County, capacity-expanding road improvements are funded almost exclusively with road impact fees and Federal, State and local motor fuel taxes. In the past few years the County has started to program capacity improvements with funding from excess toll revenue. In addition, there is some outstanding County debt for past road improvements, but these bonds are being retired with the County's gas tax receipts.

In the calculation of the proposed road impact fee, credit will be given for that portion of Federal, State and local motor fuel taxes that are used to fund capacity-expanding capital improvements on the major roadway system. An additional credit will be provided to account for the use of County toll road revenue utilized for capacity improvement on non-toll roads.

## Gas Tax Credit

The amount of Federal and State motor fuel tax revenue applied toward funding capacity-expanding capital improvements is determined based on construction and right-of-way projects in the first year of each of the last six Florida Department of Transportation Five-Year Work Programs for Lee County, as shown in Table 9.

**Table 9. Federal/State Fuel Tax Capacity Funding, 2005-2010**

| Facility | Improvement | FY 04/05 | FY 05/06 | FY 06/07 | FY 07/08 | FY 08/09 | FY 09/10 |
|---|---|---|---|---|---|---|---|
| Alico Rd, US 41-Dusty Rd. | New Road Ext. | | | $16,670,639 | $1,891,466 | $1,397,874 | $2,000,284 |
| 6 Mi. Cypress, CR865-Winkler | Add Lanes | | | | | | $6,023,340 |
| Daniels @ Bell Tower Dr. | Add Turn Lns | | | | | $648,042 | $7,921 |
| Colonial, I-75-SR 82 | Add Lanes | | | $10,300,000 | | | |
| Del Prado, NE 7th St-Diplomat | Add Lanes | | | | | | $10,290,000 |
| Gunnery Rd, SR 82-Lee Blvd | Add Lanes | | $1,990,000 | | | | |
| Homestead @ Milwaukke Blvd | Add Turn | | | | | $319,994 | $247 |
| I-75 @ Alico Rd | Interchange | $35,402,233 | $180,396 | $3,097,971 | $3,606,044 | $339,134 | $91,346 |
| I-75 @ Daniels Parkway | Interchange | $240,309 | $12,061 | $1,109 | $1,615,995 | $1,616 | $143,444 |
| I-75, Bonita Beach-Corkscrew | Add Lanes | $409,643 | $8,535,928 | $4,075,058 | $907,321 | $2,616,448 | $127,291 |
| i-75, Bonita Beach-SR 78 | Study/Eng. | $29,913 | $16,304 | $60,138 | $14,585 | $16,378 | $21,568 |
| I-75 @ Corkscrew | Interchange | $292,436 | $60,918 | $39,061 | $438,254 | $19,378 | $7,702 |
| I-75, Corkscrew-Daniels Pkwy | Add Lanes | $337,661 | $456,328 | $17,913,204 | $5,477,841 | $8,472,091 | $3,033,978 |
| I-75, Colonial-SR 82 | Add Lanes | $1,308,374 | $52,540 | $115,226 | $58,571 | $170,688 | $12,123,413 |
| I-75 @ SR 80 Interchange | Interchange | $2,976,346 | $780,885 | $376,314 | $92,122 | $2,199,468 | $486,186 |
| I-75 @ SR 82 Interchange | Interchange | $1,675,896 | $16,842 | $7,323 | | | |
| I-75 @ Airport Access | Interchange | $2,485,250 | | | $83,933 | $24,186,444 | $37,898 |
| I-75, Daniels Pwy to Colonial | Add Lanes | $1,861,167 | $37,317 | $526,370 | $40,307 | $29,261 | $23,994 |
| I-75, Luckett Rd to SR 80 | Add Lanes | $1,462,227 | $31,460 | $10,943 | | | |
| I-75, SR 80 to SR 78 | Add Lanes | | $4,111,049 | $1,418,704 | $18,463 | $69,340 | $1,218,807 |
| I-75, SR 82 to Luckett Rd | Add Lanes | $1,383,365 | $63,109 | $11,972 | $158,853 | $9,730 | $9,129,355 |
| I-75, SR 78 to Co Line | Add Lanes | $551,221 | $58,980 | $3,537,449 | $40,452 | $25,760 | $9,344 |
| I-75 @ Bonita Beach Rd. | Interchange | | | | | | $4,465,455 |

**Table 9 Continued**

| Facility | Improvement | FY 04/05 | FY 05/06 | FY 06/07 | FY 07/08 | FY 08/09 | FY 09/10 |
|---|---|---|---|---|---|---|---|
| Ft Myers Regional TMC | Freeway Mgt | $3,545,642 | $270,434 | $64,765 | $522,061 | $244,964 | $145,408 |
| I-75 Fort Myers RTMC Bldg | Freeway Mgt | $10,963,440 | $613,725 | $350,017 | $1,177,632 | $572,406 | $119,159 |
| ITS Comm, I-75 @ Daniels | Freeway Mgt | | | | | $499,498 | |
| Colonial Blvd, McGregor- | Study | | $1,500,000 | | | | |
| Pine Ridge @ San Carlos | Add Turn | $136,894 | | | | | |
| SR 31 @ SR 78 | Traffic Signals | | | $254,427 | $61,664 | $67,539 | |
| SR 739 @ Winkler | Intersection | | | | | | $39,498 |
| SR 739, US 41-Six Mi Cypress | New Road Ext. | $3,035,206 | $663,929 | $174,075 | $261,044 | $35,691,521 | $544,059 |
| SR 739, Six Mi. Cyp to Daniels | Add Lanes | $1,499,112 | $2,676,966 | $3,746,614 | $6,406,364 | $18,279,201 | $768,330 |
| SR 739, Winkler Ave-SR 82 | Add Lanes | $3,736,751 | $3,981,162 | $4,465,044 | $2,672,207 | $1,202,929 | $120,694 |
| SR 739, Hanson-SR 82 | Add Lanes | $1,466,065 | $16,027,178 | $21,194,731 | $318,203 | $1,763,776 | $2,042,486 |
| SR 78, Pine Is-Santa Barbara | Add Lanes | $7,288,141 | $349,483 | $157,920 | $23,552 | $43,682 | $156 |
| SR 78, Slater-I-75 | Add Lanes | $461,054 | $831,768 | $2,476,899 | $483,649 | $10,019 | $165,447 |
| SR 78 @ Andalusia | Traffic Signals | | | | | $70,606 | $328,411 |
| SR 78, Crescent Lk-Evalena | Intersection | | | | | $61,097 | $185,968 |
| SR 78 @ Burnt Store | Traffic Signals | $96,301 | | | | | |
| SR 78, Burnt Store-Chiquita | Add Lanes | $32,264 | $37,433 | $51,117 | $1,128,278 | $1,385,426 | $451,085 |
| SR 78 @ Hancock Br Pkwy | Traffic Signals | $96,301 | | | | | |
| SR 80 @ Broadway and Joel | Traffic Signals | | | | $814,466 | $33,184 | |
| SR 80, E of Hickey Cr-Iverson | Add Lanes | $53,802 | $5,417 | $30,259 | $374,082 | $23,346 | $1,490 |
| SR 80, Hickey Cr-Hendry Co | Add Lanes | $85,121 | $652,563 | $18,157 | $12,057 | $1,231 | |
| SR 82 @ Columbus | Intersection | | | | | | $80,101 |
| SR 82 @ Jackson St | Intersection | $99,898 | $17,209 | | | | |
| SR 82, Owen Ave-40th St SW | Add Turn Lns | $1,000 | $1,088,862 | $66,738 | $478 | | |
| SR 82, Michigan-Ortiz Ave | Add Lanes | $5,212 | $28,008 | $676,683 | $11,641 | | |
| SR 82, Ortiz-Lee Blvd | Add Lanes | $2,381,929 | $211,214 | $804,937 | $930,628 | $25,754,118 | $25,102 |
| SR 82, Lee Blvd-Co. Line | Study/Engin | | $742,633 | $23,481 | $1,418,391 | $26,396 | $20,152 |
| SR 82, Evans Ave-Michigan | Add Lanes | $3,068 | | | | | |
| SR 884 @ Six Mi. Cypress | Traffic Signals | | | | | | $8,802 |
| SR 884 @ Metro Pwy | Add Turn Lns | | | | | $44,472 | $192,035 |
| SR 884 @ Ortiz Ave | Add Turn Lns | $370,200 | | | | | |
| Sunshine Blvd @ Lee Blvd | Add Turn Lns | | | | | $775,930 | $62,583 |
| Three Oaks, E Terry-Brooks | New Road | | $21,475,000 | | | | |
| Airport Road | New Road | $362,454 | | | | | |
| US 41 @ Cypress Lakes | Add Turn Lns | | | | $30 | $41,121 | $129,765 |
| US 41 @ Gladiolus Dr | Add Turn Lns | | | | | $60,342 | $248,611 |
| US 41 Bus, Marianna-Littleton | Add Lanes | $37,570 | $129,829 | $37,109 | $750,000 | | |
| US 41 Bus, Littleton-US 41 | Traffic Signals | | | | $170,000 | | |
| US 41 Bus, Littleton-US 41 | Add Lanes | | | $1,636,994 | $8,778 | $80,330 | $11,202 |
| US 41, Collier Co-Bonita Beach | Add Lanes | $1,457,537 | $604,780 | $1,763,872 | $4,175 | $8,733 | $3,682 |
| US 41, Bonita Beach-Old US | Add Lanes | $2,333,406 | $1,451,891 | $3,915,356 | $868,925 | $272,049 | $39,389 |
| US 41, Old US 41-Corkscrew | Add Lanes | $651,447 | $427,149 | $44,826 | $11,941 | | |
| US 41, Corkscrew-San Carlos | Add Lanes | $2,068,523 | $390,808 | $6,217,731 | $528,445 | $1,736,438 | $3,036,610 |
| Total Capacity Funding | | $92,684,379 | $70,581,558 | $106,333,233 | $33,402,898 | $129,272,000 | $58,011,798 |

*Source:* Capacity-expanding improvement programmed costs from Florida Department of Transportation (FDOT), *Work Program - Adopted Work Program Six Year History, FY 2004/2005 - 2009/2010* (http://www2.dot.state.fl.us/fmsupportapps/workprogram/Support/WP/default.asp).

Motor fuel tax revenue collected in Lee County for each year is estimated based on the gallons of motor fuel sold in Lee County and the Federal/State tax rate per gallon in effect at the time. On average, over the six-year period, it is estimated that 65.8% of Federal and State motor fuel taxes

collected in Lee County have been spent on capacity-expanding improvements to the major roadway system, as shown in Table 10.

**Table 10. Percent of Federal/State Fuel Tax Funding to Capacity**

| Fiscal Year | Gallons Sold In Lee County | Fed/State Tax/Gallon* | Fed/State Taxes Paid | FDOT Capacity Funding | Percent Capacity |
|---|---|---|---|---|---|
| FY 2004/2005 | 328,562,336 | $0.367 | $120,582,377 | $92,684,379 | 76.9% |
| FY 2005/2006 | 345,704,288 | $0.373 | $128,947,699 | $70,581,558 | 54.7% |
| FY 2006/2007 | 348,570,471 | $0.379 | $132,108,209 | $106,333,233 | 80.5% |
| FY 2007/2008 | 325,645,798 | $0.384 | $125,047,986 | $33,402,898 | 26.7% |
| FY 2008/2009 | 310,578,609 | $0.389 | $120,815,079 | $129,272,000 | 107.0% |
| FY 2009/2010 | 304,325,921 | $0.390 | $118,687,109 | $58,011,798 | 48.9% |
| 6-Year Average | | | | | 65.8% |

* Federal/State tax per gallon excludes $0.02 of constitutional fuel tax.
*Source:* Total gallons of fuel sold in Lee County (includes gasohol and diesel) from the Florida Department of Revenue; FDOT capacity-expanding improvement funding from Table 9.

Based on the historical percentage of Federal and State fuel tax funding for capacity and the current tax structure, it can be reasonably anticipated that 25.9 cents of the 39.4 cents per gallon of Federal and State fuel taxes will be available for capacity-expanding capital improvements in the future (see Table 11).

As summarized in Table 11, local motor fuel taxes amount to 16 cents per gallon. The amount of local motor fuel tax applied towards capacity-expanding capital improvements is determined by examining financial reports prepared by the State of Florida and Lee County, as described below.

The State imposes a 2-cent per gallon excise tax on motor fuels that is distributed to local governments. The original intent of the Constitutional Fuel Tax (also known as the 5th/6th Cent Fuel Tax) was to provide the revenue necessary to cover debt service managed by the Florida Board of Administration, with the remaining balance distributed to local governments. Since the 1973 Road/Bridge Bond Issue (Mantanzas Pass and Hurricane Bay Bridges) has been retired, the State no longer retains a portion of these funds for debt service. The funds are available for capital projects or transportation operations. The County currently dedicates the revenue to fund transportation operating costs.

The County Fuel Tax, also known as the 7th Cent Fuel Tax, is distributed to counties via the same distribution formula used for the Constitutional Fuel Tax. The State retains 30% of the tax funds for collection fees, refunds, administrative costs and service charges. Lee County uses the proceeds of the 7th Cent Fuel Tax for the operation and maintenance of the existing major roadway system and not for capacity improvements.

The Municipal Fuel Tax, also known as the 8th Cent Fuel Tax, is joined with non-transportation revenues and distributed to the cities from the Revenue Sharing Trust Fund for Municipalities. This revenue source is not used for capacity improvements.

Local governments in Florida are authorized to levy up to 12 cents of local option fuel taxes in the form of three separate levies: the Six Cent Tax, Five Cent Tax and 9th Cent Tax. All 12 cents are authorized for Lee County. The County uses a portion of the local fuel tax to retire debt service on the 2004 Five Cent Local Option Gas Tax Refunding Bond. The remaining revenues are distributed

among the County and municipal governments according to interlocal agreement or statutory formula.

The Six Cent Tax is a tax of six cents per gallon of motor and diesel fuel sold within the County. The entire six cents is pledged to retire the 1993 and 1997 Series Gas Tax Bonds. However, only two cents, or one-third, is actually used for debt service. The remaining four cents is split between the Transportation Capital Improvement Fund, where it is informally earmarked for road resurfacing and rehabilitation, and LeeTran transit. Although the debt service for the 1993 Series Gas Tax bond will be fully repaid within the next year, it will be assumed that the same percentage of the Six Cent Tax historically programmed for capacity improvements will continue to be programmed for such purposes.

The Five Cent Tax is a tax of five cents per gallon of motor and diesel fuel sold within the County. All of the five cent local option gas tax revenues are used for capacity expanding improvements. Approximately one half is dedicated to debt service for East/West Corridor improvements associated with the Midpoint Memorial Bridge. The other half is used for other capacity-expanding projects.

The 9th Cent Tax is a tax of one cent per gallon of motor and diesel fuel sold in the County. The County is not required to share the proceeds of the 9th Cent Tax with the municipalities, and the funds are only used for transportation purposes. Historically, approximately 55% of the 9th Cent Tax revenues have been used to retire debt service on the 1993 Series Gas Tax Bonds (this bond was refunded with the Series 2003 Road Improvement Revenue Bond issued in October 2003). Now that the debt service funded with the 9th Cent Tax has been repaid, the proceeds of the tax are used to fund maintenance and capacity improvements in the CIP. Based on an analysis of gas tax funds programmed for capacity improvements in the current five-year CIP, this update estimates that 55% of the 9th Cent Tax is allocated for capacity expanding projects.

The motor fuel tax credits per gallon are summarized in Table 11. For every gallon of gasoline sold in Lee County, motorists pay 55.4 cents in motor fuel taxes. Of the total fuel taxes paid per gallon in Lee County, approximately 33.5 cents (about 61%) are available for capacity expanding improvements to the major roadway system.

**Table 11. Motor Fuel Tax Credit per Gallon**

| Type of Motor Fuel Tax | Tax Rate/ Gallon | % to Capacity | Capacity $/Gal. |
|---|---|---|---|
| Federal Motor Tax Rate/Gallon | $0.184 | | |
| State Motor Tax (Less Constitutional Fuel Tax) | $0.142 | | |
| State Comprehensive Enhanced Transportation (SCETS) Tax | $0.068 | | |
| Total Federal/State Motor Fuel Tax per Gallon | $0.394 | 65.8% | $0.259 |
| 5th and 6th Cent Tax (Constitutional Fuel Tax) | $0.020 | 0.0% | $0.000 |
| 7th Cent Tax (County Fuel Tax) | $0.010 | 0.0% | $0.000 |
| 8th Cent Tax (Municipal Fuel Tax) | $0.010 | 0.0% | $0.000 |
| Six Cent Local Option Tax | $0.060 | 33.3% | $0.020 |
| Five Cent Local Option Tax | $0.050 | 100.0% | $0.050 |
| 9th Cent Tax | $0.010 | 55.0% | $0.006 |
| Subtotal, Local Motor Fuel Tax per Gallon | $0.160 | 47.5% | $0.076 |
| Total Motor Fuel Tax per Gallon | $0.554 | 60.5% | $0.335 |

*Source:* Federal, State and SCETS tax rates per gallon as of January 1, 2011 from the Florida Department of Revenue; local fuel tax rates per gallon from *Lee County Annual Budget, FY 2010/2011*; percent of federal/state capacity funding per gallon from Table 10; percentages for local motor fuel taxes derived from the *Lee County Annual Budget, FY 2010/2011* and the *Lee County 2009-10 Debt Manual*.

Over the 20-year useful life of most road improvements, new development can be expected to generate approximately $92 in capacity-expanding road funding for every daily vehicle-mile of travel (shown in Table 12). This is the amount of motor fuel tax credit that should be applied against the cost of accommodating the transportation demands of new development in Lee County.

**Table 12. Motor Fuel Tax Credit per Service Unit**

| | |
|---|---|
| Total Motor Fuel Tax Capacity-Expanding Improvement Funding per Gallon | $0.335 |
| ÷ Average Miles per Gallon | 17.4 |
| Capacity-Expanding Improvement Funding per Daily Vehicle-Mile | $0.0193 |
| x Days per Year | 365 |
| Annual Capacity-Expanding Improvement Funding per Daily Vehicle-Mile | $7.04 |
| x Net Present Value Factor (4.40% discount rate over 20 years) | 13.13 |
| Motor Fuel Tax Credit per Daily Vehicle-Mile of Travel (VMT) | $92 |

*Source:* Motor fuel tax funding per gallon from Table 11; average mile per gallon is average for all motor vehicles for 2008 from US Department of Transportation, Bureau of Transportation Statistics, *Motor Fuel Consumption*, Table 4-9, 2010; net present value based on 4.40% discount rate, which is the average interest rate on state and local bonds for October through December, 2010 from the Federal Reserve at http://www.federalreserve.gov/releases/ h15/data.

## Excess Toll Revenue Credit

The County's toll revenue is generated from the Cape Coral Bridge, Midpoint Memorial Bridge and Sanibel Causeway toll facility. Since these facilities are self-supporting through toll revenue, they are not included in the average trip length used in the impact fee analysis. In this update, a separate credit will be provided to account for "excess" toll road revenue. Excluding toll-funded projects from the list of projects used to determine the average cost per lane-mile does not obviate the need for an excess toll funding credit. Travel on toll roads is not included in the total VMT used to calculate the average trip length, so a credit is unnecessary for toll revenue used to improve toll roads or pay toll road debt. However, that option is not available for non-toll facilities that may

receive excess toll funding. For this reason, a credit has been calculated for the present value of future excess toll revenue expected to be generated by new development.

Toll facility bond coverage requirements virtually guarantee that at some point toll roads will generate excess revenue beyond what is required to retire debt service. As in the prior study, an additional credit is necessary to account for excess toll revenue programmed for non-toll road construction in the major road corridors associated with the bridge traffic. The County has not programmed excess toll road revenue in the current 2010/11 to 2014/15 CIP; however, the County has programmed excess toll revenue funds for right-of-way acquisition for Burnt Store Road in recently completed CIPs and has plans to fund improvements on Burnt Store with excess toll revenues during the next ten years. It is therefore reasonable to assume that excess toll revenue will eventually be used for these types of improvements Table 13 depicts the annual excess toll revenue available for non-toll road projects over the next five years.

**Table 13. Excess Toll Revenue Credit**

| | |
|---|---|
| Excess Toll Revenue, 2011-2016 | $6,164,134 |
| ÷ Years | 5 |
| Average Annual Excess Toll Revenue Funding | $1,232,827 |
| ÷ Existing VMT on Major Road System | 13,643,210 |
| Annual Excess Toll Funding per VMT | $0.09 |
| x Net Present Value Factor (4.40% discount rate over 20 years) | 13.13 |
| Excess Toll Credit per Daily Vehicle-Mile of Travel (VMT) | $1 |

*Source:* Excess toll revenue from Lee County Department of Transportation, February 22, 2011; existing VMT from Table 22; net present value based on 4.40% discount rate from Table 12.

In addition to these funding sources, the Board of County Commissioners set aside $60 million in property taxes in FY 2005/2006 and 2006/2007 for a revolving loan program, with $10 million considered a one-time grant for capacity improvements and $50 million assigned to a revolving loan that could accelerate project funding. In the case of the loan, the money will be repaid from other dedicated funding into a revolving fund account. Since a portion of this funding is a one-time grant and the remaining funding is repaid from traditional transportation revenue sources (road impact fees and local option gas taxes), a credit for property tax funds from new development that may be utilized for these programs is not necessary.

## Net Cost per Service Unit Summary

The net cost per service unit is the cost per VMT less the credit per VMT. As summarized in Table 14, the net cost per service unit is $255 per VMT.

## Table 14. Net Cost per Service Unit

| | |
|---|---|
| Cost per VMT | $348 |
| – Credit per VMT | -$93 |
| Net Cost per VMT | $255 |

*Source:* Cost per VMT from Table 8; credit per VMT is sum of motor fuel tax credit from Table 12 and excess toll funding credit from Table 13.

# TRAVEL DEMAND

The travel demand generated by specific land use types in Lee County is a product of four factors: 1) trip generation, 2) percent new trips, 3) average trip length and 4) a local adjustment factor to calibrate VMT based on national travel characteristics to reflect local travel demand.

## Trip Generation

Trip generation rates are based on information published in the most recent edition of the Institute of Transportation Engineers' (ITE) Trip Generation manual. Trip generation rates represent trip ends, or driveway crossings at the site of a land use. Thus, a single one way trip from home to work counts as one trip end for the residence and one trip end for the work place, for a total of two trip ends. To avoid over counting, all trip rates have been divided by two. This places the burden of travel equally between the origin and destination of the trip and eliminates double charging for any particular trip.

## New Trip Factor

Trip rates must also be adjusted by a "new trip factor" to exclude pass by and diverted-linked trips. This adjustment is intended to reduce the possibility of over-counting by only including primary trips generated by the development. Pass by trips are those trips that are already on a particular route for a different purpose and simply stop at a development on that route. For example, a stop at a convenience store on the way home from the office is a pass by trip for the convenience store. A pass by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of impact fees. A diverted-linked trip is similar to a pass by trip, but a diversion is made from the regular route to make an interim stop. The reduction for pass by and diverted-linked trips was drawn from ITE and other published information.

## Average Trip Length

In the context of a road impact fee based on a consumption-based methodology, it is important to determine the average length of a trip on the major roadway system within Lee County. Past studies of local trip lengths based on an analysis of origin-destination survey data collected at several major intersections in Lee County found local average trip lengths comparable to national average trip lengths.[10] Based on this, the study uses national data for both trip generation rates and average trip lengths and calibrate total VMT to local conditions using a local adjustment factor. The local adjustment factor is derived by dividing the VMT that is actually observed on the major roadway system by the VMT that would be expected using national average trip lengths and trip generation rates.

[10] CRS*PE*, Inc., *Lee County Trip Length Study*, January 2003.

Table 15 below shows national average trip lengths by trip purpose from the U.S. Department of Transportation's 2009 *National Household Travel Survey*. The USDOT survey identifies average trip lengths for specific trip purposes, including home-to-work trips, doctor/dentist, school/church, shopping, and other personal trips. In addition, an average residential trip length was calculated using a weighting of 25 percent work trips and 75 percent average trips, based on the fact that a single-family unit in Lee County has an average of 1.15 workers,[11] who could be expected to generate 2.30 of the 9.57 trip ends generated by a typical single-family unit during a weekday.

**Table 15. Average Trip Length by Trip Purpose**

| Trip Purpose | National Avg. Trip Length (miles) |
|---|---|
| To or from work | 11.57 |
| Residential | 9.46 |
| Doctor/Dentist | 8.28 |
| School/Church | 7.61 |
| Family/Personal | 6.40 |
| Shopping | 5.81 |
| Average of All Trips* | 8.76 |

* weighted (not simple average of trip purposes shown)
*Source:* US. Department of Transportation, *National Household Travel Survey*, 2009 (for MSAs of 500,000 to 1 million population); residential trip length is weighted 25% local work trip length and 75% average trip length based on data from 2000 U.S. Census 5% Public-Use Microdata Sample (PUMS) for Lee County.

## Local Adjustment Factor

The adjustment factor is updated in this study to reflect current land use and updated trip length data from the U.S. Department of Transportation's 2009 *National Household Travel Survey*. The first step in developing the adjustment factor for local travel demand is to estimate the total daily vehicle-miles of travel (VMT) that would be expected on Lee County's major roadway system based on national travel demand characteristics. Existing land use data were compiled by the Lee County Department of Community Development based on a detailed analysis of County Property Appraiser data. The compiled land use inventory for each of the major land use categories are multiplied by average daily trip generation rates, new trip percentages and national average trip lengths and summed to estimate total county-wide VMT. As shown in Table 16, existing county-wide land uses, using national trip generation and trip length data, would be expected to generate approximately 20 million VMT during a weekday.

[11] Derived from 2000 U.S. Census 5% Public-Use Microdata Sample (PUMS) for Lee County

**Table 16. Expected County-Wide Vehicle-Miles of Travel**

| Land Use Type | ITE Code | Unit | Existing Units | Trip Rate | New Trips | Daily Trips | Trip Length | Daily VMT |
|---|---|---|---|---|---|---|---|---|
| Single-Family | 210 | Dwelling | 215,891 | 4.79 | 100% | 1,034,118 | 9.46 | 9,782,756 |
| Multi-Family | 220 | Dwelling | 131,151 | 3.33 | 100% | 436,733 | 9.46 | 4,131,494 |
| Mobile Home Park | 240 | Space | 24,057 | 2.50 | 100% | 60,143 | 9.46 | 568,953 |
| Hotel/Motel | 310/320 | Room | 16,518 | 3.45 | 80% | 45,590 | 6.40 | 291,776 |
| Retail/Commercial | 820 | 1,000 Sq. Ft. | 48,576 | 21.47 | 43% | 448,458 | 5.81 | 2,605,541 |
| Office | 710 | 1,000 Sq. Ft. | 23,148 | 5.51 | 75% | 95,659 | 8.76 | 837,973 |
| Public/Institutional | * | 1,000 Sq. Ft. | 31,771 | 5.53 | 75% | 131,770 | 8.06 | 1,062,066 |
| Industrial | 130 | 1,000 Sq. Ft. | 11,088 | 3.48 | 95% | 36,657 | 9.46 | 346,775 |
| Warehousing | 150 | 1,000 Sq. Ft. | 26,105 | 1.78 | 95% | 44,144 | 9.46 | 417,602 |
| Total Expected VMT | | | | | | 2,333,272 | | 20,044,936 |

* average of hospital, nursing home and church

*Source:* Existing units from Lee County Department of Community Development, March 7, 2011; single-family detached includes mobile and manufactured home on individual lot; residential land use totals are adjusted to reflect the 2010 U.S. Census housing data for Lee County; average trip lengths from Table 15; trip rates and new trips factors from Table 19, public/institutional factors based on average for hospital, nursing home and church; daily VMT is product of trip rate, new trips factors and average trip length.

The next step in developing the local trip length adjustment factor is to determine actual county-wide VMT on Lee County's major roadway system. An inventory of the existing major roadway system was prepared as part of this update (see Table 22 in the Appendix). Roadway segment lengths and recent traffic counts are used to determine actual daily VMT.

The majority of the average daily traffic volumes were obtained from Lee County's Department of Transportation and FDOT. The County monitors average daily traffic for all arterials maintained by the State or County. These counts were then supplemented by counts conducted by the City of Cape Coral.

Counts provided by all agencies were average annual counts. However, there is a significant seasonal variation in traffic in Lee County, and it was necessary to convert average annual counts to peak season counts. Conversion of counts was based on the un-weighted average of the seasonal factors for each of the county's permanent count stations from Lee County's *Traffic Count Report*, 2009. The count station judged to be the most likely to reflect traffic peaking characteristics on the roadway was used in the few cases where a count station has not been assigned. In Lee County, traffic is heaviest during February and March. For purposes of converting traffic counts to peak season volumes, the average factor for both months was 117%.

Once traffic counts were converted to peak season, conversion to total county-wide VMT was straightforward. Counts for each segment were multiplied by the centerline length of the segment to calculate VMT for the link. VMT for individual links were totaled to arrive at an actual county-wide VMT. The detailed count data and VMT for each roadway segment are presented in Table 22 in the Appendix.

Before projected VMT can be compared to actual VMT, the actual VMT must be reduced by the amount of travel associated with "through trips" not having an origin or destination in the county. Data interpolated from the 1990 and 2020 regional travel demand models indicate that "external-to-external" trips are equivalent to 1.2% of trip generated within Lee County. However, since the area covered by the model extends beyond Lee County into adjoining counties, the model may be under-

estimating the percent of through trips for the county. To compensate for this, the percentage of through trips is assumed to be twice that predicted by the model, or 2.4%. Applying this percentage to the number of trips estimated to be generated within Lee County by existing land use yields an estimate of through trips. Since the majority of through trips are likely to occur on I-75, multiplying through trips by the length of I-75 through the county provides a reasonable estimate of VMT associated with through traffic. In addition to through traffic, the travel demand excludes VMT on the toll road facilities.

**Table 17. Major Roadway System Travel Demand**

| | |
|---|---|
| Total Projected Daily Trips | 2,333,272 |
| Percent Through Trips | 2.40% |
| Daily Through Trips | 55,999 |
| Average Length of Through Trips (miles) | 34.34 |
| Daily Through Trip VMT | 1,923,006 |
| Cape Coral Bridge Road VMT | 41,500 |
| Midpoint Bridge VMT | 39,400 |
| Sanibel Causeway VMT | 16,000 |
| Total Daily Through Trip and Toll Road VMT | 2,019,906 |
| Total Daily VMT on Major Roadway System | 13,643,210 |
| Locally-Generated, Non-Toll Road Daily VMT | 11,623,304 |

*Source:* Total daily trips generated within Lee County from Table 16; percent trips through Lee County with no origin or destination in county estimated from regional travel demand model; average length of through trips based on length of I-75 through county; VMT on toll roads from Wilbur Smith Associates, March 7, 2011; total daily VMT from Table 22 in the Appendix; locally-generated, non-toll road VMT is total VMT less through trip and toll road VMT.

The VMT based on existing land use data and national travel demand characteristics over-estimates VMT actually observed on the major roadway system. This is not surprising given that the major roadway system excludes travel on local roads, toll roads and roads outside the county. Consequently, it is necessary to develop an adjustment factor to account for this variation. The local trip length adjustment factor is the ratio of actual to projected VMT on the major roadway system. As shown in Table 18, the average daily demand for each land use should be multiplied by a local adjustment factor of 0.58. The updated local adjustment factor is slightly lower than the figure of 0.60 used in the prior two updates.

**Table 18. Local Adjustment Factor**

| | |
|---|---|
| Actual Daily Vehicle-Miles of Travel (VMT) | 11,623,304 |
| ÷ Projected Daily Vehicle-Miles of Travel (VMT) | 20,044,936 |
| Local Adjustment Factor | 0.58 |

*Source:* Actual daily VMT from Table 17; projected locally-generated VMT from Table 16.

## Travel Demand Summary

The result of combining trip generation rates, new trip factors, average trip lengths and the local adjustment factor is a travel demand schedule. The travel demand schedule establishes the average daily VMT generated by various land use types per unit of development for Lee County. The updated demand schedule reflects updated trip generation rates from the Institute of Transportation

Engineers (ITE), *Trip Generation*, 8th edition (2008), as well as updated average trip lengths from the 2009 *National Household Travel Survey*. The updated travel demand schedule is presented in Table 19. For each land use, the daily VMT is a factor of trip rate, trip length, new trip factor and the local adjustment factor.

**Table 19. Travel Demand Schedule**

| Land Use | ITE Code | Unit | 1-Way Trips | Trip Length | % New Trips | Adjust. Factor | Daily VMT |
|---|---|---|---|---|---|---|---|
| Single-Family Detached | 210 | Dwelling | 4.79 | 9.46 | 100% | 0.58 | 26.28 |
| Multi-Family | 220 | Dwelling | 3.33 | 9.46 | 100% | 0.58 | 18.27 |
| Mobile Home/RV Park | 240 | Pad | 2.50 | 9.46 | 100% | 0.58 | 13.72 |
| Elderly/Disabled Housing | 252 | Dwelling | 1.74 | 9.46 | 100% | 0.58 | 9.55 |
| Adult Cong. Living Facility (ACLF) | 253 | Dwelling | 1.08 | 9.46 | 100% | 0.58 | 5.93 |
| Hotel/Motel | 310/320 | Room | 3.45 | 9.46 | 80% | 0.58 | 15.14 |
| Shopping Center/General Retail | 820 | 1,000 sf | 21.47 | 5.81 | 43% | 0.58 | 31.11 |
| Bank | 912 | 1,000 sf | 74.08 | 5.81 | 27% | 0.58 | 67.40 |
| Car Wash, Self Service | na | 1,000 sf | 10.05 | 5.81 | 44% | 0.58 | 14.90 |
| Convenience Store w/Gas Sales | 853 | 1,000 sf | 422.80 | 2.91 | 16% | 0.58 | 114.18 |
| Golf Course (open to public) | 430 | Acre | 2.52 | 6.40 | 80% | 0.58 | 7.48 |
| Movie Theater | 443 | 1,000 sf | 39.03 | 5.81 | 50% | 0.58 | 65.76 |
| Restaurant, Sit Down | 931 | 1,000 sf | 44.98 | 5.81 | 38% | 0.58 | 57.60 |
| Restaurant, Fast Food | 934 | 1,000 sf | 248.06 | 2.91 | 30% | 0.58 | 125.60 |
| Office, General | 710 | 1,000 sf | 5.51 | 8.76 | 75% | 0.58 | 21.00 |
| Hospital | 610 | 1,000 sf | 8.25 | 8.28 | 75% | 0.58 | 29.71 |
| Nursing Home | 620 | 1,000 sf | 3.79 | 8.28 | 75% | 0.58 | 13.65 |
| Church | 560 | 1,000 sf | 4.56 | 7.61 | 75% | 0.58 | 15.10 |
| Day Care Center | 565 | 1,000 sf | 39.63 | 7.61 | 24% | 0.58 | 41.98 |
| Elementary/Sec. School (private) | 520/522/530 | 1,000 sf | 7.02 | 7.61 | 24% | 0.58 | 7.44 |
| Industrial | 130 | 1,000 sf | 3.48 | 9.46 | 95% | 0.58 | 18.14 |
| Warehouse, General | 150 | 1,000 sf | 1.78 | 9.46 | 95% | 0.58 | 9.28 |
| Warehouse, High-Cube | 152 | 1,000 sf | 0.72 | 9.46 | 95% | 0.58 | 3.75 |
| Mini-Warehouse | 151 | 1,000 sf | 1.25 | 6.40 | 95% | 0.58 | 4.41 |
| Mine or Quarry | na | 1,000 cy | 0.02 | 9.46 | 95% | 0.58 | 0.10 |

*Source*: 1-way trips are ½ of trip ends from Institute of Transportation Engineers (ITE), *Trip Generation*, 8th Edition, 2008, (mine or quarry trip rate derived from summary of traffic impact statements for 10 mines in Lee County compiled by David Douglas Associates, *Lee County Truck Impact Evaluation*, July 2008, assuming a 20-year extraction period–see Duncan Associates' memorandum to Mary Gibbs, September 22, 2008); new trip percentages for retail/commercial uses from ITE, *Trip Generation Handbook*, June 2004; new trip percentage for day care and schools based on Preston Hitchens, "Trip Generation of Day Care Centers," *1990 ITE Compendium*; trips and new trip percentage for car wash, self service, from Metro Transportation Group, Inc., *Independent Fee Calculation Study for Self Serve Car Wash Facilities - Hancock Bridge Parkway Location*, October 24, 2000; average trip lengths from Table 15; local adjustment factor from Table 18; VMT is product of trip rate, new trips, trip length and local adjustment factor.

Two changes to the land use categories have been made as part of this update. First, medical offices have been consolidated with the general office category. The second change is the addition of high-cube warehouse. High-cube warehouses are primarily used for the storage of manufactured goods prior to their distribution to retail locations. These facilities are generally very large buildings, and are characterized by relatively few employees due to the high level of automation.

Comparisons of existing and updated travel demand factors are shown in Table 20. Travel demand is down for almost all land use categories, with an average decrease of 13%. This is the result of a number of factors. Trip generation rates in the latest edition of the ITE manual are changed for multi-family, bank, hospital, school, warehouse and nursing homes. In addition, national average trip lengths from the latest *National Household Travel Survey* are lower for all trip purposes except

school/church. Finally, the travel demand factors were calibrated to actual travel demand on Lee County's major roadways. In large measure, the general reduction in travel per development unit reflects the high vacancy rates resulting from the collapse of the housing market and the national economic downturn.

**Table 20. Travel Demand Comparison**

| Land Use | Unit | 2008 VMT | Updated VMT | Percent Change |
|---|---|---|---|---|
| Single-Family Detached | Dwelling | 29.92 | 26.28 | -12% |
| Multi-Family | Dwelling | 20.99 | 18.27 | -13% |
| Mobile Home/RV Park | Pad | 15.62 | 13.72 | -12% |
| Elderly/Disabled Housing | Dwelling | 10.87 | 9.55 | -12% |
| Adult Cong. Living Facility (ACLF) | Dwelling | 6.75 | 5.93 | -12% |
| Hotel/Motel | Room | 17.24 | 15.14 | -12% |
| Shopping Center/General Retail | 1,000 sf | 36.61 | 31.11 | -15% |
| Bank | 1,000 sf | 83.78 | 67.40 | -20% |
| Car Wash, Self Service | 1,000 sf | 17.54 | 14.90 | -15% |
| Convenience Store w/Gas Sales | 1,000 sf | 134.35 | 114.18 | -15% |
| Golf Course (open to public) | 1,000 sf | 8.99 | 7.48 | -17% |
| Movie Theater | 1,000 sf | 77.40 | 65.76 | -15% |
| Restaurant, Sit Down | 1,000 sf | 67.79 | 57.60 | -15% |
| Restaurant, Fast Food | 1,000 sf | 147.79 | 125.60 | -15% |
| Office, General | 1,000 sf | 24.35 | 21.00 | -14% |
| Office, Medical | 1,000 sf | 80.42 | NA | -- |
| Hospital | 1,000 sf | 39.12 | 29.71 | -24% |
| Nursing Home | 1,000 sf | 13.57 | 13.65 | 1% |
| Church | 1,000 sf | 15.25 | 15.10 | -1% |
| Day Care Center | 1,000 sf | 42.80 | 41.98 | -2% |
| Elementary/Sec. School (private) | 1,000 sf | 7.41 | 7.44 | 0% |
| Industrial | 1,000 sf | 20.65 | 18.14 | -12% |
| Warehouse, General | 1,000 sf | 14.72 | 9.28 | -37% |
| Warehouse, High-Cube | 1,000 sf | NA | 3.75 | -- |
| Mini-Warehouse | 1,000 sf | 5.29 | 4.41 | -17% |
| Mine or Quarry | 1,000 cy | 0.12 | 0.10 | -17% |

*Source:* 2008 VMT from Duncan Associates, *Lee County Road Impact Fee Update*, August 2008; updated VMT from Table 19.

# FEE SCHEDULE

The updated road impact fees for the recommended land use categories are shown in Table 21. The impact fee calculation for each land use category is the product of daily VMT per development unit on the major roadway system and the net cost per VMT, which takes into account the average cost to add roadway capacity as well as future revenue that will be generated by new development to help offset those costs. The comparison of the updated fees with current fees is presented in the Executive Summary.

**Table 21. Updated Road Impact Fees**

| Land Use Type | Unit | Daily VMT | Net Cost/ VMT | Net Cost/ Unit |
|---|---|---|---|---|
| Single-Family Detached | Dwelling | 26.28 | $255 | $6,701 |
| Multi-Family | Dwelling | 18.27 | $255 | $4,659 |
| Mobile Home/RV Park | Pad | 13.72 | $255 | $3,499 |
| Elderly/Disabled Housing | Dwelling | 9.55 | $255 | $2,435 |
| Adult Cong. Living Facility (ACLF) | Dwelling | 5.93 | $255 | $1,512 |
| Hotel/Motel | Room | 15.14 | $255 | $3,861 |
| Shopping Center/General Retail | 1,000 sf | 31.11 | $255 | $7,933 |
| Bank | 1,000 sf | 67.40 | $255 | $17,187 |
| Car Wash, Self Service | 1,000 sf | 14.90 | $255 | $3,800 |
| Convenience Store w/Gas Sales | 1,000 sf | 114.18 | $255 | $29,116 |
| Golf Course (open to public) | Acre | 7.48 | $255 | $1,907 |
| Movie Theater | 1,000 sf | 65.76 | $255 | $16,769 |
| Restaurant, Sit Down | 1,000 sf | 57.60 | $255 | $14,688 |
| Restaurant, Fast Food | 1,000 sf | 125.60 | $255 | $32,028 |
| Office | 1,000 sf | 21.00 | $255 | $5,355 |
| Hospital | 1,000 sf | 29.71 | $255 | $7,576 |
| Nursing Home | 1,000 sf | 13.65 | $255 | $3,481 |
| Church | 1,000 sf | 15.10 | $255 | $3,851 |
| Day Care Center | 1,000 sf | 41.98 | $255 | $10,705 |
| Elementary/Sec. School (private) | 1,000 sf | 7.44 | $255 | $1,897 |
| Industrial | 1,000 sf | 18.14 | $255 | $4,626 |
| Warehouse, General | 1,000 sf | 9.28 | $255 | $2,366 |
| Warehouse, High-Cube | 1,000 sf | 3.75 | $255 | $956 |
| Mini-Warehouse | 1,000 sf | 4.41 | $255 | $1,125 |
| Mine or Quarry | Acre | 0.10 | $255 | $26 |

*Source:* VMT per unit from Table 19; net cost per VMT from Table 14.

## Table 22. Existing Major Roadway Inventory

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| I 75 | Collier Co Line to Bonita Beach Rd | 1.22 | 90,500 | 110,410 | 90,090 | 109,910 |
| I 75 | Bonita Beach Rd to Corkscrew Rd | 7.35 | 90,500 | 665,175 | 80,730 | 593,366 |
| I 75 | Corkscrew Rd to Alico Rd | 4.31 | 90,500 | 390,055 | 81,900 | 352,989 |
| I 75 | Alico Rd to Daniels Pkwy | 3.76 | 90,500 | 340,280 | 76,635 | 288,148 |
| I 75 | Daniels Pkwy to Colonial Blvd | 4.60 | 90,500 | 416,300 | 72,540 | 333,684 |
| I 75 | Colonial Blvd to M.L.K. | 1.56 | 57,100 | 89,076 | 71,955 | 112,250 |
| I 75 | M.L.K. to Luckett Rd | 1.51 | 57,100 | 86,221 | 76,635 | 115,719 |
| I 75 | Luckett Rd to SR 80 | 1.92 | 57,100 | 109,632 | 73,710 | 141,523 |
| I 75 | SR 80 to SR 78 | 2.35 | 57,100 | 134,185 | 59,670 | 140,225 |
| I 75 | SR 78 to Charlotte Co Line | 5.76 | 57,100 | 328,896 | 40,950 | 235,872 |
| Subtotal, Interstate | | 34.34 | | 2,670,230 | | 2,423,686 |
| | | | | | | |
| Alico Rd | Three Oaks to I-75 | 0.38 | 56,100 | 21,318 | 31,122 | 11,826 |
| Alico Rd | I-75 to Treeline Ave (Ben Hill Griffin) | 0.68 | 56,100 | 38,148 | 24,336 | 16,548 |
| Bayshore Rd | Business 41 to Hart Rd | 1.15 | 37,400 | 43,010 | 33,813 | 38,885 |
| Bayshore Rd | Hart Rd to Slater Rd | 1.23 | 37,400 | 46,002 | 27,495 | 33,819 |
| Bayshore Rd | Slater Rd to Williams Rd | 0.41 | 37,400 | 15,334 | 24,453 | 10,026 |
| Bayshore Rd | Williams Rd to Williamsburg Dr | 2.08 | 37,400 | 77,792 | 21,411 | 44,535 |
| Bayshore Rd | Williamsburg Dr to I-75 | 0.41 | 37,400 | 15,334 | 21,411 | 8,779 |
| Bayshore Rd | I-75 to Leetana Rd | 0.32 | 17,800 | 5,696 | 12,402 | 3,969 |
| Bayshore Rd | Leetana Rd to Nalle Rd | 0.28 | 17,800 | 4,984 | 12,402 | 3,473 |
| Bayshore Rd | Nalle Rd to SR 31 | 2.68 | 17,800 | 47,704 | 12,402 | 33,237 |
| Bus 41 | Edison Bridge to Pondella Rd | 0.63 | 56,100 | 35,343 | 30,303 | 19,091 |
| Bus 41 | Pondella Rd to Pine Island Rd | 1.05 | 56,100 | 58,905 | 25,974 | 27,273 |
| Bus 41 | Pine Island Rd to Littleton Rd | 1.10 | 37,400 | 41,140 | 15,561 | 17,117 |
| Bus 41 | Littleton Rd to Laurel Dr | 0.59 | 17,800 | 10,502 | 12,051 | 7,110 |
| Bus 41 | Laurel Dr to US 41 | 0.75 | 17,800 | 13,350 | 8,541 | 6,406 |
| Caloosahatchee Bridge | SR 82 to North Key Dr | 1.46 | 37,400 | 54,604 | 48,906 | 71,403 |
| Challenger Blvd | Colonial Blvd to Winkler Ave Ext | 0.64 | 37,400 | 23,936 | 1,872 | 1,198 |
| Colonial Blvd | Cleveland Ave to Fowler St | 0.55 | 56,100 | 30,855 | 56,628 | 31,145 |
| Colonial Blvd | Fowler St to Metro Pkwy | 0.77 | 56,100 | 43,197 | 58,734 | 45,225 |
| Colonial Blvd | Metro Pkwy to V. Shoemaker Blvd | 0.58 | 56,100 | 32,538 | 53,820 | 31,216 |
| Colonial Blvd | V. Shoemaker Blvd to Challenger Blvd | 0.98 | 56,100 | 54,978 | 57,564 | 56,413 |
| Colonial Blvd | Challenger Blvd to Winkler Ave Ext | 0.55 | 56,100 | 30,855 | 57,564 | 31,660 |
| Colonial Blvd | Winkler Ave Ext to Ortiz Ave | 0.68 | 56,100 | 38,148 | 61,191 | 41,610 |
| Colonial Blvd | Ortiz Ave to I-75 | 0.49 | 56,100 | 27,489 | 71,487 | 35,029 |
| Colonial Blvd | I-75 to SR 82 | 2.35 | 37,400 | 87,890 | 41,301 | 97,057 |
| Daniels Pkwy | I-75 to Treeline Ave | 0.54 | 56,100 | 30,294 | 56,160 | 30,326 |
| Dr M L King Jr Blvd | Cleveland Ave to Fowler St | 0.62 | 17,800 | 11,036 | 17,550 | 10,881 |
| Dr M L King Jr Blvd | Fowler St to Evans Av | 0.12 | 37,400 | 4,488 | 23,634 | 2,836 |
| Dr M L King Jr Blvd | Evans Av to Ford St | 0.75 | 37,400 | 28,050 | 22,230 | 16,673 |
| Dr M L King Jr Blvd | Ford St to Henderson Ave | 0.14 | 37,400 | 5,236 | 27,261 | 3,817 |
| Dr M L King Jr Blvd | Henderson Ave to Ortiz Ave | 2.17 | 37,400 | 81,158 | 32,292 | 70,074 |
| Dr M L King Jr Blvd | Ortiz Ave to I-75 | 0.61 | 37,400 | 22,814 | 34,398 | 20,983 |
| Edison Bridge | N Tamiami Trl to First St | 1.09 | 56,100 | 61,149 | 15,210 | 16,579 |
| Edison Bridge | N Tamiami Trl to Fowler St | 1.06 | 56,100 | 59,466 | 15,210 | 16,123 |
| Evans Ave | Winkler Ave to Hanson St | 1.25 | 17,800 | 22,250 | 7,722 | 9,653 |
| Evans Ave | Colonial Blvd to Winkler Ave | 0.50 | 17,800 | 8,900 | 5,382 | 2,691 |
| Evans Ave | Dr Martin Luther King to First Street | 0.55 | 33,200 | 18,260 | 15,210 | 8,366 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Evans Ave | Hanson St to Dr Martin Luther King | 1.27 | 33,200 | 42,164 | 4,680 | 5,944 |
| First St | Caloosahatchee Br. to Edison Bridge | 0.24 | 17,800 | 4,272 | 3,978 | 955 |
| First St | Edison Bridge to Cranford Ave | 0.27 | 17,800 | 4,806 | 9,594 | 2,590 |
| First St | Cranford Ave to Marsh Ave | 2.21 | 37,400 | 82,654 | 9,594 | 21,203 |
| Fowler St | Hanson St to Edison Ave | 0.76 | 37,400 | 28,424 | 21,762 | 16,539 |
| Fowler St | Dr Martin Luther King to First Street | 0.43 | 33,200 | 14,276 | 15,210 | 6,540 |
| Hanson St | Fowler St to Metro Pkwy | 0.62 | 17,800 | 11,036 | 11,700 | 7,254 |
| McGregor Blvd | San Carlos Blvd to Pine Ridge Rd | 0.76 | 37,400 | 28,424 | 32,526 | 24,720 |
| McGregor Blvd | Pine Ridge Rd to Cypress Lake Dr | 2.03 | 37,400 | 75,922 | 43,056 | 87,404 |
| McGregor Blvd | Cypress Lake Dr to College Pkwy | 0.82 | 37,400 | 30,668 | 32,643 | 26,767 |
| McGregor Blvd | College Pkwy to Winkler Rd | 1.43 | 17,800 | 25,454 | 16,731 | 23,925 |
| McGregor Blvd | Winkler Rd to Whiskey Creek Dr | 0.30 | 17,800 | 5,340 | 21,411 | 6,423 |
| McGregor Blvd | Whiskey Crk Dr to Royal Palm Sq Blvd | 0.95 | 17,800 | 16,910 | 25,974 | 24,675 |
| McGregor Blvd | Royal Palm Sq Blvd to Colonial Blvd | 0.34 | 17,800 | 6,052 | 24,219 | 8,234 |
| Metro Pkwy | Six Mile Cypress to Daniels Pkwy | 1.25 | 17,800 | 22,250 | 8,541 | 10,676 |
| Metro Pkwy | Daniels Pkwy to Crystal Dr | 1.26 | 37,400 | 47,124 | 26,442 | 33,317 |
| Metro Pkwy | Crystal Dr to Danley Dr | 1.06 | 37,400 | 39,644 | 25,857 | 27,408 |
| Metro Pkwy | Danley Dr to Colonial Blvd | 1.25 | 37,400 | 46,750 | 34,281 | 42,851 |
| Metro Pkwy | Colonial Blvd to Winkler Ave Ext | 0.50 | 37,400 | 18,700 | 17,316 | 8,658 |
| Metro Pkwy | Winkler Ave Ext to Pine Oak Cir | 0.44 | 37,400 | 16,456 | 14,508 | 6,384 |
| Metro Pkwy | Pine Oak Cir to Hanson St | 0.83 | 17,800 | 14,774 | 11,583 | 9,614 |
| Palm Beach Blvd | Marsh Ave to Tice St | 0.44 | 37,400 | 16,456 | 20,943 | 9,215 |
| Palm Beach Blvd | Tice St to Ortiz Ave | 0.54 | 37,400 | 20,196 | 20,943 | 11,309 |
| Palm Beach Blvd | Ortiz Ave to I-75 | 1.18 | 56,100 | 66,198 | 22,815 | 26,922 |
| Palm Beach Blvd | I-75 to SR 31 | 2.70 | 56,100 | 151,470 | 30,303 | 81,818 |
| Palm Beach Blvd | SR 31 to Buckingham Rd | 2.48 | 37,400 | 92,752 | 35,568 | 88,209 |
| Palm Beach Blvd | Buckingham Rd to Hickey Creek Rd | 2.57 | 37,400 | 96,118 | 24,453 | 62,844 |
| Palm Beach Blvd | Hickey Creek Rd to Broadway St | 4.36 | 37,400 | 163,064 | 19,422 | 84,680 |
| Palm Beach Blvd | Broadway St to Hendry County Line | 2.75 | 37,400 | 102,850 | 14,391 | 39,575 |
| Pine Island Rd | Burnt Store Rd to Chiquita Blvd | 2.04 | 17,800 | 36,312 | 11,583 | 23,629 |
| Pine Island Rd | Chiquita Blvd to Skyline Blvd | 0.82 | 37,400 | 30,668 | 18,018 | 14,775 |
| Pine Island Rd | Skyline Blvd to Nicholas Pkwy | 0.57 | 37,400 | 21,318 | 24,219 | 13,805 |
| Pine Island Rd | Nicholas Pkwy to Santa Barbara Blvd | 0.85 | 37,400 | 31,790 | 30,420 | 25,857 |
| Pine Island Rd | Santa Barbara Blvd to Andalusia Blvd | 1.22 | 37,400 | 45,628 | 36,621 | 44,678 |
| Pine Island Rd | Andalusia Blvd to Del Prado Blvd | 1.07 | 37,400 | 40,018 | 42,822 | 45,820 |
| Pine Island Rd | Del Prado Blvd to Pondella Rd | 0.33 | 37,400 | 12,342 | 36,153 | 11,930 |
| Pine Island Rd | Pondella Rd to Corbett Rd | 1.40 | 37,400 | 52,360 | 29,367 | 41,114 |
| Pine Island Rd | Corbett Rd to N Cleveland Ave | 0.96 | 37,400 | 35,904 | 30,069 | 28,866 |
| Pine Island Rd | N Cleveland Ave to N Tamiami Trl | 1.11 | 37,400 | 41,514 | 30,654 | 34,026 |
| San Carlos Blvd | Estero Blvd to N End of Matanzas Br | 0.60 | 17,800 | 10,680 | 26,325 | 15,795 |
| San Carlos Blvd | Matanzas Pass Bridge to Pine Ridge Rd | 2.04 | 37,400 | 76,296 | 26,325 | 53,703 |
| San Carlos Blvd | Pine Ridge Rd to Summerlin Rd | 0.44 | 37,400 | 16,456 | 32,877 | 14,466 |
| San Carlos Blvd | Summerlin Rd to Kelly Rd | 1.02 | 17,800 | 18,156 | 17,901 | 18,259 |
| San Carlos Blvd | Kelly Rd to Gladiolus Dr | 0.48 | 17,800 | 8,544 | 17,901 | 8,592 |
| SR 31 | Palm Beach Blvd to Bayshore Rd | 1.40 | 17,800 | 24,920 | 9,009 | 12,613 |
| SR 31 | Bayshore Rd to Charlotte Co Line | 3.26 | 17,800 | 58,028 | 5,382 | 17,545 |
| SR 82 | I-75 to Forum Blvd | 0.69 | 17,800 | 12,282 | 31,824 | 21,959 |
| SR 82 | Forum Blvd to Buckingham Rd | 1.06 | 17,800 | 18,868 | 29,250 | 31,005 |
| SR 82 | Buckingham Rd to Lee Blvd | 0.73 | 17,800 | 12,994 | 24,219 | 17,680 |
| SR 82 | Colonial/Lee Blvd to Commerce Lk Dr | 2.43 | 17,800 | 43,254 | 25,038 | 60,842 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| SR 82 | Commerce Lakes Dr to Gunnery Rd | 1.82 | 17,800 | 32,396 | 13,338 | 24,275 |
| SR 82 | Daniels/Gunnery to Alabama Rd | 3.57 | 17,800 | 63,546 | 21,060 | 75,184 |
| SR 82 | Alabama Rd to Grant Blvd | 0.34 | 17,800 | 6,052 | 19,656 | 6,683 |
| SR 82 | Grant Blvd to Parkdale Blvd | 1.20 | 17,800 | 21,360 | 18,252 | 21,902 |
| SR 82 | Parkdale Blvd to Jaguar Blvd | 0.54 | 17,800 | 9,612 | 16,848 | 9,098 |
| SR 82 | Jaguar Blvd to Nimitz Blvd | 0.75 | 17,800 | 13,350 | 15,444 | 11,583 |
| SR 82 | Nimitz Blvd to Homestead Rd | 0.37 | 17,800 | 6,586 | 14,040 | 5,195 |
| SR 82 | Homestead Rd to Bell Blvd | 1.04 | 17,800 | 18,512 | 13,806 | 14,358 |
| SR 82 | Bell Blvd to Eisenhower Blvd | 1.13 | 17,800 | 20,114 | 12,402 | 14,014 |
| SR 82 | Eisenhower Blvd to Columbus Blvd | 0.97 | 17,800 | 17,266 | 10,998 | 10,668 |
| SR 82 | Columbus Blvd to County Line | 0.60 | 17,800 | 10,680 | 10,881 | 6,529 |
| US 41 | Collier Co Line to Bonita Beach Rd | 0.99 | 56,100 | 55,539 | 40,248 | 39,846 |
| US 41 | Bonita Beach Road to W Terry Street | 1.14 | 56,100 | 63,954 | 47,268 | 53,886 |
| US 41 | West Terry Street to Old 41 | 2.29 | 56,100 | 128,469 | 42,003 | 96,187 |
| US 41 | Old 41 to Corkscrew Road | 3.52 | 56,100 | 197,472 | 53,937 | 189,858 |
| US 41 | Corkscrew Rd to San Carlos Blvd | 2.53 | 37,400 | 94,622 | 47,034 | 118,996 |
| US 41 | San Carlos Blvd to Alico Rd | 2.37 | 56,100 | 132,957 | 43,524 | 103,152 |
| US 41 | Alico Rd to Island Park Rd | 0.96 | 56,100 | 53,856 | 63,882 | 61,327 |
| US 41 | Island Park Rd to Briarcliff Rd | 1.01 | 56,100 | 56,661 | 59,670 | 60,267 |
| US 41 | Briarcliff Rd to Gladiolus Dr | 0.97 | 56,100 | 54,417 | 63,999 | 62,079 |
| US 41 | Gladiolus Dr to Cypress Lk/Daniels | 1.27 | 56,100 | 71,247 | 44,577 | 56,613 |
| US 41 | Daniels Pkwy to College Pkwy | 0.70 | 56,100 | 39,270 | 63,882 | 44,717 |
| US 41 | College Pkwy to Brantley Rd | 0.31 | 56,100 | 17,391 | 63,180 | 19,586 |
| US 41 | Brantley Rd to South Rd | 1.06 | 56,100 | 59,466 | 62,361 | 66,103 |
| US 41 | South Rd to Boy Scout Dr | 0.43 | 56,100 | 24,123 | 58,266 | 25,054 |
| US 41 | Boy Scout Dr to North Airport Rd | 0.75 | 56,100 | 42,075 | 42,354 | 31,766 |
| US 41 | North Airport Rd to Colonial Blvd | 0.23 | 56,100 | 12,903 | 44,577 | 10,253 |
| US 41 | Colonial Blvd to Winkler Ave | 0.51 | 56,100 | 28,611 | 41,535 | 21,183 |
| US 41 | Winkler Ave to Hanson St | 1.26 | 56,100 | 70,686 | 49,140 | 61,916 |
| US 41 | Hanson St to Mcgregor Blvd | 1.28 | 56,100 | 71,808 | 47,268 | 60,503 |
| US 41 | Caloosahatchee Br to Hancock Br Pkwy | 0.35 | 37,400 | 13,090 | 48,906 | 17,117 |
| US 41 | Hancock Bridge Pkwy to Pondella Rd | 0.30 | 37,400 | 11,220 | 38,259 | 11,478 |
| US 41 | Pondella Rd to SR 78 | 1.28 | 37,400 | 47,872 | 31,356 | 40,136 |
| US 41 | SR 78 to Littleton Rd | 1.01 | 37,400 | 37,774 | 25,272 | 25,525 |
| US 41 | Littleton Rd to Bus 41 | 1.10 | 37,400 | 41,140 | 18,369 | 20,206 |
| US 41 | Bus 41 to Del Prado Blvd | 0.92 | 37,400 | 34,408 | 21,645 | 19,913 |
| US 41 | Del Prado Blvd to Charlotte Co Line | 3.43 | 37,400 | 128,282 | 16,263 | 55,782 |
| Subtotal, State Arterials | | 137.05 | | 5,000,476 | | 3,869,602 |
| | | | | | | |
| 23rd St SW | Gunnery Rd to Sunshine Blvd | 2.08 | 17,800 | 37,024 | 10,998 | 22,876 |
| 23rd St SW | Sunshine Blvd to Beth Stacey Rd | 1.49 | 17,800 | 26,522 | 2,106 | 3,138 |
| Alabama Rd S | SR 82 to Milwaukee Blvd | 1.88 | 17,800 | 33,464 | 6,669 | 12,538 |
| Alabama Rd S | Milwaukee Blvd to Homestead Rd | 1.64 | 17,800 | 29,192 | 10,530 | 17,269 |
| Alico Rd | S Tamiami Trl to Lee Rd | 2.03 | 56,100 | 113,883 | 22,815 | 46,314 |
| Alico Rd | Lee Rd to Three Oaks Pkwy | 0.77 | 56,100 | 43,197 | 23,283 | 17,928 |
| Ben Hill Griffin Pkwy | Midfield Terminal Rd to Alico Rd | 1.30 | 37,400 | 48,620 | 28,197 | 36,656 |
| Ben Hill Griffin Pkwy | Alico Rd to Fcgu Blvd | 2.21 | 37,400 | 82,654 | 17,901 | 39,561 |
| Ben Hill Griffin Pkwy | Fcgu Blvd to Corkscrew Rd | 2.05 | 37,400 | 76,670 | 21,996 | 45,092 |
| Beth Stacey Blvd | 23rd St to Homestead Rd | 1.14 | 17,800 | 20,292 | 7,371 | 8,403 |
| Bonita Beach Rd Se | US 41 to Old US 41 | 1.65 | 37,400 | 61,710 | 26,793 | 44,208 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Bonita Beach Rd SE | Old US 41 to Imperial St | 1.03 | 37,400 | 38,522 | 34,281 | 35,309 |
| Bonita Beach Rd SE | Imperial St to I-75 | 0.79 | 56,100 | 44,319 | 29,718 | 23,477 |
| Bonita Beach Rd SE | I-75 to Bonita Grande Dr | 0.71 | 37,400 | 26,554 | 14,976 | 10,633 |
| Bonita Beach Rd SE | Bonita Grande Dr to Pioneer Rd | 4.02 | 17,800 | 71,556 | 3,744 | 15,051 |
| Bonita Beach Rd SW | Hickory Blvd to Vanderbilt Dr | 1.57 | 37,400 | 58,718 | 17,316 | 27,186 |
| Bonita Beach Rd SW | Vanderbilt Dr to Windsor Rd | 0.50 | 37,400 | 18,700 | 20,475 | 10,238 |
| Bonita Beach Rd SW | Windsor Rd to S Tamiami Trl (US 41) | 0.33 | 37,400 | 12,342 | 29,016 | 9,575 |
| Boy Scout Dr | Summerlin Rd to US 41 | 0.48 | 56,100 | 26,928 | 33,345 | 16,006 |
| Buckingham Rd | SR 82 to Alvin Ave | 2.03 | 17,800 | 36,134 | 6,669 | 13,538 |
| Buckingham Rd | Alvin Ave to Orange River Rd | 3.35 | 17,800 | 59,630 | 6,669 | 22,341 |
| Buckingham Rd | Orange River Rd to Orange River Blvd | 1.69 | 17,800 | 30,082 | 8,190 | 13,841 |
| Buckingham Rd | Orange River Blvd to Palm Beach Blvd | 2.56 | 17,800 | 45,568 | 9,594 | 24,561 |
| Burnt Store Rd | Pine Island Rd to Embers Pkwy | 1.01 | 17,800 | 17,978 | 13,221 | 13,353 |
| Burnt Store Rd | Embers Pkwy to Tropicana Pkwy | 1.02 | 17,800 | 18,156 | 11,232 | 11,457 |
| Burnt Store Rd | Tropicana Pkwy to Yucatan Pkwy | 0.51 | 17,800 | 9,078 | 9,828 | 5,012 |
| Burnt Store Rd | Yucatan Pkwy to Diplomat Pkwy | 0.24 | 17,800 | 4,272 | 8,541 | 2,050 |
| Burnt Store Rd | Diplomat Pkwy to Gulfstream Pkwy | 0.31 | 17,800 | 5,518 | 6,435 | 1,995 |
| Burnt Store Rd | Gulfstream Pkwy to Van Buren Pkwy | 0.53 | 17,800 | 9,434 | 6,435 | 3,411 |
| Burnt Store Rd | Van Buren Pkwy to Kismet Pkwy | 0.46 | 17,800 | 8,188 | 6,435 | 2,960 |
| Burnt Store Rd | Kismet Pkwy to Caloosa Pkwy | 2.04 | 17,800 | 36,312 | 6,435 | 13,127 |
| Burnt Store Rd | Caloosa Pkwy to Charlotte Co Line | 3.03 | 17,800 | 53,934 | 6,435 | 19,498 |
| Cape Coral Bridge Rd | Del Prado Blvd to Mcgregor Blvd | 2.15 | 37,400 | 80,410 | 48,555 | 104,393 |
| Challenger Blvd | Winkler Ave Ext to Ortiz Ave | 0.48 | 37,400 | 17,952 | 1,872 | 899 |
| College Pkwy | Mcgregor Blvd to Winkler Rd | 0.76 | 56,100 | 42,636 | 36,387 | 27,654 |
| College Pkwy | Winkler Rd to Whiskey Creek Dr | 0.58 | 56,100 | 32,538 | 38,259 | 22,190 |
| College Pkwy | Whiskey Creek Dr to Summerlin Rd | 0.20 | 56,100 | 11,220 | 54,639 | 10,928 |
| College Pkwy | Summerlin Rd to Cleveland Ave | 0.85 | 56,100 | 47,685 | 34,749 | 29,537 |
| Colonial Blvd | Mcgregor Blvd to Summerlin Rd | 0.41 | 56,100 | 23,001 | 57,681 | 23,649 |
| Colonial Blvd | Summerlin Rd to Cleveland Ave | 0.77 | 56,100 | 43,197 | 60,372 | 46,486 |
| Corkscrew Rd | S Tamiami Trl to Three Oaks Pkwy | 1.37 | 37,400 | 51,238 | 16,146 | 22,120 |
| Corkscrew Rd | Three Oaks Pkwy to I-75 | 0.70 | 37,400 | 26,180 | 31,941 | 22,359 |
| Corkscrew Rd | I-75 to Ben Hill Griffin Pkwy | 0.52 | 37,400 | 19,448 | 12,753 | 6,632 |
| Corkscrew Rd | Ben Hill Griffin Pkwy to Wildcat Run Dr | 1.45 | 17,800 | 25,810 | 8,073 | 11,706 |
| Corkscrew Rd | Wildcat Run Dr to Alico Rd | 2.94 | 17,800 | 52,332 | 8,073 | 23,735 |
| Corkscrew Rd | Alico Rd to Katydid Ln | 10.30 | 17,800 | 183,340 | 3,393 | 34,948 |
| Cypress Lake Dr | Cal Cove Dr to Mcgregor Blvd | 0.64 | 17,800 | 11,392 | 2,106 | 1,348 |
| Cypress Lake Dr | Mcgregor Blvd to South Pointe Blvd | 0.42 | 37,400 | 15,708 | 19,890 | 8,354 |
| Cypress Lake Dr | South Pointe Blvd to Winkler Rd | 0.58 | 37,400 | 21,692 | 25,155 | 14,590 |
| Cypress Lake Dr | Winkler Rd to Summerlin Rd | 0.71 | 37,400 | 26,554 | 42,471 | 30,154 |
| Cypress Lake Dr | Summerlin Rd to S Cleveland Ave | 0.94 | 56,100 | 52,734 | 40,365 | 37,943 |
| Daniels Pkwy | Cleveland Ave to Metro Pkwy | 1.17 | 56,100 | 65,637 | 51,597 | 60,368 |
| Daniels Pkwy | Metro Pkwy to Six Mile Cypress Dr | 0.82 | 56,100 | 46,002 | 55,107 | 45,188 |
| Daniels Pkwy | Six Mi. Cypress Pkwy to Eagle Ridge | 0.48 | 56,100 | 26,928 | 65,637 | 31,506 |
| Daniels Pkwy | Eagle Ridge Dr to Fiddlesticks Blvd | 1.70 | 56,100 | 95,370 | 65,637 | 111,583 |
| Daniels Pkwy | Fiddlesticks Blvd to I-75 | 0.56 | 56,100 | 31,416 | 60,840 | 34,070 |
| Daniels Pkwy | Treeline Ave to Chamberlin Pkwy | 0.66 | 56,100 | 37,026 | 40,014 | 26,409 |
| Daniels Pkwy | Chamberlin Pwy to Commonwealth Dr | 1.78 | 37,400 | 66,572 | 40,014 | 71,225 |
| Daniels Pkwy | Commonwealth Dr to SR 82 | 2.95 | 37,400 | 110,330 | 27,378 | 80,765 |
| Del Prado Blvd N | Hancock Bridge Pkwy to Pine Island Rd | 1.10 | 56,100 | 61,710 | 34,632 | 38,095 |
| Del Prado Blvd N | US 41 to Barbie Lane | 1.76 | 17,899 | 31,502 | 5,733 | 10,090 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Del Prado Blvd S | Cape Coral Pkwy to 46th Lane | 0.20 | 56,100 | 11,220 | 32,877 | 6,575 |
| Del Prado Blvd S | 46th Lane to Coronado Pkwy | 0.77 | 56,100 | 43,197 | 35,100 | 27,027 |
| Del Prado Blvd S | Coronado Pkwy to Cornwallis Pkwy | 1.36 | 56,100 | 76,296 | 45,162 | 61,420 |
| Del Prado Blvd S | Cornwallis Pkwy to Veterans Pkwy | 0.77 | 56,100 | 43,197 | 57,330 | 44,144 |
| Del Prado Blvd S | Veterans Pkwy to Viscaya Pkwy | 1.97 | 56,100 | 110,517 | 57,564 | 113,401 |
| Del Prado Blvd S | Viscaya Pkwy to Bolado Pkwy | 0.55 | 56,100 | 30,855 | 53,703 | 29,537 |
| Del Prado Blvd S | Bolado Pkwy to Hancock Bridge Pkwy | 0.53 | 56,100 | 29,733 | 49,842 | 26,416 |
| Estero Blvd | New Pass Br. to Big Carlos Pass Br. | 3.81 | 17,800 | 67,818 | 7,488 | 28,529 |
| Estero Blvd | Big Carlos Br. to Avenida Pescadora | 2.79 | 17,800 | 49,662 | 7,605 | 21,218 |
| Estero Blvd | Avenida Pescadora to Denora St | 1.75 | 17,800 | 31,150 | 14,040 | 24,570 |
| Estero Blvd | Denora St to Virginia Ave | 0.86 | 17,800 | 15,308 | 16,614 | 14,288 |
| Estero Blvd | Virginia Avenue to San Carlos Blvd | 0.49 | 17,800 | 8,722 | 18,252 | 8,943 |
| Estero Pkwy | Tamiami Trl to Three Oaks Pkwy | 1.82 | 37,400 | 68,068 | 9,711 | 17,674 |
| Estero Pkwy | Three Oaks Pkwy to B H Griffin Pkwy | 0.89 | 37,400 | 33,286 | 10,647 | 9,476 |
| Fowler St | S Cleveland Av to Fowler St | 0.08 | 56,100 | 4,488 | 26,325 | 2,106 |
| Fowler St | Fowler St to N Airport Rd | 0.85 | 56,100 | 47,685 | 26,325 | 22,376 |
| Fowler St | N Airport Rd to Colonial Blvd | 0.38 | 56,100 | 21,318 | 26,091 | 9,915 |
| Fowler St | Colonial Blvd to Winkler Ave Ext | 0.51 | 37,400 | 19,074 | 25,974 | 13,247 |
| Fowler St | Winkler Ave to Hanson St | 1.26 | 37,400 | 47,124 | 26,559 | 33,464 |
| Fowler St | Edison Ave to SR 82 | 0.51 | 37,400 | 19,074 | 15,561 | 7,936 |
| Gladiolus Dr | San Carlos Blvd to Pine Ridge Rd | 0.55 | 37,400 | 20,570 | 8,424 | 4,633 |
| Gladiolus Dr | Pine Ridge Rd to A & W Bulb Rd | 1.05 | 37,400 | 39,270 | 10,998 | 11,548 |
| Gladiolus Dr | A & W Bulb Rd to Bass Rd | 0.49 | 37,400 | 18,326 | 13,572 | 6,650 |
| Gladiolus Dr | Bass Rd to Winkler Rd | 0.78 | 56,100 | 43,758 | 15,561 | 12,138 |
| Gladiolus Dr | Winkler Rd to Lakewood Blvd | 0.23 | 56,100 | 12,903 | 17,667 | 4,063 |
| Gladiolus Dr | Lakewood Blvd to Summerlin Rd | 0.21 | 56,100 | 11,781 | 17,667 | 3,710 |
| Gladiolus Dr | Summerlin Rd to Tamiami Trl | 1.54 | 56,100 | 86,394 | 42,003 | 64,685 |
| Gunnery Rd N | 23rd St SW to Lee Blvd | 1.72 | 37,400 | 64,328 | 14,274 | 24,551 |
| Gunnery Rd N | Lee Blvd to Buckingham Rd | 1.81 | 17,800 | 32,218 | 11,115 | 20,118 |
| Gunnery Rd S | SR 82 to 23rd St Sw | 0.69 | 37,400 | 25,806 | 17,433 | 12,029 |
| Hancock Bridge Pkwy | Del Prado Blvd to SE24th | 1.07 | 37,400 | 40,018 | 21,996 | 23,536 |
| Hancock Bridge Pkwy | SE24th Ave to Orange Grove Blvd | 0.52 | 37,400 | 19,448 | 26,325 | 13,689 |
| Hancock Bridge Pkwy | Orange Grove Blvd to Moody Rd | 1.20 | 37,400 | 44,880 | 24,921 | 29,905 |
| Hancock Bridge Pkwy | Moody Rd to Palm Av | 0.54 | 37,400 | 20,196 | 24,804 | 13,394 |
| Hancock Bridge Pkwy | Palm Ave to N Cleveland Ave | 0.34 | 37,400 | 12,716 | 24,804 | 8,433 |
| Hickory Blvd | Bonita Beach Rd to Mclaughlin Blvd | 1.01 | 17,800 | 17,978 | 11,700 | 11,817 |
| Hickory Blvd | Mclaughlin Blvd to Bay Rd | 0.67 | 17,800 | 11,926 | 9,828 | 6,585 |
| Hickory Blvd | Bay Rd to New Pass Bridge | 0.62 | 17,800 | 11,036 | 7,371 | 4,570 |
| Homestead Rd N | Sunrise Blvd to Leeland Heights Blvd | 0.74 | 37,400 | 27,676 | 10,998 | 8,139 |
| Homestead Rd N | Leeland Heights Blvd to Lee Blvd | 0.34 | 37,400 | 12,716 | 28,431 | 9,667 |
| Homestead Rd S | SR 82 to Nimitz Blvd | 0.28 | 17,800 | 4,984 | 1,638 | 459 |
| Homestead Rd S | Nimitz Blvd to Jaguar Blvd | 0.72 | 17,800 | 12,816 | 1,638 | 1,179 |
| Homestead Rd S | Jaguar Blvd to Parkdale Blvd | 0.71 | 17,800 | 12,638 | 1,638 | 1,163 |
| Homestead Rd S | Parkdale Blvd to Milwaukee Blvd | 0.57 | 17,800 | 10,146 | 1,638 | 934 |
| Homestead Rd S | Milwaukee Blvd to Sunrise Blvd | 3.09 | 17,800 | 55,002 | 5,265 | 16,269 |
| Joel Blvd | Leeland Heights Blvd to 23 St E | 6.03 | 37,400 | 225,522 | 14,625 | 88,189 |
| Joel Blvd | 23 St E to SR 80 | 1.77 | 17,800 | 31,506 | 7,722 | 13,668 |
| Lee Blvd | SR 82 to Leonard Blvd | 1.18 | 17,800 | 21,004 | 54,405 | 64,198 |
| Lee Blvd | Leonard Blvd to Gunnery Rd | 2.25 | 56,100 | 126,225 | 33,462 | 75,290 |
| Lee Blvd | Gunnery Rd to Sunshine Blvd | 1.97 | 56,100 | 110,517 | 33,695 | 66,379 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Lee Blvd | Sunshine Blvd to Homestead Rd | 1.73 | 56,100 | 97,053 | 35,919 | 62,140 |
| Lee Blvd | Homestead Rd to Williams Ave | 0.56 | 37,400 | 20,944 | 24,336 | 13,628 |
| Lee Blvd | Williams Ave to Delaware Rd | 0.09 | 17,800 | 1,602 | 16,848 | 1,516 |
| Lee Blvd | Delaware Rd to Leeland Heights Blvd | 0.94 | 17,800 | 16,732 | 11,700 | 10,998 |
| Leeland Hgts Blvd W | Homestead Rd to Lee Blvd | 0.41 | 37,400 | 15,334 | 18,954 | 7,771 |
| Leeland Hgts Blvd W | Lee Blvd to Bell Blvd | 1.56 | 37,400 | 58,344 | 18,954 | 29,568 |
| Leonard Blvd S | Gunnery Rd to Westgate Blvd | 2.95 | 17,800 | 52,510 | 7,839 | 23,125 |
| Luckett Rd | Ortiz Ave to I-75 | 0.77 | 17,800 | 13,706 | 10,296 | 7,928 |
| McGregor@Sanibel Cy | Sanibel Causeway to Port Comfort Rd | 1.46 | 37,400 | 54,604 | 17,901 | 26,135 |
| McGregor Blvd | Port Comfort Rd to Shell Point Blvd | 0.42 | 37,400 | 15,708 | 21,762 | 9,140 |
| McGregor Blvd | Shell Point Blvd to Summerlin Rd | 0.26 | 37,400 | 9,724 | 21,762 | 5,658 |
| McGregor Blvd | Summerlin Rd to John Morris Rd | 0.82 | 37,400 | 30,668 | 11,232 | 9,210 |
| McGregor Blvd | John Morris Rd to Kelly Rd | 0.93 | 37,400 | 34,782 | 11,232 | 10,446 |
| McGregor Blvd | Kelly Rd to Thorton Rd | 0.35 | 37,400 | 13,090 | 17,667 | 6,183 |
| McGregor Blvd | Thorton Rd to San Carlos Blvd | 0.57 | 37,400 | 21,318 | 17,667 | 10,070 |
| Midfield Terminal Rd | Terminal Loop to Treeline Ave | 1.75 | 37,400 | 65,450 | 27,378 | 47,912 |
| Midpoint Bridge | Cape Coral Shoreline to Mcgregor Blvd | 1.74 | 37,400 | 65,076 | 46,098 | 80,211 |
| N River Rd | SR 31 to Villadel Rio Dr | 4.73 | 17,800 | 84,194 | 2,808 | 13,282 |
| N River Rd | Villadel Rio Dr to Parkinson Rd | 4.75 | 17,800 | 84,550 | 1,404 | 6,669 |
| N River Rd | Parkinson Rd to Broadway St | 0.82 | 17,800 | 14,596 | 1,404 | 1,151 |
| N River Rd | Broadway St to Persimmon Ridge | 0.73 | 17,800 | 12,994 | 1,638 | 1,196 |
| N River Rd | Persimmon Ridge to Hendry Co Line | 2.63 | 17,800 | 46,814 | 1,638 | 4,308 |
| Ortiz Ave | Colonial Blvd to SR 82 | 1.74 | 17,800 | 30,972 | 16,614 | 28,908 |
| Ortiz Ave | SR 82 to Ballard St | 1.00 | 17,800 | 17,800 | 13,923 | 13,923 |
| Ortiz Ave | Ballard St to Tice St | 1.25 | 17,800 | 22,250 | 13,923 | 17,404 |
| Ortiz Ave | Tice St to SR 80 | 0.33 | 17,800 | 5,874 | 7,254 | 2,394 |
| Pine Island Rd | Stringfellow Rd to Matlacha Bridge | 3.92 | 17,800 | 69,776 | 12,285 | 48,157 |
| Pine Island Rd | Matlacha Bridge to Burnt Store Rd | 1.56 | 17,800 | 27,768 | 12,285 | 19,165 |
| Plantation Rd | Idlewild St to Colonial Blvd | 1.18 | 37,400 | 44,132 | 5,148 | 6,075 |
| Pondella Rd | Pine Island Rd to Orange Grove Blvd | 1.39 | 37,400 | 51,986 | 16,146 | 22,443 |
| Pondella Rd | Orange Grove Blvd to Moody Rd | 1.00 | 37,400 | 37,400 | 18,720 | 18,720 |
| Pondella Rd | Moody Rd to Betmar Blvd | 0.25 | 37,400 | 9,350 | 21,294 | 5,324 |
| Pondella Rd | Betmar Blvd to Palm Av | 0.25 | 37,400 | 9,350 | 21,294 | 5,324 |
| Pondella Rd | Palm Av to N Cleveland Ave (US 41) | 0.08 | 37,400 | 2,992 | 20,709 | 1,657 |
| Pondella Rd | US 41 to Bus 41 | 0.58 | 37,400 | 21,692 | 20,709 | 12,011 |
| Sanibel Causeway | Sanibel Shoreline to Toll Plaza | 2.11 | 17,800 | 37,558 | 18,720 | 39,499 |
| Six Mile Cypress Pky | US 41 to Metro Pkwy | 1.15 | 37,400 | 43,010 | 34,398 | 39,558 |
| Six Mile Cypress Pky | Metro Pkwy to Daniels Pkwy | 1.69 | 37,400 | 63,206 | 25,272 | 42,710 |
| Six Mile Cypress Pky | Daniels Pkwy to Winkler Ext | 3.68 | 17,800 | 65,504 | 20,826 | 76,640 |
| Six Mile Cypress Pky | Winkler Ext to Challenger Blvd | 0.82 | 17,800 | 14,596 | 18,252 | 14,967 |
| Six Mile Cypress Pky | Challenger Blvd to Colonial Blvd | 0.50 | 17,800 | 8,900 | 15,678 | 7,839 |
| Slater Rd | Bayshore Rd to Rich Rd | 3.10 | 17,800 | 55,180 | 7,254 | 22,487 |
| Stringfellow Rd | Berkshire Rd to Pine Island Rd | 2.56 | 17,800 | 45,568 | 10,296 | 26,358 |
| Stringfellow Rd | Pine Island Rd to Ficus Tree Ln | 3.26 | 17,800 | 58,028 | 8,775 | 28,607 |
| Stringfellow Rd | Ficus Tree Ln to Howard Rd | 1.95 | 17,800 | 34,710 | 5,967 | 11,636 |
| Stringfellow Rd | Howard Rd to Main St | 1.87 | 17,800 | 33,286 | 3,159 | 5,907 |
| Summerlin Rd | Mcgregor Blvd to John Morris Rd | 0.64 | 37,400 | 23,936 | 21,294 | 13,628 |
| Summerlin Rd | John Morris Rd to Kelly Cove Dr | 1.01 | 37,400 | 37,774 | 21,294 | 21,507 |
| Summerlin Rd | Kelly Cove Dr to San Carlos Blvd | 0.51 | 37,400 | 19,074 | 27,027 | 13,784 |
| Summerlin Rd | San Carlos Blvd to Pine Ridge Rd | 0.51 | 37,400 | 19,074 | 32,058 | 16,350 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Summerlin Rd | Pine Ridge Rd to Bass Rd | 1.64 | 37,400 | 61,336 | 32,058 | 52,575 |
| Summerlin Rd | Bass Rd to Winkler Rd | 1.12 | 37,400 | 41,888 | 36,504 | 40,884 |
| Summerlin Rd | Winkler Road to Gladiolus Dr | 0.62 | 37,400 | 23,188 | 34,047 | 21,109 |
| Summerlin Rd | Gladiolus Dr to Cypress Lake Dr | 1.82 | 37,400 | 68,068 | 31,590 | 57,494 |
| Summerlin Rd | Cypress Lake Dr to College Pkwy | 0.77 | 37,400 | 28,798 | 35,568 | 27,387 |
| Summerlin Rd | College Pkwy to Brantley Rd | 0.31 | 37,400 | 11,594 | 39,078 | 12,114 |
| Summerlin Rd | Brantley Rd to Park Meadows Dr | 0.41 | 37,400 | 15,334 | 39,078 | 16,022 |
| Summerlin Rd | Park Meadows Dr to Boy Scout Dr | 1.12 | 37,400 | 41,888 | 42,471 | 47,568 |
| Summerlin Rd | Colonial Blvd to Boy Scout Dr | 1.17 | 37,400 | 43,758 | 19,539 | 22,861 |
| Three Oaks Pkwy | Coconut Rd to Corkscrew Rd | 2.58 | 37,400 | 96,492 | 18,369 | 47,392 |
| Three Oaks Pkwy | Corkscrew Rd to San Carlos Blvd | 2.97 | 37,400 | 111,078 | 17,667 | 52,471 |
| Three Oaks Pkwy | San Carlos Blvd to Alico Rd | 1.73 | 37,400 | 64,702 | 9,711 | 16,800 |
| Treeline Ave | Pelican Preserve to Plantation Pkwy | 2.71 | 37,400 | 101,354 | 8,073 | 21,878 |
| Treeline Ave | Plantation Gardens Pkwy to Daniels | 1.58 | 37,400 | 59,092 | 5,265 | 8,319 |
| Treeline Ave | Jetport Loop to Airport Terminal Rd | 2.03 | 37,400 | 75,922 | 29,367 | 59,615 |
| Treeline Ave | Colonial Blvd to Pelican Preserve Blvd | 0.65 | 37,400 | 24,310 | 10,296 | 6,692 |
| Treeline Ave | Daniels Pkwy to Jetport Loop | 0.41 | 37,400 | 15,334 | 30,303 | 12,424 |
| Treeline Ave | Airport Terminal Rd to Alico Road | 1.32 | 37,400 | 49,368 | 29,367 | 38,764 |
| Veronica Shoemaker | Colonial Blvd to MLK Blvd | 3.03 | 37,400 | 113,322 | 6,318 | 19,144 |
| Veterans Pkwy | SW Pine Island Rd to Surfside Blvd | 2.85 | 37,400 | 106,590 | 15,561 | 44,349 |
| Veterans Pkwy | Surfside Blvd to Chiquita Blvd | 1.01 | 37,400 | 37,774 | 21,879 | 22,098 |
| Veterans Pkwy | Chiquita Blvd to Skyline Blvd | 1.00 | 37,400 | 37,400 | 31,356 | 31,356 |
| Veterans Pkwy | Skyline Blvd to Santa Barbara Blvd | 1.06 | 56,100 | 59,466 | 44,928 | 47,624 |
| Veterans Pkwy | Santa Barbara Blvd to Cntry Club Blvd | 1.12 | 56,100 | 62,832 | 54,873 | 61,458 |
| Veterans Pkwy | Country Club Blvd to Del Prado Blvd | 0.96 | 56,100 | 53,856 | 59,436 | 57,059 |
| Veterans Pkwy | Del Prado Blvd to Toll Plaza | 0.28 | 56,100 | 15,708 | 46,098 | 12,907 |
| Veterans Pkwy | Toll Plaza to Cape Coral Shoreline | 1.36 | 37,400 | 50,864 | 46,098 | 62,693 |
| Westgate Blvd | Leonard Blvd to Lee Blvd | 0.36 | 17,800 | 6,408 | 7,839 | 2,822 |
| Westgate Blvd | Lee Blvd to Buckingham Rd | 1.07 | 17,800 | 19,046 | 2,106 | 2,253 |
| Winkler Rd | Summerlin Rd to Gladiolus Dr | 0.42 | 37,400 | 15,708 | 8,073 | 3,391 |
| Winkler Rd | Gladiolus Dr to S Brandywine Cir | 0.76 | 17,800 | 13,528 | 14,157 | 10,759 |
| Winkler Rd | S Brandywine Cir to Cypress Lake Dr | 1.00 | 17,800 | 17,800 | 14,157 | 14,157 |
| Winkler Rd | Cypress Lake Dr to College Pkwy | 0.74 | 37,400 | 27,676 | 16,614 | 12,294 |
| Winkler Rd | College Pkwy to Mcgregor Blvd | 1.25 | 17,800 | 22,250 | 8,190 | 10,238 |
| Subtotal, Lee County Arterials | | 257.13 | | 7,859,078 | | 4,669,574 |
| | | | | | | |
| 12th St W | Gunnery Rd to Sunniland Blvd | 1.36 | 17,800 | 24,208 | 3,744 | 5,092 |
| 12th St W | Sunniland Blvd to Sunshine Blvd | 0.47 | 17,800 | 8,366 | 3,744 | 1,760 |
| 1st St W | Sunshine Blvd to Arita Ave | 1.00 | 17,800 | 17,800 | 2,106 | 2,106 |
| 40th St SW | SR 82 to Sunshine Blvd | 1.32 | 17,800 | 23,496 | 2,106 | 2,780 |
| 8th St SW | Gunnery Rd to Sunshine Blvd | 2.13 | 17,800 | 37,914 | 2,106 | 4,486 |
| A & W Bulb Rd | Gladiolus Dr to Mcgregor Blvd | 1.24 | 17,800 | 22,072 | 7,137 | 8,850 |
| Abrams Blvd | Lee Blvd to Buckingham Rd | 1.07 | 17,800 | 19,046 | 2,106 | 2,253 |
| Alico Rd | B H Griffin Pkwy to Corkscrew Rd | 6.94 | 17,800 | 123,532 | 1,638 | 11,368 |
| American Colony Blvd | Eagle Ridge Dr to Daniels Pkwy | 0.52 | 37,400 | 19,448 | 2,106 | 1,095 |
| Austin St | Bell Tower Dr to Woodland Blvd | 0.36 | 17,800 | 6,408 | 2,106 | 758 |
| Austin St | Woodland Blvd to Sunrise Blvd | 0.43 | 17,800 | 7,654 | 2,106 | 906 |
| Austin St | Sunrise Blvd to Aldridge Ave | 0.05 | 17,800 | 890 | 2,106 | 105 |
| Babcock Rd | S Tamiami Trl to Rockefeller Cir | 0.30 | 17,800 | 5,340 | 1,521 | 456 |
| Ballard Rd | Ortiz Ave to Eop | 0.23 | 17,800 | 4,094 | 2,106 | 484 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Barbie Ln | Tucker Ln to Mellow Dr | 0.17 | 17,800 | 3,026 | 3,744 | 636 |
| Barrett Rd | Pondella Rd to Ruby Dr | 0.27 | 17,800 | 4,806 | 2,691 | 727 |
| Barrett Rd | Ruby Dr to Lansdale Dr | 0.07 | 17,800 | 1,246 | 2,691 | 188 |
| Barrett Rd | Lansdale Dr to Westcreek Cir | 0.16 | 17,800 | 2,848 | 2,691 | 431 |
| Barrett Rd | Rabbit Hollow Trl to Queens Dr | 0.29 | 17,800 | 5,162 | 2,691 | 780 |
| Barrett Rd | Queens Dr to NE Pine Island Rd | 0.20 | 17,800 | 3,560 | 2,691 | 538 |
| Bass Rd | Summerlin Rd to Gladiolus Dr | 1.18 | 37,400 | 44,132 | 12,168 | 14,358 |
| Beacon Blvd | Crystal Dr to Beacon Manor Dr | 0.68 | 17,800 | 12,104 | 5,382 | 3,660 |
| Beacon Manor Dr | Cleveland Ave to Beacon Blvd | 0.27 | 17,800 | 4,806 | 5,382 | 1,453 |
| Beacon St | Harvard Ave to Sunrise Blvd | 0.37 | 17,800 | 6,586 | 2,106 | 779 |
| Beacon St | Sunrise Blvd to Crystal Dr | 0.11 | 17,800 | 1,958 | 2,106 | 232 |
| Bell Blvd S | SR 82 to Nimitz Blvd | 0.57 | 17,800 | 10,146 | 2,223 | 1,267 |
| Bell Blvd S | Nimitz Blvd to Jaguar Blvd | 0.71 | 17,800 | 12,638 | 2,223 | 1,578 |
| Bell Blvd S | Jaguar Blvd to Milwaukee Blvd | 1.01 | 17,800 | 17,978 | 2,223 | 2,245 |
| Bell Blvd S | Milwaukee Blvd to Joel Blvd | 2.99 | 17,800 | 53,222 | 8,424 | 25,188 |
| Bell Tower Dr | Daniels Pkwy to Austin St | 0.41 | 17,800 | 7,298 | 2,106 | 863 |
| Bonita Grande Dr | Burnham Rd to Bonita Beach Rd | 1.05 | 17,800 | 18,690 | 3,744 | 3,931 |
| Bonita Grande Dr | E Terry St to The Everglades | 1.02 | 17,800 | 18,156 | 2,106 | 2,148 |
| Bonita Grande Dr | Bonita Beach Rd to E Terry St | 1.02 | 17,800 | 18,156 | 5,265 | 5,370 |
| Brantley Rd | Summerlin Rd to Cleveland Ave | 0.78 | 17,800 | 13,884 | 3,978 | 3,103 |
| Briarcliff Rd | S Tamiami Trl to Country Ct | 2.79 | 17,800 | 49,662 | 5,499 | 15,342 |
| Broadway (E) | S Tamiami Trl to Tanglewood Ln | 0.87 | 17,800 | 15,486 | 2,106 | 1,832 |
| Broadway Ave | Winkler Ave to Hanson St | 0.75 | 17,800 | 13,350 | 7,371 | 5,528 |
| Broadway Ave | Hanson St to Mlk | 1.25 | 17,800 | 22,250 | 3,159 | 3,949 |
| Broadway St | Palm Beach Blvd to N River Rd | 0.51 | 17,800 | 9,078 | 4,446 | 2,267 |
| Broadway W | Armada Ct to Tamiami Trl | 1.63 | 17,800 | 29,014 | 5,148 | 8,391 |
| Captiva Dr | Blind Pass to Lands End Village | 3.26 | 17,800 | 58,028 | 5,382 | 17,545 |
| Cemetery Rd | Buckingham Rd to Eop | 2.26 | 17,800 | 40,228 | 5,499 | 12,428 |
| Chamberlin Pkwy | Daniels Pkwy to Air Cargo Ln | 1.29 | 37,400 | 48,246 | 1,638 | 2,113 |
| Chatham St | Woodland Blvd to Sunrise Blvd | 0.49 | 17,800 | 8,722 | 2,106 | 1,032 |
| Chatham St | Sunrise Blvd to Crystal Dr | 0.11 | 17,800 | 1,958 | 2,106 | 232 |
| Coconut Rd | Tamiami Trl to Old Lighthouse Rd | 2.01 | 37,400 | 75,174 | 11,583 | 23,282 |
| Coconut Rd | Beginning to Spring Creek Dr | 0.62 | 17,800 | 11,036 | 1,638 | 1,016 |
| Coconut Rd | Spring Creek Dr to S Tamiami Trl | 0.96 | 17,800 | 17,088 | 6,552 | 6,290 |
| Columbus Blvd | Genoa Ave to SR 82 | 0.48 | 17,800 | 8,544 | 1,053 | 505 |
| Columbus Blvd | SR 82 to Nimitz Blvd | 1.01 | 17,800 | 17,978 | 1,755 | 1,773 |
| Columbus Blvd | Nimitz Blvd to Jaguar Blvd | 0.88 | 17,800 | 15,664 | 1,755 | 1,544 |
| Columbus Blvd | Jaguar Blvd to Milwaukee Blvd | 1.11 | 17,800 | 19,758 | 1,053 | 1,169 |
| Columbus Blvd | Milwaukee Blvd to Sentinela Blvd | 2.38 | 17,800 | 42,364 | 1,053 | 2,506 |
| Commerce Lakes Dr | Gateway Blvd to SR 82 | 1.72 | 17,800 | 30,616 | 2,106 | 3,622 |
| Constitution Blvd | US 41 to Constitution Circle | 0.31 | 17,800 | 5,518 | 6,435 | 1,995 |
| Constitution Cir | Iris Rd to Constitution Blvd | 0.41 | 17,800 | 7,298 | 2,106 | 863 |
| Constitution Cir | Constitution Blvd to Cypress Point Rd | 0.18 | 17,800 | 3,204 | 2,106 | 379 |
| Corbett Rd | NE Pine Island Rd to Diplomat Pkwy E | 0.32 | 17,800 | 5,696 | 585 | 187 |
| Corbett Rd | Diplomat Pkwy E to Littleton Rd | 0.95 | 17,800 | 16,910 | 585 | 556 |
| Country Club Pkwy | Dania St to Joel Blvd | 0.67 | 17,800 | 11,926 | 1,053 | 706 |
| Country Lakes Dr | Luckett Rd to Tice St | 1.02 | 17,800 | 18,156 | 3,393 | 3,461 |
| Crystal Dr | Cleveland Ave to Metro Pkwy | 1.16 | 17,800 | 20,648 | 11,349 | 13,165 |
| Crystal Dr | Metro Pkwy to Plantation Rd | 0.37 | 17,800 | 6,586 | 5,265 | 1,948 |
| Cypress Point Rd | Constitution Cir to Pebble Beach Rd | 0.13 | 17,800 | 2,314 | 2,106 | 274 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Danley Dr | Beach Manor Dr to Metro Pkwy | 1.37 | 17,800 | 24,386 | 5,733 | 7,854 |
| Davis Rd | Mcgregor Blvd to Iona Rd | 0.99 | 17,800 | 17,622 | 2,574 | 2,548 |
| Delaware Rd | Homestead Rd to Lee Blvd | 0.80 | 17,800 | 14,240 | 2,106 | 1,685 |
| Donald Rd | Bayshore Rd to Jones Rd | 0.79 | 17,800 | 14,062 | 2,106 | 1,664 |
| E 10th St | Richmond Ave to Joel Blvd | 1.72 | 17,800 | 30,616 | 1,053 | 1,811 |
| E 10th St | Joel Blvd to Moore Ave | 1.42 | 17,800 | 25,276 | 1,053 | 1,495 |
| E 10th St | Moore Ave to Hendry Co Line | 0.53 | 17,800 | 9,434 | 1,053 | 558 |
| E 12th St | Joel Blvd to Moore Ave | 1.45 | 17,800 | 25,810 | 1,053 | 1,527 |
| E 12th St | Moore Ave to Hendry Co Line | 0.53 | 17,800 | 9,434 | 1,053 | 558 |
| E 14th St | Richmond Ave to Joel Blvd | 1.72 | 17,800 | 30,616 | 1,053 | 1,811 |
| E 14th St | Joel Blvd to Moore Ave | 1.42 | 17,800 | 25,276 | 1,053 | 1,495 |
| E 14th St | Moore Ave to Hendry Co Line | 0.53 | 17,800 | 9,434 | 1,053 | 558 |
| E 21st St | Joel Blvd to Hines Ave | 1.93 | 17,800 | 34,354 | 585 | 1,129 |
| E 2nd St | Country Club Pkwy to Lakeview Dr | 0.54 | 17,800 | 9,612 | 1,053 | 569 |
| E 2nd St | Lakeview Dr to Moore Ave | 1.06 | 17,800 | 18,868 | 1,053 | 1,116 |
| E 2nd St | Moore Ave to Hendry Co Line | 0.53 | 17,800 | 9,434 | 1,053 | 558 |
| E 6th St | Williams Ave to Joel Blvd | 2.99 | 17,800 | 53,222 | 1,053 | 3,148 |
| E 7th St | Richmond Ave to Joel Blvd | 1.68 | 17,800 | 29,904 | 1,053 | 1,769 |
| Eagle Ridge Dr | Beginning to Daniels Pkwy | 1.08 | 17,800 | 19,224 | 2,106 | 2,274 |
| Edgewood Avenue | Tarpon St to Shoemaker Blvd | 0.35 | 17,800 | 6,230 | 1,287 | 450 |
| Edison Ave Ft Myers | US 41 to Jackson St | 0.38 | 17,800 | 6,764 | 5,499 | 2,090 |
| Edison Ave Ft Myers | Jackson St to Fowler Street | 0.25 | 17,800 | 4,450 | 6,669 | 1,667 |
| Edison Ave Ft Myers | Fowler Street to Ford St | 0.87 | 17,800 | 15,486 | 6,669 | 5,802 |
| Edison Ave Ft Myers | Ford St to Rockfill Rd | 1.12 | 17,800 | 19,936 | 3,276 | 3,669 |
| Edison Ave Lehigh | Eop to W 5th St | 0.25 | 17,800 | 4,450 | 1,053 | 263 |
| Edison Ave Lehigh | W 5th St to W 6th St | 0.25 | 17,800 | 4,450 | 1,053 | 263 |
| Edison Ave Lehigh | 6th St to 7th St | 0.48 | 17,800 | 8,544 | 1,053 | 505 |
| Edison Ave Lehigh | 7th St to 12th St | 0.97 | 17,800 | 17,266 | 1,053 | 1,021 |
| Edison Ave Lehigh | 12th St to 16th St | 0.95 | 17,800 | 16,910 | 1,053 | 1,000 |
| Edison Ave Lehigh | 16th St to 18th St | 0.47 | 17,800 | 8,366 | 1,053 | 495 |
| Eisenhower Blvd | SR 82 to Nimitz Blvd | 0.74 | 17,800 | 13,172 | 1,638 | 1,212 |
| Eisenhower Blvd | Nimitz Blvd to Jaguar Blvd | 0.89 | 17,800 | 15,842 | 1,638 | 1,458 |
| Eisenhower Blvd | Jaguar Blvd to Milwaukee Blvd | 0.93 | 17,800 | 16,554 | 1,053 | 979 |
| Eisenhower Blvd | Milwaukee Blvd to Grant Blvd | 1.26 | 17,800 | 22,428 | 1,053 | 1,327 |
| Eisenhower Blvd | Grant Blvd to Mcarthur Blvd | 0.24 | 17,800 | 4,272 | 1,053 | 253 |
| Evergreen Rd | Captiva Blvd to Sanibel Blvd | 0.21 | 17,800 | 3,738 | 2,106 | 442 |
| Evergreen Rd | Sanibel Blvd to San Carlos Blvd | 0.18 | 17,800 | 3,204 | 2,106 | 379 |
| Evergreen Rd | San Carlos Blvd to Hickory Dr | 0.27 | 17,800 | 4,806 | 2,106 | 569 |
| Evergreen Rd N Ft M | Piney Road to Business 41 | 0.37 | 17,800 | 6,586 | 1,638 | 606 |
| Fordham St | Woodland Blvd to Sunrise Blvd | 0.49 | 17,800 | 8,722 | 2,106 | 1,032 |
| Fordham St | Sunrise Blvd to Crystal Dr | 0.11 | 17,800 | 1,958 | 2,106 | 232 |
| Forum Blvd | Colonial Blvd to Cypress Loop Rd | 0.51 | 37,400 | 19,074 | 5,148 | 2,625 |
| Gasparilla Rd | Charlotte County Line to End Of Island | 2.64 | 17,800 | 46,992 | 7,020 | 18,533 |
| Grant Blvd | SR 82 to Milwaukee Blvd | 1.67 | 17,800 | 29,726 | 1,053 | 1,759 |
| Grant Blvd | Milwaukee Blvd to Ranier Ave | 0.76 | 17,800 | 13,528 | 1,053 | 800 |
| Grant Blvd | Eads Filer Dr to Bell Blvd | 0.99 | 17,800 | 17,622 | 1,053 | 1,042 |
| Grant Blvd | Bell Blvd to Mcarthur Blvd | 0.65 | 17,800 | 11,570 | 1,053 | 684 |
| Grant Blvd | Mcarthur Blvd to Eisenhower Blvd | 0.35 | 17,800 | 6,230 | 1,053 | 369 |
| Grant Blvd | Eisenhower Blvd to Sentinela Blvd | 1.59 | 17,800 | 28,302 | 1,053 | 1,674 |
| Greenbriar Blvd | Wingford Ave to Richmond Ave | 1.76 | 17,800 | 31,328 | 1,053 | 1,853 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Greenbriar Blvd | Richmond Ave to Joel Blvd | 1.61 | 17,800 | 28,658 | 1,638 | 2,637 |
| Hart Rd | Bayshore Rd to Tucker Ln | 2.58 | 17,800 | 45,924 | 7,137 | 18,413 |
| Hill St | Arlington St to US 41 | 0.63 | 17,800 | 11,214 | 1,989 | 1,253 |
| Idlewild St | Metro Pkwy to Ranchette Rd | 0.74 | 17,800 | 13,172 | 4,563 | 3,377 |
| Iona Rd | Davis Rd to John Morris Rd | 0.73 | 17,800 | 12,994 | 2,106 | 1,537 |
| Iona Rd | John Morris Rd to Mcgregor Blvd | 1.98 | 17,800 | 35,244 | 9,243 | 18,301 |
| Iris Rd | Constitution Cir to Sanibel Blvd | 0.52 | 17,800 | 9,256 | 2,106 | 1,095 |
| Island Park Rd | S Tamiami Trl to Park Rd | 1.56 | 17,800 | 27,768 | 10,998 | 17,157 |
| Jaguar Blvd | SR 82 to Homestead Rd | 1.11 | 17,800 | 19,758 | 1,053 | 1,169 |
| Jaguar Blvd | Homestead Rd to Bell Blvd | 1.00 | 17,800 | 17,800 | 1,053 | 1,053 |
| Jaguar Blvd | Bell Blvd to Eisenhower Blvd | 1.01 | 17,800 | 17,978 | 1,053 | 1,064 |
| Jaguar Blvd | Eisenhower Blvd to Columbus Blvd | 0.98 | 17,800 | 17,444 | 1,053 | 1,032 |
| Jaguar Blvd | Columbus Blvd to Hendry Co Line | 0.44 | 17,800 | 7,832 | 1,053 | 463 |
| John Morris Rd | Bunche Beach to Summerlin Rd | 1.23 | 17,800 | 21,894 | 1,404 | 1,727 |
| John Morris Rd | Summerlin Rd to Mcgregor Blvd | 0.42 | 17,800 | 7,476 | 4,563 | 1,916 |
| John Morris Rd | Mcgregor Blvd to Iona Rd | 0.85 | 17,800 | 15,130 | 2,106 | 1,790 |
| Kelly Cove Dr | Caravel Cir to Kelly Woods Dr | 1.04 | 17,800 | 18,512 | 2,106 | 2,190 |
| Kelly Rd | Mcgregor Blvd to San Carlos Blvd | 0.77 | 17,800 | 13,706 | 5,031 | 3,874 |
| Kelly Rd | San Carlos Blvd to Pine Ridge Rd | 0.50 | 17,800 | 8,900 | 2,223 | 1,112 |
| Lakeview Dr | 2nd St to Joel Blvd | 1.34 | 17,800 | 23,852 | 1,053 | 1,411 |
| Lakewood Blvd | Gladiolus Dr to Summerlin Rd | 0.86 | 17,800 | 15,308 | 2,106 | 1,811 |
| Laurel Dr | Busness 41 to Hart Rd | 1.92 | 17,800 | 34,176 | 6,084 | 11,681 |
| Lee Rd | San Carlos Blvd to Alico Rd | 1.56 | 17,800 | 27,768 | 7,605 | 11,864 |
| Leetana Rd | Pritchett Pkwy to Rich Rd | 2.51 | 17,800 | 44,678 | 1,053 | 2,643 |
| Littleton Rd | NE 24th Av to Corbett Rd | 0.29 | 17,800 | 5,162 | 6,084 | 1,764 |
| Littleton Rd | Corbett Rd to US 41 | 1.22 | 17,800 | 21,716 | 8,073 | 9,849 |
| Littleton Rd | US 41 to Bus 41 | 0.66 | 17,800 | 11,748 | 5,148 | 3,398 |
| Luckett Rd | I-75 to Country Lakes Dr | 0.42 | 17,800 | 7,476 | 5,499 | 2,310 |
| Luckett Rd | Country Lakes Dr to Angus Ln | 0.19 | 17,800 | 3,382 | 2,106 | 400 |
| Marsh Ave | Ballard Rd to Palm Beach Blvd | 1.04 | 17,800 | 18,512 | 2,808 | 2,920 |
| Matanzas Rd | Gary Rd to Sanibel Blvd | 0.52 | 17,800 | 9,256 | 2,106 | 1,095 |
| Matanzas Rd | Sanibel Blvd to San Carlos Blvd | 0.18 | 17,800 | 3,204 | 2,106 | 379 |
| Matanzas Rd | San Carlos Blvd to Oriole Rd | 1.02 | 17,800 | 18,156 | 2,106 | 2,148 |
| Mcarthur Blvd | Milwaukee Blvd to Grant Blvd | 0.89 | 17,800 | 15,842 | 1,053 | 937 |
| Mcarthur Blvd | Grant Blvd to Eisenhower Blvd | 0.34 | 17,800 | 6,052 | 1,053 | 358 |
| Mcarthur Blvd | Eisenhower Blvd to Sentinela Blvd | 1.36 | 17,800 | 24,208 | 1,053 | 1,432 |
| Mcarthur Blvd | Sentinela Blvd to 2nd St | 0.58 | 17,800 | 10,324 | 1,053 | 611 |
| Miami Blvd | Tangelo Blvd to Pineapple Rd | 0.15 | 17,800 | 2,670 | 2,106 | 316 |
| Miami Blvd | Pineapple Rd to San Carlos Pkwy | 0.78 | 17,800 | 13,884 | 2,106 | 1,643 |
| Milwaukee Blvd | Alabama Rd to Homestead Rd | 2.28 | 17,800 | 40,584 | 2,106 | 4,802 |
| Milwaukee Blvd | Homestead Rd to Bell Blvd | 1.30 | 17,800 | 23,140 | 2,574 | 3,346 |
| Milwaukee Blvd | Bell Blvd to Columbus Blvd | 2.10 | 17,800 | 37,380 | 2,106 | 4,423 |
| Moody Rd | Hancock Bridge Pkwy to Pondella Rd | 0.52 | 17,800 | 9,256 | 3,510 | 1,825 |
| Moody Rd | Skyline Dr to Hancock Bridge Pkwy | 0.50 | 17,800 | 8,900 | 2,106 | 1,053 |
| Moore Ave | Sentinela Blvd to E 2nd St | 0.64 | 17,800 | 11,392 | 702 | 449 |
| Moore Ave | E 2nd St to E 10th St | 2.01 | 17,800 | 35,778 | 1,053 | 2,117 |
| Moore Ave | E 10th St to E 12th St | 0.52 | 17,800 | 9,256 | 1,053 | 548 |
| Moore Ave | E 12th St to E 14th St | 0.53 | 17,800 | 9,434 | 1,053 | 558 |
| Moore Ave | E 14th St to E 21st St | 1.72 | 17,800 | 30,616 | 1,053 | 1,811 |
| N Airport Rd | S Cleveland Av to N Airport Rd | 0.33 | 17,800 | 5,874 | 5,382 | 1,776 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Nalle Grade Rd | Slater Rd to Nalle Rd | 3.01 | 17,800 | 53,578 | 1,287 | 3,874 |
| Nalle Rd | Bayshore Rd to Nalle Grade Rd | 2.78 | 17,800 | 49,484 | 2,808 | 7,806 |
| Neal Rd | Buckingham Rd to Orange River Blvd | 2.81 | 17,800 | 50,018 | 1,755 | 4,932 |
| New Post Rd | Eop to Bayshore Rd | 0.76 | 17,800 | 13,528 | 2,106 | 1,601 |
| Nimitz Blvd | SR 82 to Meadow Rd | 0.06 | 17,800 | 1,068 | 1,053 | 63 |
| Nimitz Blvd | Meadow Rd to Roswell Av | 0.11 | 17,800 | 1,958 | 1,053 | 116 |
| Nimitz Blvd | Roswell Av to Millcreek St | 0.08 | 17,800 | 1,424 | 1,053 | 84 |
| Nimitz Blvd | Millcreek St to Homestead Rd S | 0.25 | 17,800 | 4,450 | 1,053 | 263 |
| Nimitz Blvd | Homestead Blvd to Bell Blvd | 1.00 | 17,800 | 17,800 | 1,053 | 1,053 |
| Nimitz Blvd | Bell Blvd to Eisenhower Blvd | 1.13 | 17,800 | 20,114 | 1,053 | 1,190 |
| Nimitz Blvd | Eisenhower Blvd to Columbus Blvd | 0.92 | 17,800 | 16,376 | 1,053 | 969 |
| Nimitz Blvd | Columbus Blvd to Hendry Co Line | 0.44 | 17,800 | 7,832 | 1,053 | 463 |
| Old Olga Rd | Palm Beach Blvd to Palm Beach Blvd | 2.58 | 17,800 | 45,924 | 1,989 | 5,132 |
| Orange Grove Blvd | Hancock Bridge Pkwy to Pondella Rd | 1.02 | 37,400 | 38,148 | 11,232 | 11,457 |
| Orange Grove Blvd | Hunter Blvd to Birkdale Ave | 0.82 | 37,400 | 30,668 | 2,106 | 1,727 |
| Orange Grove Blvd | Birkdale Ave to Hancock Bridge Pkwy | 1.05 | 37,400 | 39,270 | 8,892 | 9,337 |
| Orange River Blvd | Palm Beach Blvd to Staley Rd | 1.48 | 17,800 | 26,344 | 8,541 | 12,641 |
| Orange River Blvd | Staley Rd to Buckingham Rd | 2.75 | 17,800 | 48,950 | 7,488 | 20,592 |
| Oriole Rd | Eop to Alico Rd | 1.04 | 17,800 | 18,512 | 3,042 | 3,164 |
| Overlook Dr | Brentwood Rd S to Cypress Lake Dr | 0.94 | 17,800 | 16,732 | 2,106 | 1,980 |
| Palm Ave | Hancock Bridge Pkwy to Pondella Rd | 0.42 | 17,800 | 7,476 | 2,106 | 885 |
| Palomino Rd | Daniels Pkwy to Penzance Blvd | 1.51 | 17,800 | 26,878 | 5,382 | 8,127 |
| Panther Ln | Myerlee CC Blvd to Cypress Lake Dr | 0.49 | 17,800 | 8,722 | 2,106 | 1,032 |
| Park Meadows Dr | Summerlin Rd to Cleveland Ave | 0.75 | 17,800 | 13,350 | 4,329 | 3,247 |
| Parkdale Blvd | SR 82 to Homestead Rd | 1.60 | 17,800 | 28,480 | 1,053 | 1,685 |
| Penzance Blvd | Caisson Ln to Palomino Ln | 1.12 | 17,800 | 19,936 | 2,106 | 2,359 |
| Penzance Blvd | Ranchette Rd to Six Mile Cypress Pkwy | 0.82 | 17,800 | 14,596 | 2,691 | 2,207 |
| Penzance Blvd | Plantation Rd to Ranchette Rd | 0.39 | 17,800 | 6,942 | 2,691 | 1,049 |
| Phlox Dr | San Carlos Blvd to Sanibel Blvd | 0.18 | 17,800 | 3,204 | 2,106 | 379 |
| Phlox Dr | Sanibel Blvd to Cypress Dr | 0.42 | 17,800 | 7,476 | 2,106 | 885 |
| Phlox Dr | Cypress Dr to New Jersey Blvd | 0.46 | 17,800 | 8,188 | 2,106 | 969 |
| Pine Ridge Rd | San Carlos Blvd to Summerlin Rd | 0.91 | 17,800 | 16,198 | 11,349 | 10,328 |
| Pine Ridge Rd | Summerlin Rd to Kelly Rd | 1.02 | 17,800 | 18,156 | 6,552 | 6,683 |
| Pine Ridge Rd | Kelly Rd to Gladiolus Dr | 0.63 | 17,800 | 11,214 | 6,903 | 4,349 |
| Pine Ridge Rd | Gladiolus Dr to Mcgregor Blvd | 0.42 | 17,800 | 7,476 | 6,903 | 2,899 |
| Pineapple Rd | Miami Blvd to Three Oaks Pkwy | 0.65 | 17,800 | 11,570 | 2,106 | 1,369 |
| Plantation Rd | Six Mile Cypress Blvd to Daniels Pkwy | 1.17 | 17,800 | 20,826 | 4,680 | 5,476 |
| Plantation Rd | Daniels Pkwy to Idlewild St | 2.49 | 17,800 | 44,322 | 11,466 | 28,550 |
| Pritchett Pkwy | Bayshore Rd to Rich Rd | 2.62 | 17,800 | 46,636 | 1,755 | 4,598 |
| Ranchette Rd | Penzance Blvd to Ranchette Rd | 0.85 | 17,800 | 15,130 | 1,989 | 1,691 |
| Rich Rd | Slater Rd to Pritchett Pkwy | 1.60 | 17,800 | 28,480 | 1,053 | 1,685 |
| Richmond Ave N | E Bougainvillea Rd to Leeland Heights E | 0.05 | 17,800 | 890 | 1,053 | 53 |
| Richmond Ave N | E Jasmine Rd to Schoolside Dr | 0.10 | 17,800 | 1,780 | 1,053 | 105 |
| Richmond Ave N | Schoolside Dr to E 3rd St | 0.19 | 17,800 | 3,382 | 1,053 | 200 |
| Richmond Ave N | E 3rd St to E 4th St | 0.25 | 17,800 | 4,450 | 1,053 | 263 |
| Richmond Ave N | E 4th St to E 5th St | 0.27 | 17,800 | 4,806 | 1,053 | 284 |
| Richmond Ave N | E 5th St to E 6th St | 0.25 | 17,800 | 4,450 | 1,053 | 263 |
| Richmond Ave N | E 6th St to E 7th St | 0.25 | 17,800 | 4,450 | 1,053 | 263 |
| Richmond Ave N | E 7th St to E 8th St | 0.25 | 17,800 | 4,450 | 1,053 | 263 |
| Richmond Ave N | E 8th St to E 9th St | 0.25 | 17,800 | 4,450 | 1,755 | 439 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Richmond Ave N | E 9th St to E 10th St | 0.25 | 17,800 | 4,450 | 1,053 | 263 |
| Richmond Ave N | E 10th St to E 11th St | 0.25 | 17,800 | 4,450 | 1,053 | 263 |
| Richmond Ave N | E 11th St to E 12th St | 0.27 | 17,800 | 4,806 | 1,053 | 284 |
| Richmond Ave N | W 12th St to E 14th St | 0.54 | 17,800 | 9,612 | 1,404 | 758 |
| Richmond Ave N | E 14th St to Greenbriar Blvd | 1.89 | 17,800 | 33,642 | 1,053 | 1,990 |
| River Ranch Rd | Williams Rd to Corkscrew Rd | 0.75 | 17,800 | 13,350 | 2,340 | 1,755 |
| San Carlos Blvd | S Tamiami Trl to Three Oaks Pkwy | 2.38 | 17,800 | 42,364 | 5,148 | 12,252 |
| Sandy Ln | Corkscrew Rd to Broadway Ave | 0.73 | 17,800 | 12,994 | 2,106 | 1,537 |
| Sanibel Blvd | S Tamiami Trl to Cypress Dr | 1.11 | 17,800 | 19,758 | 10,881 | 12,078 |
| Sanibel Blvd | Cypress Dr to Lee Rd | 0.11 | 17,800 | 1,958 | 2,106 | 232 |
| Sentinela Blvd | Bell Blvd to Mcarthur Ave | 1.03 | 17,800 | 18,334 | 1,053 | 1,085 |
| Sentinela Blvd | Mcarthur Ave to Grant Blvd | 0.53 | 17,800 | 9,434 | 1,053 | 558 |
| Sentinela Blvd | Grant Blvd to Moore Ave | 0.53 | 17,800 | 9,434 | 1,053 | 558 |
| Sentinela Blvd | Moore Ave to Hendry Co Line | 0.41 | 17,800 | 7,298 | 1,170 | 480 |
| Shell Point Blvd | Mcgregor Blvd to David Dr | 1.64 | 17,800 | 29,192 | 5,382 | 8,826 |
| Skyline Dr | Hancock Br to Moody Rd | 0.74 | 17,800 | 13,172 | 2,106 | 1,558 |
| Skyline Dr | Moody Rd to Overiver Dr | 0.23 | 17,800 | 4,094 | 2,106 | 484 |
| Slater Rd | Rich Rd to Nalle Grade Rd | 0.88 | 17,800 | 15,664 | 1,638 | 1,441 |
| South Pointe Blvd | Cypress Lake Dr to College Pkwy | 0.80 | 17,800 | 14,240 | 11,115 | 8,892 |
| Staley Rd | Luckett Rd to Tice St | 1.00 | 17,800 | 17,800 | 2,106 | 2,106 |
| Staley Rd | Tice St to Orange River Blvd | 0.57 | 17,800 | 10,146 | 3,510 | 2,001 |
| Stringfellow Rd | York Rd to Berkshire Rd | 5.52 | 17,800 | 98,256 | 4,914 | 27,125 |
| Sunniland Blvd | Lee Blvd to 12th St W | 0.50 | 17,800 | 8,900 | 2,106 | 1,053 |
| Sunniland Blvd | 12th St W to Park Ave | 1.60 | 17,800 | 28,480 | 2,106 | 3,370 |
| Sunrise Blvd | S Cleveland Av to Austin St | 0.08 | 17,800 | 1,424 | 2,106 | 168 |
| Sunrise Blvd | Austin St to Beacon St | 0.15 | 17,800 | 2,670 | 2,106 | 316 |
| Sunrise Blvd | Beacon St to Chatham St | 0.07 | 17,800 | 1,246 | 2,106 | 147 |
| Sunrise Blvd | Chatham St to Fordham St | 0.67 | 17,800 | 11,926 | 2,106 | 1,411 |
| Sunrise Blvd - Lehigh | Bell Blvd to Thorton Ave | 0.52 | 17,800 | 9,256 | 819 | 426 |
| Sunshine Blvd | SR 82 to SW 23rd St | 1.77 | 17,800 | 31,506 | 3,276 | 5,799 |
| Sunshine Blvd | SW 23rd St to Lee Blvd | 1.82 | 17,800 | 32,396 | 6,669 | 12,138 |
| Sunshine Blvd | Lee Blvd to W 12th St | 0.58 | 17,800 | 10,324 | 10,062 | 5,836 |
| Sunshine Blvd | W 12th St to Rena Ln | 1.02 | 17,800 | 18,156 | 6,084 | 6,206 |
| Thornton Rd | Iona Rd to Red Poinciana Dr | 0.23 | 17,800 | 4,094 | 2,106 | 484 |
| Thornton Rd | Red Poinciana Dr to Live Oak Dr | 0.05 | 17,800 | 890 | 2,106 | 105 |
| Thornton Rd | Live Oak Dr to Palm Dr | 0.08 | 17,800 | 1,424 | 2,106 | 168 |
| Tice St | Palm Beach Blvd to Ortiz Ave | 0.63 | 17,800 | 11,214 | 2,925 | 1,843 |
| Tice St | Ortiz Ave to I-75 | 0.80 | 17,800 | 14,240 | 2,574 | 2,059 |
| Tice St | I-75 to Staley Rd | 1.45 | 17,800 | 25,810 | 2,106 | 3,054 |
| Vanderbilt Dr | Wiggins Pass Rd to Bonita Beach Rd | 0.98 | 17,800 | 17,444 | 5,967 | 5,848 |
| Via Coconut Pointe | Coconut Rd to Williams Rd | 1.53 | 37,400 | 57,222 | 5,265 | 8,055 |
| W 12th St | Sunshine Blvd to Williams Ave | 1.16 | 17,800 | 20,648 | 1,989 | 2,307 |
| W 12th St | Williams Ave to Richmond Ave | 1.32 | 17,800 | 23,496 | 1,755 | 2,317 |
| W 12th St | Richmond Ave to Joel Blvd | 1.68 | 17,800 | 29,904 | 1,053 | 1,769 |
| W 14th St | Williams Ave to Richmond Ave | 1.29 | 17,800 | 22,962 | 1,170 | 1,509 |
| W 6th St | Williams Ave to Richmond Ave | 1.30 | 17,800 | 23,140 | 1,989 | 2,586 |
| Whiskey Creek Dr | College Pkwy to Mcgregor Blvd | 1.78 | 17,800 | 31,684 | 7,722 | 13,745 |
| Williams Ave | Williams Av to W 5th St | 0.18 | 17,800 | 3,204 | 1,053 | 190 |
| Williams Ave | W 5th St to 6th St | 0.25 | 17,800 | 4,450 | 1,053 | 263 |
| Williams Ave | 6th St to 12th St | 1.50 | 17,800 | 26,700 | 10,530 | 15,795 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Williams Ave | 12th St to 18th St | 1.52 | 17,800 | 27,056 | 1,053 | 1,601 |
| Williams Rd | W Bay Blvd to S Tamiami Trl | 1.06 | 17,800 | 18,868 | 2,106 | 2,232 |
| Williams Rd | S Tamiami Trl to River Ranch Rd | 1.04 | 17,800 | 18,512 | 3,861 | 4,015 |
| Williams Rd | River Ranch Rd to Three Oaks Pkwy | 0.39 | 17,800 | 6,942 | 1,989 | 776 |
| Winkler Rd | Winkler Rd to Summerlin Rd | 2.14 | 17,800 | 38,092 | 11,115 | 23,786 |
| Woodland Blvd | Cleveland Ave to Chatham St | 0.25 | 17,800 | 4,450 | 7,137 | 1,784 |
| Woodland Blvd | Chatham St to Fordham St | 0.67 | 17,800 | 11,926 | 3,627 | 2,430 |
| Subtotal, Lee County Collectors | | 260.29 | | 4,827,790 | | 903,038 |
| | | | | | | |
| Ballard Rd | Santa Lucia to Marsh Ave | 0.75 | 17,800 | 13,350 | 3,510 | 2,633 |
| Ballard Rd | Marsh Ave to Ortiz Ave | 1.00 | 17,800 | 17,800 | 4,095 | 4,095 |
| Braman Ave | Mcgregor to US 41 | 0.75 | 17,800 | 13,350 | 1,053 | 790 |
| Ford St | Edison Avenue to Dr ML King | 0.50 | 17,800 | 8,900 | 6,084 | 3,042 |
| Ford St | Hanson St to Edison Avenue | 0.75 | 17,800 | 13,350 | 6,318 | 4,739 |
| Ford St (Ext) | Colonial Blvd to Winkler | 0.49 | 17,800 | 8,722 | 2,691 | 1,319 |
| Hanson St | Ford St to Palmetto Ave | 0.66 | 17,800 | 11,748 | 2,106 | 1,390 |
| Hanson St | Magnolia St to Cleveland Ave | 0.50 | 17,800 | 8,900 | 2,106 | 1,053 |
| Hanson St | Cleveland Ave to Broadway | 0.25 | 17,800 | 4,450 | 5,850 | 1,463 |
| Hanson St | Broadway to Fowler St | 0.38 | 17,800 | 6,764 | 6,669 | 2,534 |
| Hanson St | Metro Pkwy to Ford St | 0.25 | 17,800 | 4,450 | 2,106 | 527 |
| Henderson Ave | Jeffcott St to M.L.K. | 0.99 | 17,800 | 17,622 | 2,106 | 2,085 |
| Henderson Ave | M.L.K. to Michigan Ave | 0.50 | 17,800 | 8,900 | 2,106 | 1,053 |
| Luckett Rd | Nuna Av to Ortiz Ave | 0.38 | 17,800 | 6,764 | 2,106 | 800 |
| Maple Dr | Summerlin Rd to US 41 | 0.76 | 17,800 | 13,528 | 2,106 | 1,601 |
| Marsh Ave | Michigan Linkk Ave to Ballard Rd | 0.33 | 17,800 | 5,874 | 2,106 | 695 |
| Marsh Ave | Palm Beach Blvd to Edgewood Av | 0.21 | 17,800 | 3,738 | 2,808 | 590 |
| McGregor Blvd | Colonial to Braman Ave | 1.65 | 17,800 | 29,370 | 20,007 | 33,012 |
| McGregor Blvd | Braman Ave to Cleveland Ave | 1.71 | 17,800 | 30,438 | 17,550 | 30,011 |
| Michigan Ave | Seaboard St to V. Shoemaker Ave | 0.92 | 17,800 | 16,376 | 3,276 | 3,014 |
| Michigan Ave | V. Shoemaker Ave to Marsh Ave | 0.75 | 17,800 | 13,350 | 7,371 | 5,528 |
| Michigan Ave | Marsh Ave to MLK Blvd | 0.48 | 17,800 | 8,544 | 7,839 | 3,763 |
| Veronica Shoemaker | MLK Blvd to Michigan Ave | 0.50 | 37,400 | 18,700 | 9,477 | 4,739 |
| Veronica Shoemaker | Michigan Ave to Palm Beach Blvd | 0.86 | 17,800 | 15,308 | 5,733 | 4,930 |
| Solomon Blvd | Colonial Blvd to Winkler Ave | 0.50 | 17,800 | 8,900 | 8,424 | 4,212 |
| Solomon Blvd | Winkler Ave to Broadway Blvd | 0.27 | 17,800 | 4,806 | 5,616 | 1,516 |
| Winkler Ave | Mcgregor Blvd to US 41 | 0.97 | 17,800 | 17,266 | 702 | 681 |
| Winkler Ave | US 41 to Solomon Blvd | 0.30 | 37,400 | 11,220 | 14,157 | 4,247 |
| Winkler Ave | Solomon Blvd to Fowler St | 0.32 | 37,400 | 11,968 | 19,773 | 6,327 |
| Winkler Ave Ext | Fowler St to Metro Pkwy | 0.70 | 37,400 | 26,180 | 22,815 | 15,971 |
| Winkler Ave Ext | V. Shoemaker Blvd to Colonial Blvd | 1.29 | 37,400 | 48,246 | 23,283 | 30,035 |
| Winkler Ave Ext | Colonial Blvd to Challenger Blvd | 0.48 | 37,400 | 17,952 | 4,797 | 2,303 |
| Winkler Ave Ext | Challenger Bvd to Six Mi. Cypress Pwy | 0.78 | 37,400 | 29,172 | 4,797 | 3,742 |
| Winkler Ave Ext | Metro Pkwy to V. Shoemaker Blvd | 0.67 | 37,400 | 25,058 | 23,049 | 15,443 |
| Subtotal, Fort Myers Arterials and Collectors | | 22.60 | | 501,064 | | 199,883 |
| | | | | | | |
| Academy Blvd | SE 32nd St to Archer Pkwy | 0.55 | 37,400 | 20,570 | 2,106 | 1,158 |
| Academy Blvd | Veterans Pkwy to Nicholas Pkwy | 1.73 | 37,400 | 64,702 | 3,159 | 5,465 |
| Agualinda Blvd | El Dorado Pkwy to Cape Coral Pkwy | 0.93 | 37,400 | 34,782 | 1,872 | 1,741 |
| Agualinda Blvd | Cape Coral Pkwy to Beach Pkwy | 0.75 | 37,400 | 28,050 | 4,680 | 3,510 |
| Agualinda Blvd | Beach Pkwy to Savona Pkwy | 0.70 | 37,400 | 26,180 | 3,393 | 2,375 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Andalusia Blvd | Jacaranda Pkwy to Voginatis Pkwy | 1.03 | 37,400 | 38,522 | 1,404 | 1,446 |
| Andalusia Blvd | Voginatis Pkwy to Durden Pkwy | 1.01 | 37,400 | 37,774 | 702 | 709 |
| Andalusia Blvd | Pine Island Rd to Tropicana Pkwy | 0.33 | 37,400 | 12,342 | 6,435 | 2,124 |
| Andalusia Blvd | Tropicana Pkwy to Diplomat Pkwy | 1.22 | 37,400 | 45,628 | 4,680 | 5,710 |
| Andalusia Blvd | Diplomat Pkwy to Kismet | 0.94 | 37,400 | 35,156 | 4,914 | 4,619 |
| Archer Pkwy E | Country Club Blvd to SE 26th Ter | 0.44 | 37,400 | 16,456 | 2,808 | 1,236 |
| Archer Pkwy W | SE 26th Ter to Academy Blvd | 0.46 | 37,400 | 17,204 | 1,872 | 861 |
| Archer Pkwy W | Academy Blvd to Country Club Blvd | 0.18 | 37,400 | 6,732 | 1,872 | 337 |
| Averill Blvd | Jacaranda Pkwy to Gator Cir | 0.53 | 37,400 | 19,822 | 4,329 | 2,294 |
| Beach Pkwy | Del Prado Blvd to SE 20 Pl | 0.71 | 17,800 | 12,638 | 2,106 | 1,495 |
| Beach Pkwy W | Surfside Blvd to Sands Blvd | 0.41 | 37,400 | 15,334 | 1,521 | 624 |
| Beach Pkwy W | Sands Blvd to Oasis Blvd | 0.46 | 37,400 | 17,204 | 1,989 | 915 |
| Beach Pkwy W | Oasis Blvd to Agualinda Blvd | 0.42 | 37,400 | 15,708 | 5,733 | 2,408 |
| Beach Pkwy W | Aguilina Pblvd to Chiquita Blvd | 0.66 | 37,400 | 24,684 | 4,446 | 2,934 |
| Bolado Pkwy | Del Prado Blvd to SE 20 Ct | 0.60 | 17,800 | 10,680 | 2,106 | 1,264 |
| Cape Coral Pkwy E | Santa Barbara Blvd to Palm Tree Blvd | 0.51 | 56,100 | 28,611 | 46,215 | 23,570 |
| Cape Coral Pkwy E | Palm Tree Blvd to Coronado Pkwy | 0.49 | 56,100 | 27,489 | 42,939 | 21,040 |
| Cape Coral Pkwy E | Coronado Pkwy to Leonard | 0.88 | 37,400 | 32,912 | 35,217 | 30,991 |
| Cape Coral Pkwy E | Leonard to Del Prado | 0.88 | 37,400 | 32,912 | 33,228 | 29,241 |
| Cape Coral Pkwy W | Sands Blvd to Aguilinda Blvd | 0.88 | 37,400 | 32,912 | 3,627 | 3,192 |
| Cape Coral Pkwy W | Aguilinda Blvd to Chiquita Blvd | 0.65 | 37,400 | 24,310 | 9,711 | 6,312 |
| Cape Coral Pkwy W | Chiquita Blvd to Skyline Blvd | 0.99 | 56,100 | 55,539 | 24,687 | 24,440 |
| Cape Coral Pkwy W | Skyline Blvd to Pelican Blvd | 0.50 | 56,100 | 28,050 | 30,069 | 15,035 |
| Cape Coral Pkwy W | Pelican Blvd to Santa Barbara Blvd | 0.51 | 56,100 | 28,611 | 35,802 | 18,259 |
| Ceitus Pkwy | Old Burnt Store Rd to Burnt Store Rd | 1.07 | 37,400 | 40,018 | 1,404 | 1,502 |
| Ceitus Pkwy | Burnt Store Rd to El Dorado Blvd | 0.90 | 37,400 | 33,660 | 1,989 | 1,790 |
| Chiquita Blvd N | Embers Pkwy to Tropicana Pkwy | 1.05 | 37,400 | 39,270 | 9,477 | 9,951 |
| Chiquita Blvd N | Tropicana Pkwy to Diplomat Pkwy | 1.04 | 37,400 | 38,896 | 6,786 | 7,057 |
| Chiquita Blvd N | Diplomat Pkwy to Kismet Pkwy | 1.01 | 37,400 | 37,774 | 4,797 | 4,845 |
| Chiquita Blvd N | Kismet Pkwy to Wilmington Pkwy | 0.33 | 37,400 | 12,342 | 1,053 | 347 |
| Chiquita Blvd N | Wilmington Pkwy to Jacaranda Pkwy | 0.66 | 37,400 | 24,684 | 1,053 | 695 |
| Chiquita Blvd S | SW 58 Terrace to El Dorado Pkwy | 0.44 | 17,800 | 7,832 | 1,053 | 463 |
| Chiquita Blvd S | El Dorado Pkwy to Cape Coral Pkwy | 0.93 | 37,400 | 34,782 | 7,137 | 6,637 |
| Chiquita Blvd S | Cape Coral Pkwy to Beach Pkwy | 0.73 | 37,400 | 27,302 | 15,795 | 11,530 |
| Chiquita Blvd S | Beach Pkwy to Mohawk Pkwy | 0.29 | 37,400 | 10,846 | 16,263 | 4,716 |
| Chiquita Blvd S | Mohawk Pkwy to Savona Pkwy | 0.41 | 37,400 | 15,334 | 17,082 | 7,004 |
| Chiquita Blvd S | Savona Pkwy to Gleason Pkwy | 0.60 | 37,400 | 22,440 | 17,784 | 10,670 |
| Chiquita Blvd S | Gleason Pkwy to Veterans Pkwy | 0.99 | 37,400 | 37,026 | 18,837 | 18,649 |
| Chiquita Blvd S | Veterans Pkwy to Trafalgar Pkwy | 1.09 | 37,400 | 40,766 | 14,508 | 15,814 |
| Chiquita Blvd S | Trafalgar Pkwy to Pine Island Rd | 1.08 | 37,400 | 40,392 | 15,210 | 16,427 |
| Chiquita Blvd S | Pine Island Rd to Embers Pkwy | 0.92 | 37,400 | 34,408 | 9,711 | 8,934 |
| Chiquita Blvd S | Embers Pkwy to Tropicana Pkwy | 1.00 | 37,400 | 37,400 | 9,477 | 9,477 |
| Chiquita Blvd S | Tropicana Pkwy to Diplomat Pkwy | 1.04 | 37,400 | 38,896 | 6,786 | 7,057 |
| Chiquita Blvd S | Diplomat Pkwy to Kismet Pkwy | 1.00 | 37,400 | 37,400 | 4,797 | 4,797 |
| Chiquita Blvd S | Kismet Parkway to Jacaranda Pkwy | 1.00 | 37,400 | 37,400 | 1,053 | 1,053 |
| Cornwallis Pkwy | Del Prado Blvd to SE 22nd Ter | 0.90 | 37,400 | 33,660 | 2,106 | 1,895 |
| Coronado Pkwy | El Dorado Pkwy to Cape Coral Pkwy | 0.66 | 37,400 | 24,684 | 10,179 | 6,718 |
| Coronado Pkwy | Cape Coral Pkwy to Vincennes Blvd | 0.85 | 37,400 | 31,790 | 9,945 | 8,453 |
| Coronado Pkwy | Vincennes Blvd to Del Prado Blvd | 0.65 | 37,400 | 24,310 | 10,530 | 6,845 |
| Country Club Blvd | Palm Tree Blvd to Wildwood Pkwy | 1.88 | 37,400 | 70,312 | 6,084 | 11,438 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Country Club Blvd | Wildwood Pkwy to Archer Pkwy | 1.09 | 37,400 | 40,766 | 12,402 | 13,518 |
| Country Club Blvd | Archer Pkwy to Veterans Pkwy | 0.35 | 37,400 | 13,090 | 14,508 | 5,078 |
| Country Club Blvd | Veterans Blvd to Nicholas Pkwy | 1.66 | 37,400 | 62,084 | 16,263 | 26,997 |
| Country Club Blvd | Nicholas Pkwy to SE 9th Ln | 0.25 | 37,400 | 9,350 | 15,678 | 3,920 |
| Country Club Blvd | SE 9th Ln to Viscaya Pkwy | 0.35 | 37,400 | 13,090 | 15,678 | 5,487 |
| Cultural Park Blvd N | Nicholas Pkwy to SE 4th Terr | 1.00 | 37,400 | 37,400 | 9,009 | 9,009 |
| Cultural Park Blvd N | SE 4th Terr to Hancock Bridge Pkwy | 0.55 | 37,400 | 20,570 | 10,296 | 5,663 |
| Cultural Park Blvd N | Hancock Bridge Pkwy to Pine Island Rd | 0.47 | 37,400 | 17,578 | 6,552 | 3,079 |
| De Navarra Pkwy | Gator Cir to Garden Blvd | 1.21 | 37,400 | 45,254 | 2,223 | 2,690 |
| Del Prado Blvd N | NE 9th St to Diplomat Pkwy | 0.99 | 37,400 | 37,026 | 19,071 | 18,880 |
| Del Prado Blvd N | NE Pine Island Rd to NE 9th St | 0.05 | 37,400 | 1,870 | 19,071 | 954 |
| Del Prado Blvd N | Diplomat Pkky to Kismet Pkwy | 0.93 | 37,400 | 34,782 | 15,327 | 14,254 |
| Del Prado Blvd N | Kismet Pkwy to Averill Blvd | 1.21 | 37,400 | 45,254 | 14,742 | 17,838 |
| Del Prado Blvd N | Averill Blvd to De Navarra Pkwy | 1.67 | 37,400 | 62,458 | 11,934 | 19,930 |
| Del Prado Blvd N | De Navarra Pkwy to US 41 | 0.56 | 37,400 | 20,944 | 13,572 | 7,600 |
| Del Prado Blvd S | El Dorado Pkwy to Miramar St | 0.59 | 37,400 | 22,066 | 4,212 | 2,485 |
| Del Prado Blvd S | Miramar St to Cape Coral Pkwy | 0.12 | 37,400 | 4,488 | 4,797 | 576 |
| Diplomat Pkwy E | Santa Barbara Blvd to Andalusia Blvd | 1.05 | 37,400 | 39,270 | 7,371 | 7,740 |
| Diplomat Pkwy E | Andalusia Blvd to Del Prado Blvd | 0.94 | 37,400 | 35,156 | 9,594 | 9,018 |
| Diplomat Pkwy E | Del Prado Blvd to NE 24th Ave | 1.04 | 37,400 | 38,896 | 6,435 | 6,692 |
| Diplomat Pkwy E | NE 24th Ave to Corbett Rd | 0.48 | 37,400 | 17,952 | 6,786 | 3,257 |
| Diplomat Pkwy E | Corbett Rd to N Cleveland Av | 1.16 | 37,400 | 43,384 | 6,786 | 7,872 |
| Diplomat Pkwy W | Burnt Store Rd to El Dorado Blvd | 1.02 | 37,400 | 38,148 | 1,872 | 1,909 |
| Diplomat Pkwy W | El Dorado Blvd to Chiquita Blvd | 1.10 | 37,400 | 41,140 | 2,925 | 3,218 |
| Diplomat Pkwy W | Chiquita Blvd to Nelson Rd | 1.01 | 37,400 | 37,774 | 5,382 | 5,436 |
| Diplomat Pkwy W | Nelson Rd to Santa Barbara Blvd | 0.99 | 37,400 | 37,026 | 5,850 | 5,792 |
| El Dorado Blvd N | Embers Pkwy to Tropicana Pkwy | 1.02 | 37,400 | 38,148 | 3,042 | 3,103 |
| El Dorado Blvd N | Tropicana Pkwy to Diplomat Pkwy | 0.74 | 37,400 | 27,676 | 2,691 | 1,991 |
| El Dorado Blvd N | Diplomat Pkwy to Van Buren Pkwy | 0.83 | 37,400 | 31,042 | 2,340 | 1,942 |
| El Dorado Blvd N | Van Buren Pkwy to Kismet Pkwy | 0.46 | 37,400 | 17,204 | 1,989 | 915 |
| El Dorado Blvd N | Kismet Pkwy to Jacaranda Pkwy | 0.99 | 37,400 | 37,026 | 1,638 | 1,622 |
| El Dorado Blvd S | Embers Pkwy to Ceitus Pkwy | 0.77 | 37,400 | 28,798 | 1,755 | 1,351 |
| El Dorado Pkwy E | Bayside Ct to Coronado Pkwy | 1.08 | 37,400 | 40,392 | 1,755 | 1,895 |
| El Dorado Pkwy E | Coronado Pkwy to Del Prado Blvd | 0.65 | 37,400 | 24,310 | 3,510 | 2,282 |
| El Dorado Pkwy W | Sands Blvd to Aguilinda Blvd | 0.88 | 37,400 | 32,912 | 1,521 | 1,338 |
| El Dorado Pkwy W | Aguilinda Blvd to Chiquita Blvd | 0.66 | 37,400 | 24,684 | 3,042 | 2,008 |
| El Dorado Pkwy W | Chiquita Blvd to Canal | 0.25 | 37,400 | 9,350 | 585 | 146 |
| El Dorado Pkwy W | Canal to SW 12th Ave | 0.13 | 37,400 | 4,862 | 1,287 | 167 |
| El Dorado Pkwy W | SW 12th Ave to Skyline Blvd | 0.58 | 37,400 | 21,692 | 1,287 | 746 |
| El Dorado Pkwy W | Skyline Blvd to Pelican Blvd | 0.50 | 37,400 | 18,700 | 1,287 | 644 |
| El Dorado Pkwy W | Pelican Blvd to Canal | 0.40 | 37,400 | 14,960 | 702 | 281 |
| Embers Pkwy | El Dorado Blvd to Chiquita Blvd | 1.01 | 37,400 | 37,774 | 7,020 | 7,090 |
| Embers Pkwy | Chiquita Blvd to Nelson Rd | 1.01 | 37,400 | 37,774 | 8,073 | 8,154 |
| Embers Pkwy W | Old Burnt Store Rd to Burnt Store Rd | 0.98 | 37,400 | 36,652 | 1,755 | 1,720 |
| Embers Pkwy W | Burnt Store Road to El Dorado Blvd | 1.01 | 37,400 | 37,774 | 2,457 | 2,482 |
| Everest Pkwy | SE 26th St to Del Prado Blvd | 0.73 | 37,400 | 27,302 | 936 | 683 |
| Everest Pkwy | Veterans Pkwy to Cape Coral Shore | 1.46 | 37,400 | 54,604 | 2,691 | 3,929 |
| Four Mile Cove Pkwy | Del Prado Blvd to SE 21st Court | 0.13 | 37,400 | 4,862 | 3,510 | 456 |
| Gator Circle Blvd | De Navarra to Ramsey Blvd | 1.03 | 37,400 | 38,522 | 1,404 | 1,446 |
| Gator Circle Blvd | Ramsey Blvd to Averill Blvd | 2.14 | 37,400 | 80,036 | 1,404 | 3,005 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Gator Circle Blvd | Averill Blvd to De Navarra | 0.80 | 37,400 | 29,920 | 2,340 | 1,872 |
| Gleason Pkwy | Surfside Blvd to SW 26th Ave | 0.76 | 17,800 | 13,528 | 1,404 | 1,067 |
| Gleason Pkwy | SW 26th Ave to Chiquita Blvd | 1.01 | 17,800 | 17,978 | 4,212 | 4,254 |
| Gleason Pkwy | Chiquita Blvd to Skyline Blvd | 0.99 | 37,400 | 37,026 | 5,967 | 5,907 |
| Gleason Pkwy | Skyline Blvd to Pelican Blvd | 0.52 | 37,400 | 19,448 | 6,552 | 3,407 |
| Gleason Pkwy | Pelican Blvd to Santa Barbara Blvd | 0.52 | 37,400 | 19,448 | 9,594 | 4,989 |
| Hancock Bridge Pkwy | Pine Island Rd to Santa Barbara Blvd | 0.28 | 37,400 | 10,472 | 9,477 | 2,654 |
| Hancock Bridge Pkwy | Santa Barbara Blvd to Cultural Pk Blvd | 0.97 | 37,400 | 36,278 | 15,093 | 14,640 |
| Hancock Bridge Pkwy | Cultural Park Blvd to Del Prado Blvd | 1.09 | 37,400 | 40,766 | 16,029 | 17,472 |
| Hancock Creek S Blvd | NE Pine Island Rd to Pondella Rd | 0.59 | 37,400 | 22,066 | 2,574 | 1,519 |
| Jacaranda Pkwy E | Santa Barbara Blvd to Andalusia Blvd | 1.04 | 37,400 | 38,896 | 1,404 | 1,460 |
| Jacaranda Pkwy E | Andalusia Blvd to Averill Blvd | 1.01 | 37,400 | 37,774 | 1,170 | 1,182 |
| Kamal Pkwy | Santa Barbara Blvd to Veterans Pkwy | 0.79 | 37,400 | 29,546 | 1,638 | 1,294 |
| Kismet Pkwy E | Santa Barbara Blvd to Andalusia Blvd | 1.06 | 37,400 | 39,644 | 6,786 | 7,193 |
| Kismet Pkwy E | Andalusia Blvd to Del Prado Blvd | 0.92 | 37,400 | 34,408 | 8,892 | 8,181 |
| Kismet Pkwy E | Del Prado Blvd to NE 24th Ave | 1.06 | 37,400 | 39,644 | 5,382 | 5,705 |
| Kismet Pkwy W | El Dorado Blvd to Chiquita Blvd | 1.01 | 37,400 | 37,774 | 2,340 | 2,363 |
| Kismet Pkwy W | Chiquita Blvd to Nelson Rd | 1.00 | 37,400 | 37,400 | 3,627 | 3,627 |
| Kismet Pkwy W | Nelson Rd to Santa Barbara Blvd | 0.99 | 37,400 | 37,026 | 5,148 | 5,097 |
| Mohawk Pkwy | Chiquita Blvd to Skyline Blvd | 0.99 | 37,400 | 37,026 | 4,680 | 4,633 |
| Mohawk Pkwy | Skyline Blvd to Pelican Blvd | 0.52 | 37,400 | 19,448 | 3,042 | 1,582 |
| NE 24th Ave | NE Pine Island Rd to Diplomat Pkwy | 0.50 | 37,400 | 18,700 | 4,095 | 2,048 |
| NE 24th Ave | Diplomat Pkwy to Kismet Pkwy | 0.93 | 37,400 | 34,782 | 3,276 | 3,047 |
| Nelson Rd N | SW 4th Terr to Embers Pkwy | 0.32 | 37,400 | 11,968 | 702 | 225 |
| Nelson Rd N | Embers Pkwy to Tropicana Pkwy | 1.05 | 37,400 | 39,270 | 4,914 | 5,160 |
| Nelson Rd N | Tropicana Pkwy to Diplomat Blvd | 1.04 | 37,400 | 38,896 | 4,680 | 4,867 |
| Nelson Rd N | Diplomat Pkwy to Kismet Pkwy | 1.01 | 37,400 | 37,774 | 1,755 | 1,773 |
| Nicholas Pkwy E | Santa Barbara Blvd to Cultural Pk Blvd | 0.97 | 37,400 | 36,278 | 14,742 | 14,300 |
| Nicholas Pkwy E | Cultural Pk Blvd to Country Club Blvd | 0.20 | 37,400 | 7,480 | 12,870 | 2,574 |
| Nicholas Pkwy Nw | Santa Barbara Blvd to Pine Island Rd | 1.35 | 37,400 | 50,490 | 8,658 | 11,688 |
| Nicholas Pkwy Nw | Pine Island Rd to Nelson Rd | 0.45 | 37,400 | 16,830 | 12,636 | 5,686 |
| Oasis Blvd | Beach Pkwy to Surfside Blvd | 1.89 | 37,400 | 70,686 | 2,925 | 5,528 |
| Old Burnt Store Rd | Embers Pkwy to Tropicana Pkwy | 1.03 | 37,400 | 38,522 | 1,053 | 1,085 |
| Old Burnt Store Rd | Tropicana Pkwy to Yucatan Pkwy | 0.48 | 37,400 | 17,952 | 1,053 | 505 |
| Old Burnt Store Rd | Yucatan Pkwy to Gulfstream Pkwy | 0.55 | 37,400 | 20,570 | 1,053 | 579 |
| Old Burnt Store Rd | Gulfstream Pkwy to Kismet Pkwy | 1.02 | 37,400 | 38,148 | 1,053 | 1,074 |
| Old Burnt Store Rd | Kismet Pkwy to Caloosa Pkwy | 1.98 | 37,400 | 74,052 | 1,053 | 2,085 |
| Old Burnt Store Rd | Caloosa Pkwy to Charlotte Co Line | 1.78 | 37,400 | 66,572 | 1,053 | 1,874 |
| Old Burnt Store Rd S | Ceitus Pkwy to Embers Pkwy | 0.55 | 37,400 | 20,570 | 702 | 386 |
| Palaco Grande Pkwy | Del Prado Blvd to SE 22nd Pl | 0.85 | 17,800 | 15,130 | 2,106 | 1,790 |
| Palm Tree Blvd | Cape Coral Pkwy to Country Club Blvd | 0.26 | 37,400 | 9,724 | 7,956 | 2,069 |
| Palm Tree Blvd | Country Club Blvd to Wildwood Pkwy | 1.23 | 37,400 | 46,002 | 5,616 | 6,908 |
| Pelican Blvd | El Dorado Pkwy to Cape Coral Pkwy | 0.93 | 37,400 | 34,782 | 7,254 | 6,746 |
| Pelican Blvd | Cape Coral Pkwy to Mohawk Pkwy | 1.09 | 37,400 | 40,766 | 5,733 | 6,249 |
| Pelican Blvd | Mohawk Pkwy to Gleason Pkwy | 0.95 | 37,400 | 35,530 | 5,382 | 5,113 |
| Rose Garden Rd | Eop to El Dorado Pkwy | 1.50 | 37,400 | 56,100 | 2,106 | 3,159 |
| Sands Blvd | El Dorado Pkwy to Cape Coral Pkwy | 0.93 | 37,400 | 34,782 | 1,755 | 1,632 |
| Sands Blvd | Cape Coral Pkwy to Beach Pkwy | 0.74 | 37,400 | 27,676 | 2,340 | 1,732 |
| Santa Barbara Blvd | Cape Coral Pkwy to Gleason Pkwy | 2.05 | 37,400 | 76,670 | 12,987 | 26,623 |
| Santa Barbara Blvd | Gleason Pkwy to Kamal Pkwy | 0.55 | 37,400 | 20,570 | 21,411 | 11,776 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity | | Demand | |
|---|---|---|---|---|---|---|
| | | | Trips | VMC | Trips | VMT |
| Santa Barbara Blvd | Kamal Pkwy to Veterans Pkwy | 0.25 | 37,400 | 9,350 | 23,166 | 5,792 |
| Santa Barbara Blvd | Veterans Pkwy to Trafalgar Pkwy | 1.28 | 37,400 | 47,872 | 23,517 | 30,102 |
| Santa Barbara Blvd | Trafalgar Pkwy to Nicholas Pkwy | 0.68 | 37,400 | 25,432 | 23,634 | 16,071 |
| Santa Barbara Blvd | Nicholas Pkwy to Hancock Bridge Pkwy | 1.26 | 37,400 | 47,124 | 16,614 | 20,934 |
| Santa Barbara Blvd | Hancock Bridge Pkwy to Pine Island Rd | 0.08 | 37,400 | 2,992 | 17,667 | 1,413 |
| Santa Barbara Blvd | Pine Island Rd to Tropicana Pkwy | 1.01 | 37,400 | 37,774 | 11,817 | 11,935 |
| Santa Barbara Blvd | Tropicana Pkwy to Diplomat Pkwy | 1.04 | 37,400 | 38,896 | 9,009 | 9,369 |
| Santa Barbara Blvd | Diplomat Pkwy to Kismet Pkwy | 0.96 | 37,400 | 35,904 | 5,031 | 4,830 |
| Santa Barbara Blvd | Kismet Pkwy to Jacaranda Pkwy | 1.05 | 37,400 | 39,270 | 3,861 | 4,054 |
| Santa Barbara Blvd | Jacaranda Pkwy to Wilmington Pkwy | 0.34 | 37,400 | 12,716 | 1,872 | 636 |
| Savona Pkwy | Del Prado Blvd to SE 21 Pl | 0.78 | 37,400 | 29,172 | 2,106 | 1,643 |
| Savona Pkwy W | Aqualinda Blvd to Chiquita Blvd | 0.66 | 37,400 | 24,684 | 3,627 | 2,394 |
| SE 24th Ave | SE 13th St to Viscaya Pkwy | 0.53 | 37,400 | 19,822 | 2,223 | 1,178 |
| SE 24th Ave | Viscaya Pkwy to Hancock Bridge Pkwy | 1.11 | 37,400 | 41,514 | 7,254 | 8,052 |
| SE 26th St | Del Prado Blvd to Everest Pkwy | 0.28 | 37,400 | 10,472 | 4,212 | 1,179 |
| SE 47th Ter | Palm Tree Blvd to Coronado Pkwy | 0.50 | 17,800 | 8,900 | 10,296 | 5,148 |
| SE 47th Ter | Coronado Pkwy to Vincennes Blvd | 0.48 | 17,800 | 8,544 | 7,839 | 3,763 |
| SE 47th Ter | Vincennes Blvd to Del Prado Blvd | 0.38 | 17,800 | 6,764 | 6,201 | 2,356 |
| SE 47th Ter | Del Prado Blvd to SE 17th Pl | 0.22 | 17,800 | 3,916 | 3,276 | 721 |
| Shelby Pkwy | SE 26th Ter to Del Prado Blvd | 0.72 | 37,400 | 26,928 | 2,106 | 1,516 |
| Skyline Blvd | El Dorado Pkwy to Cape Coral Pkwy | 0.93 | 37,400 | 34,782 | 6,435 | 5,985 |
| Skyline Blvd | Cape Coral Pkwy to Mohawk Pkwy | 1.07 | 37,400 | 40,018 | 12,285 | 13,145 |
| Skyline Blvd | Mohawk Pkwy to Gleason Pkwy | 0.98 | 37,400 | 36,652 | 15,444 | 15,135 |
| Skyline Blvd | Gleason Pkwy to Veterans Pkwy | 1.01 | 37,400 | 37,774 | 16,263 | 16,426 |
| Skyline Blvd | Veterans Pkwy to Trafalgar Pkwy | 1.09 | 37,400 | 40,766 | 12,402 | 13,518 |
| Skyline Blvd | Trafalgar Pkwy to Pine Island Rd | 1.43 | 37,400 | 53,482 | 9,711 | 13,887 |
| Surfside Blvd | Beach Pkwy to Gleason Pkwy | 1.28 | 37,400 | 47,872 | 2,223 | 2,845 |
| Surfside Blvd | Gleason Pkwy to Veterans Pkwy | 1.47 | 37,400 | 54,978 | 4,329 | 6,364 |
| Surfside Blvd | Veterans Pkwy to Trafalgar Pkwy | 1.05 | 37,400 | 39,270 | 1,521 | 1,597 |
| SW 12th Ave | Rose Garden Rd to El Dorado Pkwy | 0.28 | 37,400 | 10,472 | 1,053 | 295 |
| SW 20th Ave | Gleason Pkwy Ext to Veterans Pkwy | 0.99 | 17,800 | 17,622 | 4,563 | 4,517 |
| SW 20th Ave | Veterans Pkwy to Trafalgar Pkwy | 1.08 | 17,800 | 19,224 | 1,638 | 1,769 |
| SW 20th Ave | Trafalgar Pkwy to Pine Island Road | 1.02 | 17,800 | 18,156 | 1,638 | 1,671 |
| Trafalgar Pkwy | Surfside Blvd to Chiquita Blvd | 1.00 | 37,400 | 37,400 | 6,201 | 6,201 |
| Trafalgar Pkwy | Chiquita Blvd to Skyline Blvd | 0.98 | 37,400 | 36,652 | 6,084 | 5,962 |
| Trafalgar Pkwy | Skyline Blvd to Santa Barbara Blvd | 1.05 | 37,400 | 39,270 | 8,424 | 8,845 |
| Tropicana Pkwy W | Old Burnt Store Rd to Burnt Store Rd | 0.98 | 37,400 | 36,652 | 1,053 | 1,032 |
| Tropicana Pkwy W | Burnt Store Rd to El Dorado Blvd | 1.02 | 37,400 | 38,148 | 1,755 | 1,790 |
| Tropicana Pkwy W | El Dorado Blvd to Chiquita Blvd | 1.01 | 37,400 | 37,774 | 2,574 | 2,600 |
| Tropicana Pkwy W | Chiquita Blvd to Nelson Rd | 1.01 | 37,400 | 37,774 | 4,212 | 4,254 |
| Tropicana Pkwy W | Nelson Rd to Santa Barbara Blvd | 1.00 | 37,400 | 37,400 | 4,212 | 4,212 |
| Tropicana Pkwy W | Santa Barbara Blvd to Andalusia | 1.10 | 37,400 | 41,140 | 2,340 | 2,574 |
| Van Buren Pkwy | Burnt Store Rd to El Dorado Blvd | 1.01 | 37,400 | 37,774 | 1,989 | 2,009 |
| Vincennes Blvd | Cape Coral Parkway to SE 46th St | 0.29 | 17,800 | 5,162 | 3,978 | 1,154 |
| Vincennes Blvd | SE 46th St to Coronado Pkwy | 0.26 | 17,800 | 4,628 | 2,340 | 608 |
| Viscaya Pkwy | Country Club Blvd to Del Prado Blvd | 0.55 | 37,400 | 20,570 | 17,199 | 9,459 |
| Viscaya Pkwy | Del Prado Blvd to SE 24th Ave | 1.03 | 37,400 | 38,522 | 11,817 | 12,172 |
| Wildwood Pkwy | Palm Tree Blvd to Country Club Blvd | 0.59 | 37,400 | 22,066 | 3,393 | 2,002 |
| Wilmington Pkwy | Chiquita Blvd to Nelson Rd | 1.15 | 37,400 | 43,010 | 1,053 | 1,211 |
| Wilmington Pkwy | Nelson Rd to Santa Barbara Blvd | 1.12 | 37,400 | 41,888 | 1,053 | 1,179 |
| Subtotal, Cape Coral Arterials and Collectors | | 172.69 | | 6,326,742 | | 1,194,240 |

## Table 22 Continued

| Roadway | Segment | Miles | Capacity Trips | Capacity VMC | Demand Trips | Demand VMT |
|---|---|---|---|---|---|---|
| Arroyal Rd | Bonita Beach Rd to Pennsylvania Ave | 0.49 | 17,800 | 8,722 | 4,680 | 2,293 |
| Cockleshell Dr | Old US 41 to Maddox Ln | 0.92 | 17,800 | 16,376 | 2,106 | 1,938 |
| Dean St | Old US 41 to Matheson Ave | 0.50 | 17,800 | 8,900 | 2,106 | 1,053 |
| Dean St | Matheson Ave to Imperial St | 0.50 | 17,800 | 8,900 | 2,106 | 1,053 |
| Hunters Ridge Blvd | Hunters Lake Ct to Bonita Beach Rd | 1.01 | 17,800 | 17,978 | 2,106 | 2,127 |
| Imperial Harbor Blvd | Eop to Old US 41 | 0.59 | 17,800 | 10,502 | 2,106 | 1,243 |
| Imperial Pkwy | Collier Co. Line to Bonita Beach Rd | 1.18 | 37,400 | 44,132 | 16,731 | 19,743 |
| Imperial Pkwy | Bonita Beach Rd to Strike Lane | 3.00 | 37,400 | 112,200 | 18,837 | 56,511 |
| Imperial Pkwy | Strike Lane to Coconut Rd | 1.45 | 37,400 | 54,230 | 10,413 | 15,099 |
| Matheson Ave | Dean St to Terry St | 0.82 | 17,800 | 14,596 | 2,106 | 1,727 |
| Morton Ave | Terry St to Cutting Horse Ln | 1.01 | 17,800 | 17,978 | 2,106 | 2,127 |
| North Carolina Dr | Williamsburg Dr to Southern Pines Dr | 0.52 | 17,800 | 9,256 | 2,106 | 1,095 |
| Old 41 Rd | Collier County Line to Bonita Beach Rd | 1.19 | 17,800 | 21,182 | 12,870 | 15,315 |
| Old 41 Rd | Bonita Beach Rd to West Terry St | 0.99 | 17,800 | 17,622 | 16,146 | 15,985 |
| Old 41 Rd | West Terry St to Imperial Harbor Blvd | 1.21 | 17,800 | 21,538 | 24,921 | 30,154 |
| Old 41 Rd | Imperial Harbor Blvd to Cockleshell Dr | 0.10 | 17,800 | 1,780 | 2,106 | 211 |
| Old 41 Rd | Cockleshell Dr to S Tamiami Trl | 1.78 | 17,800 | 31,684 | 11,232 | 19,993 |
| Pennsylvania Ave | Pennsylvania Ave to Old US 41 | 1.54 | 17,800 | 27,412 | 3,744 | 5,766 |
| Spring Creek Dr | Saltfish St to Coconut Rd | 1.45 | 17,800 | 25,810 | 1,638 | 2,375 |
| Terry St | Old 41 to Southern Pines Dr | 1.49 | 17,800 | 26,522 | 585 | 872 |
| Terry St | Southern Pines Dr to Boca Grande Dr | 1.02 | 17,800 | 18,156 | 293 | 299 |
| Windsor Rd | Gulf Harbor Ct to Bonita Beach Rd | 0.49 | 17,800 | 8,722 | 2,106 | 1,032 |
| Windsor Rd | Bonita Beach Rd to 2nd Ave | 0.29 | 17,800 | 5,162 | 2,106 | 611 |
| Subtotal, Bonita Springs Arterials and Collectors | | 23.54 | | 529,360 | | 198,622 |
| Causeway Blvd | Periwinkle Rd to Sanibel Causeway | 1.18 | 17,800 | 21,004 | 15,912 | 18,776 |
| Periwinkle Way | Tarpon Bay Rd to West Gulf Dr | 1.41 | 17,800 | 25,098 | 13,221 | 18,642 |
| Periwinkle Way | West Gulf Dr to Causeway Blvd | 1.31 | 17,800 | 23,318 | 17,433 | 22,837 |
| Periwinkle Way | Causeway Blvd to SE End Of Island | 1.69 | 17,800 | 30,082 | 4,680 | 7,909 |
| Sanibel-Captiva Rd | Clam Bayou Ln to Tarpon Bay Rd | 7.37 | 17,800 | 131,186 | 10,530 | 77,606 |
| Tarpon Bay Rd | West Gulf Dr to Periwinkle Way | 0.83 | 17,800 | 14,774 | 6,552 | 5,438 |
| Tarpon Bay Rd | Periwinkle Way to Sanibel Captiva Rd | 0.30 | 17,800 | 5,340 | 13,221 | 3,966 |
| West Gulf Dr | Eop to Tarpon Bay Rd | 3.31 | 17,800 | 58,918 | 3,276 | 10,844 |
| West Gulf Dr | Tarpon Bay Rd to Periwinkle Way | 2.19 | 17,800 | 38,982 | 6,552 | 14,349 |
| Subtotal, Sanibel Arterials and Collectors | | 19.59 | | 348,702 | | 180,367 |
| Estero Blvd | San Carlos Blvd to Bowditch Point | 0.92 | 17,800 | 16,376 | 4,563 | 4,198 |
| Subtotal, Fort Myers Beach Arterials | | 0.92 | | 16,376 | | 4,198 |
| Total | | 928.15 | | 28,079,818 | | 13,643,210 |

*Note:* Demand trips (2009 AADT) in *italics* are estimates based on adjacent road segments or road characteristics.
*Source:* Wilbur Smith Associates, March 2, 2011 road inventory analysis, based on Lee County Department of Transportation, *Traffic Count Report*, 2004 and 2009, Florida Department of Transportation, *Florida Traffic Information*, 2004 and 2009, and City of Cape Coral *2009 Traffic Counts*; counts adjusted by peak season factor of 117% based on un-weighted average of seasonal factors for each of the county's permanent count stations for February and March; for road segments without counts, estimate based on adjacent segment lengths and road characteristics.