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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

CITY WALK
PUD AMENDMENT

(PROJECT NO. 1803.04)

PREPARED BY:
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Revised:
November 13, 2018

TRANSPORTATION CONSULTANTS, INC

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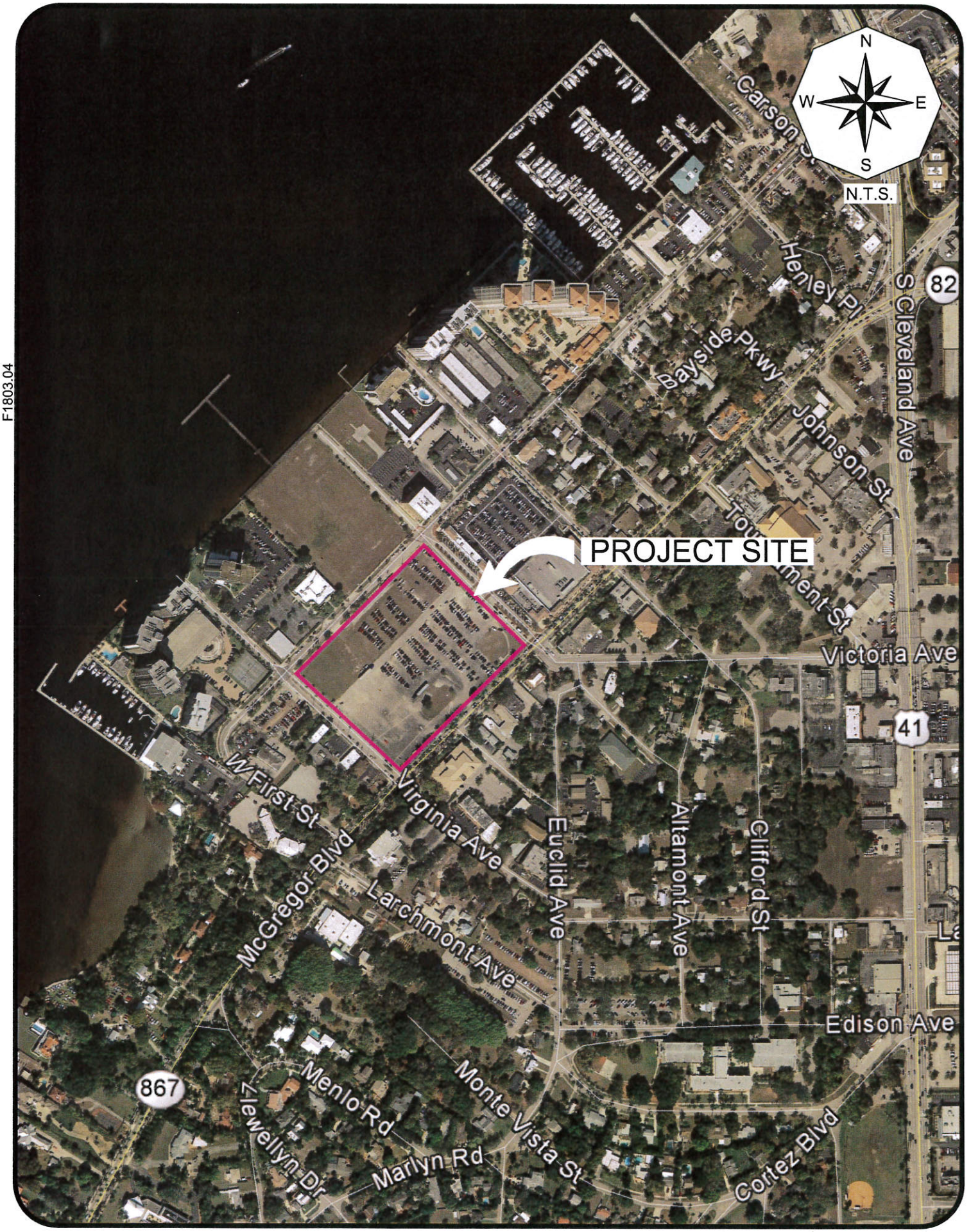
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I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact analysis to fulfill requirements set forth by the City of Fort Myers Department of Community Development for projects seeking a Planned Unit Development (PUD) Amendment. This report has been completed in compliance with guidelines established in the City of Fort Myers Code of Ordinances Chapter 134, Traffic Impact Statement Guidelines. The development site is located at the southwest corner of McGregor Boulevard and Altamont Avenue in the City of Fort Myers, Florida. The site location is illustrated on **Figure 1**.

The subject site is governed by Ordinance No. 3331 which allows the overall 12.34 acre First Street Village PUD to be developed with up to 348 multi-family residential units and 139,922 square feet of retail/office space including an approximate 39,000 square foot grocery store. However, Section 5a of the Ordinance No. 3331 states that should the number of stories be reduced to seven (7), the Developer may increase the number of residential units up to 356. Therefore, the remaining analysis within this report will focus on the approved 356 multi-family residential units. The proposed PUD Amendment would allow an overall PUD to be developed with up to 320 multi-family residential units, 107,925 square feet of retail/office space and a 130 room hotel. As part of the Phase One of the First Street Village PUD, the northern half of the PUD has been developed with residential units and commercial retail uses. The PUD Amendment is for the future development of Phases 2 and 3 of the PUD, which is currently vacant and is now referred to as the City Walk PUD. Based upon the site plan, access to the subject site is proposed to Altamont Avenue, West First Street and McGregor Boulevard via a full site access drive at each location. The proposed access drive to Virginia Avenue will be limited to a right-in/right-out only site access drive.

This report examines the impact of the development on the surrounding roadways. Trip generation and assignment to the site access drives will be completed and analysis conducted to determine the impacts of the development on the surrounding streets and intersections.



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PROJECT LOCATION MAP
CITY WALK

Figure 1

II. EXISTING CONDITIONS

The currently approved First Street Village PUD allows the overall 12.34 acre site to be developed with up to 356 multi-family residential units and 139,922 square feet of retail/office space including an approximate 39,000 square foot grocery store. Phase One of the First Street Village PUD has been completed and included the construction of 4 residential units and 77,925 square feet of retail/office space which incorporated a 47,538 square foot Publix Supermarket located on the northern side of Altamont Avenue. The overall PUD is bordered by West First Street to the west, Virginia Avenue to the south, McGregor Boulevard to the east and by Clifford Street to the north.

Several Lee Tran bus stops as well as the City of Fort Myers River District Trolley stops are located along the west and east side of the subject site. The bus stops as part of Route No. 20 of the Lee Tran transit system include stops No. 125, No. 1980, No. 192 and No. 189. The hours of operation for the City of Fort Myers River District Trolley are Monday through Wednesday from 12:00 PM to 8:00 PM and Thursday from 11:00 AM to 11:00 PM. Lee Tran, Route 20, operates on Monday through Saturday from 5:30 AM to 9:00 PM.

McGregor Boulevard is a two lane undivided arterial that borders the subject site to the south. Based on the Transportation Element of the City of Fort Myers Comprehensive Plan, McGregor Boulevard from City limits to US 41 is a classified as a constrained roadway due to its right-of-way, scenic and historic conditions. McGregor Boulevard, at its intersection with Altamont Avenue is signalized. McGregor Boulevard, at its intersection with Virginia Avenue is currently operating under a two-way stop control. The City of Fort Myers is proposing to construct a roundabout at the intersection of McGregor Boulevard with Virginia Avenue. A conceptual plan of the proposed roundabout configuration is attached to the Appendix of this report for reference. McGregor Boulevard has a posted speed limit of 30 mph and is under the jurisdiction of the City of Fort Myers.

West First Street, Altamont Avenue and Virginia Avenue are all two lane local roadways that border the subject site. West First Street has a posted speed limit of 30 mph. Since Altamont Avenue and Virginia Avenue have no posted speed limit, the speed limit per City Ordinance is 25 mph. All three roadways are also under the jurisdiction of the City of Fort Myers.

III. PUD AMENDMENT

The proposed PUD Amendment would allow an overall 12.34 acre First Street Village PUD to be developed with up to 320 multi-family residential units, 107,925 square feet of retail/office space and a 130 room hotel. Ordinance No. 3331 allows the overall PUD to be developed with up to 356 multi-family residential units and 139,922 square feet of retail/office space. **Table 1** summarizes the uses that would be permitted under the currently approved PUD and the uses that are requested as part of proposed PUD Amendment. Also shown in Table 1 is the difference in the intensity for each use between the two scenarios.

Table 1
Land Use
City Walk / First Street Village

Land Use	Total Approved	Total Proposed	Difference
Shopping Center	139,922 sq. ft.	107,925 sq. ft.	-31,997 sq. ft.
Multifamily Housing (Mid-Rise)	356 Units	324 Units	-32 Units
Hotel	N/A	130 Rooms	+130 Rooms

In order to assess the transportation related impacts of the proposed PUD Amendment, a trip generation comparison was conducted between the total approved uses and total proposed uses. The trip generation for land uses shown in Table 1 were determined by referencing the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation Manual***, 10th Edition. Land Use Code 820 (Shopping Center) was utilized for the trip generation purposes of the retail uses, Land Use Code 221 (Multifamily Housing Mid-

Rise) was utilized for the trip generation purposes of the proposed residential uses and Land Use Code 310 (Hotel) was utilized for the trip generation purposes of the proposed hotel. Land Use Code 221 was utilized since the proposed multi-family buildings as shown on the site plan, are proposed to have four (4) habitable floors. The trip generation equations utilized for the aforementioned uses are attached to the Appendix of this report for reference. **Table 2** indicates the anticipated trip generation of the subject site based on the approved PUD. **Table 3** indicates the anticipated trip generation of the subject site based on the proposed PUD Amendment. The daily trip generation is also indicated in both tables.

Table 2
Trip Generation – Total Approved Trips
City Walk / First Street Village

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily
	In	Out	Total	In	Out	Total	(2-way)
Shopping Center (139,922 Sq. Ft.)	138	84	222	335	362	697	7,555
Multi-Family (Mid-Rise) (356 units)	31	88	119	92	58	150	1,938
Total Trips	**169**	**172**	**341**	**427**	**420**	**847**	**9,493**

Table 3
Trip Generation – Total Proposed Trips
City Walk / First Street Village

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily
	In	Out	Total	In	Out	Total	(2-way)
Shopping Center (107,925 Sq. Ft.)	128	78	206	276	299	575	6,332
Multi-Family (Mid-Rise) (324 units)	28	80	108	84	53	137	1,764
Hotel (130 units)	35	25	60	36	35	71	1,041
Total Trips	**191**	**183**	**374**	**396**	**387**	**783**	**9,137**

However, the total trips shown in Table 2 and Table 3 will not all be new trips added to the adjacent roadway system. With mixed use projects, ITE estimates that there will be a certain amount of interaction between uses that will reduce the overall trip generation of the approved PUD and the proposed PUD Amendment. This interaction is called

"internal capture". In other words, trips that would normally come from external sources would come from uses that are within the project, thus reducing the overall impact the development has on the surrounding roadways. ITE, in conjunction with a study conducted by the NCHRP (National Cooperative Highway Research Program), has summarized the internal trip capture reductions between various land uses. For uses shown in Table 2 and Table 3, there is data in the ITE report for interaction between the residential (condominiums/townhouses and hotel) and retail (shopping center) uses.

An internal capture calculation was completed consistent with the methodologies in the NCHRP Report and published in the ITE Trip Generation Handbook, 3rd Edition. The resultant analysis indicates that with the approved PUD scenario there will be an internal trip capture reduction of one percent (1%) in the A.M. peak hour and sixteen percent (16%) in the PM peak hour between the residential and retail uses. The analysis also indicates that with the proposed PUD Amendment scenario there will be an internal trip capture reduction of one percent (1%) in the AM peak hour and twenty-one percent (21%) in the P.M. peak hour between the residential and retail uses. The summary sheets utilized to calculate these internal capture rates for the weekday AM peak hour and PM peak hour are included in the Appendix of this report for reference.

Pass-by traffic was also taken into account based on the retail uses presented in each scenario. The current version of the ITE Trip Generation Handbook, 3rd Edition, indicates that the weekday PM peak hour pass-by rate for Land Use Code 820 is thirty-four percent (34%). However, consistent with previous analysis approved by the City of Fort Myers, thirty percent (30%) of the total project traffic was assumed to be pass-by traffic. **Table 4** indicates the total external trips of the subject site based on the approved PUD. **Table 5** indicates the total external trips of the subject site based on the proposed PUD Amendment.

Table 4
Trip Generation – Net New Trips of Approved Uses
City Walk / First Street Village

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	169	172	341	427	420	847	9,493
Less Internal Capture 1% AM / 16% PM	-2	-1	-3	-69	-67	-136	-1,519
Less LUC 820 Pass-By Trips	-33	-33	-66	-88	-88	-176	-1,904
Net New Trips	**134**	**138**	**272**	**270**	**265**	**535**	**6,070**

Table 5
Trip Generation – Net New Trips of Proposed Uses
City Walk / First Street Village

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	191	183	374	396	387	783	9,137
Less Internal Capture 1% AM / 21% PM	-2	-2	-4	-83	-81	-164	-1,919
Less LUC 820 Pass-By Trips	-31	-30	-61	-68	-68	-136	-1,501
Net New Trips	**158**	**151**	**309**	**245**	**238**	**483**	**5,717**

A portion of project traffic can be expected to utilize the transit system as part of the LeeTran and the City of Fort Myers River District Trolley should they continue to provide these services. However, to be conservative in terms of traffic impact on surrounding roadways, no reduction due to transit ridership was considered.

Table 6 indicates the trip generation difference between the approved PUD and proposed PUD Amendment.

Table 6
Trip Generation – Resultant Trip Change
City Walk / First Street Village

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Proposed PUD (107,925 sq. ft. Retail, 324 MF units and 130 Room Hotel)	158	151	309	245	238	483	5,717
Approved PUD (139,922 sq. ft. Retail, 356 MF units)	-134	-138	-272	-270	-265	-535	-6,070
Resultant Trip Change	+24	+13	+37	-25	-27	-52	-353

Note: A positive (+) number indicates an increase in trips and a negative number (-) indicates a decrease in trips.

As can be seen in Table 6, the trip generation will be increased in the AM peak hour by approximately 14% and decreased in the PM peak hour by approximately 10% as a result of the proposed PUD Amendment. Table 6 also shows that the overall daily trip generation will be decreased by approximately 6%.

IV. PROPOSED DEVELOPMENT TRIP GENERATOIN

The proposed PUD Amendment would allow the remaining approximate 7.87 acre southern half of the PUD to be developed with up to 320 multi-family residential units, 30,000 square feet of retail/office space and a 130 room hotel. The first phase of the First Street Village PUD has been completed and included the construction of 4 residential units and 77,925 square feet of retail/office space which incorporated a 47,538 square foot Publix Supermarket located on the northern side of Altamont Avenue. **Table 7** summarizes the land uses and their intensities as currently approved and constructed as part of the PUD. Also shown in Table 7 are the land uses and their intensities as requested with this PUD Amendment that are proposed to occupy the remaining vacant southern half of the PUD. The southern half of the PUD is now referred to as the City Walk PUD.

Table 7
Land Use
City Walk / First Street Village

Land Use	Total Approved	Total Constructed	Remaining Undeveloped PUD	Requested City Walk PUD
Shopping Center	139,922 sq. ft.	77,925 sq. ft.	61,997 sq. ft.	30,000 sq. ft.
Multifamily Housing (Mid-Rise)	356 Units	4 Units	352 Units	320 Units
Hotel	N/A	N/A	N/A	130 Rooms

Access to the subject site is proposed to Altamont Avenue, West First Street and McGregor Boulevard via a full site access drive at each location. The proposed access drive to Virginia Avenue will be limited to a right-in/right-out only site access drive. The access locations are consistent with the locations that were approved as part of the Ordinance 3331 and as shown on the southern portion of the Master Concept Plan.

Since the northern half of the PUD is constructed and occupied, the trip generation of this PUD Amendment was focused on the development of the southern or vacant, portion of the PUD. The trip generation for the land uses and their intensities as part of the requested City Walk PUD as shown in Table 7 were determined by following the same trip generation methodology as in Section III of this report, titled "PUD Amendment". **Table 8** indicates the anticipated weekday A.M. and P.M. peak hour trip generation as requested in the proposed City Walk PUD. The anticipated daily trip generation of the subject site is also indicated within Table 8.

Table 8
Trip Generation – Total Trips
City Walk

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Shopping Center (30,000 Sq. Ft.)	104	63	167	107	116	223	2,651
Multi-Family (Mid-Rise) (320 units)	28	79	107	82	53	135	1,742
Hotel (130 units)	35	25	60	36	35	71	1,041
Total Trips	**167**	**167**	**334**	**225**	**204**	**429**	**5,434**

As previously explained, there will be a certain amount of "internal capture" between the uses that will reduce the overall trip generation of the project. The results of the internal capture analysis indicate there will be an internal trip capture reduction of one percent (1%) in the A.M. peak hour and nineteen percent (19%) in the P.M. peak hour between the residential and retail uses. Note, there will be also a certain internal capture interaction between the residential uses as requested in the proposed PUD and shopping center that was constructed as part of the initial phase of the First Street Village PUD. However, in order to generate the worst case scenario in terms of trip generation of external trips for the southern portion of the PUD, this interaction was not considered. **Table 9** indicates the total external trips of the subject site based on the requested PUD Amendment. The daily trip generation is also indicated within Table 9.

Table 9
Trip Generation – Net New Trips
City Walk

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	167	167	334	225	204	429	5,434
Less Internal Capture 1% AM / 19% PM	-2	-1	-3	-43	-39	-82	-1,032
Less LUC 820 Pass-By Trips	-25	-25	-50	-27	-27	-54	-644
Net New Trips	**140**	**141**	**281**	**155**	**138**	**293**	**3,578**

V. TRIP DISTRIBUTION

The trips as a result of the proposed development of the southern portion of the PUD were assigned to the surrounding roadway system based on the anticipated routes the drivers will utilize to approach the site. Based on current and projected population in the area and other existing or planned competing/complementary uses in the area, a distribution of the site traffic was formulated. Due to the location of the proposed residential and retail developments as presented on the site plan, a different trip distribution was necessary for the residential portion (including hotel) and retail portion of the proposed development. Therefore, in order to complete the Level of Service and

Intersection Analysis presented further in this report, **Table 10** was created. This table shows the trips associated with the proposed retail uses and the trips associated with the proposed residential uses. The total trips associated with the proposed retail uses were obtained from the internal capture worksheets titled "Proposed City Walk PUD (Southern Parcel)" and are attached to the Appendix of this report for reference. The trips associated with the proposed residential uses were obtained by subtracting the total trips associated with the proposed retail uses from the total trips (less internal capture) of the requested PUD amendment. The addition of the new trips presented in Table 10 equates to the new trips presented in Table 9.

Table 10
Trip Generation Breakdown of Retail and Residential Related Trips
City Walk

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
	In	Out	Total	In	Out	Total
Total Trips (Less Internal Capture)	165	166	331	182	165	347
Shopping Center Total Trips [1]	103	62	165	96	86	182
Less LUC 820 Pass-By Trips	-25	-25	-50	-27	-27	-54
Net New Shopping Center	**78**	**37**	**115**	**69**	**59**	**128**
Residential [2] (MF + Hotel)	**62**	**104**	**166**	**86**	**79**	**165**

[1] Shopping Center trips were obtained from the internal capture worksheets attached in the Appendix of this report, titled "Requested PUD".
[2] Residential trips were obtained by subtracting the Shopping Center Total Trips from the Total Trips (less internal capture).

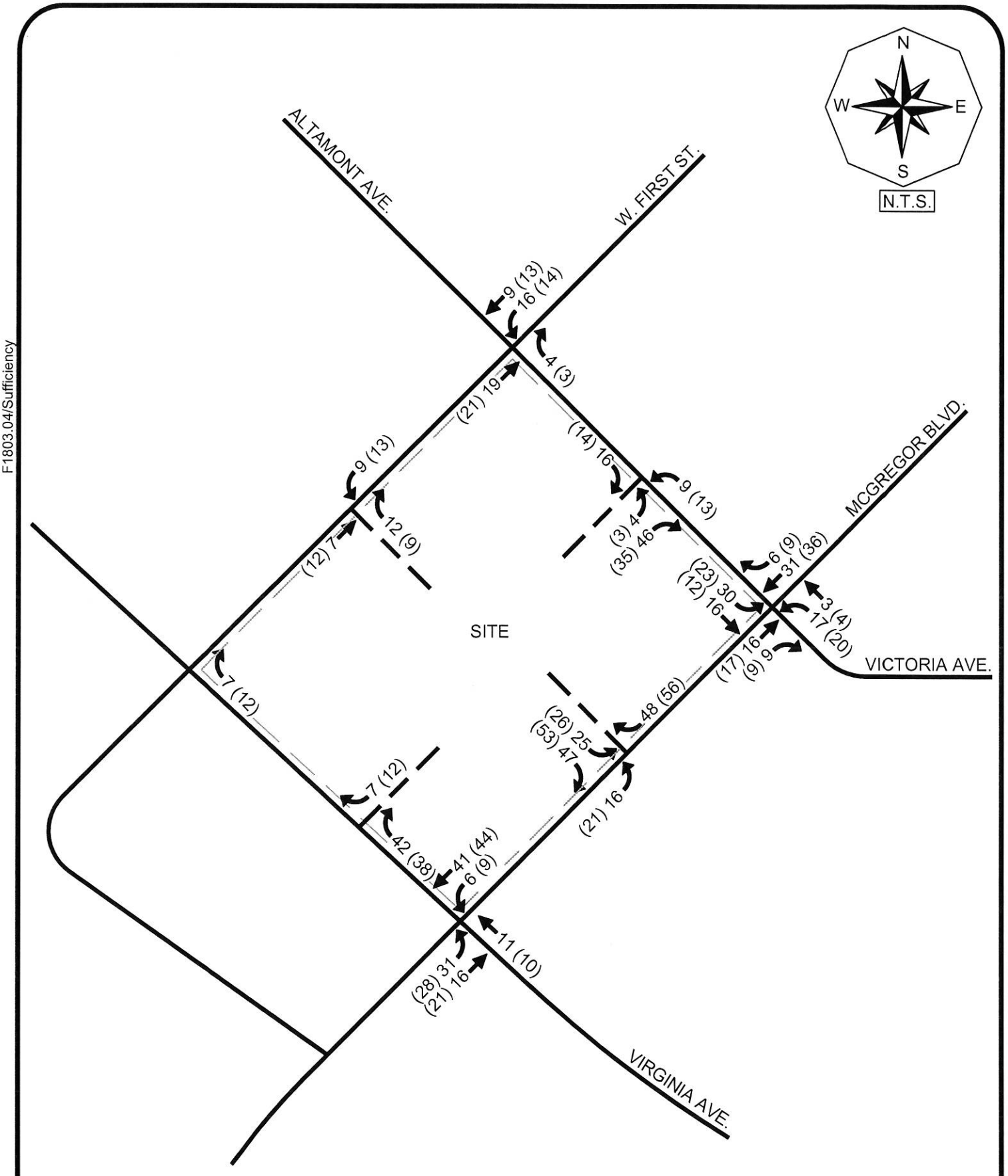
The trip information from Table 10 was then utilized to complete the site traffic assignment supplemental graphics. Figure A-1 illustrates the anticipated trip distribution and site traffic assignment of the residential related trips. Figure B-1 illustrates the anticipated trip distribution and site traffic assignment of the retail related net new trips. Figure B-2 illustrates the anticipated trip distribution and site traffic assignment of the retail related pass-by trips. Figure B-3 illustrates the resulting assignment of all retail related trips (net new + pass-by). Figures A-1, B-1, B-2, and B-3 are all attached to the

Appendix of this report. Figure 4, also attached, illustrates the resulting assignment of all project related trips (Figure A-1 + Figure B-3). The site traffic assignment trips as shown on Figure 4 were then utilized to conduct the Intersection and Turn Lane Analysis presented further in the report. **Figure 2** illustrates the resulting site traffic assignment of all project related net new trips (Figure A-1 + Figure B-1). The site traffic assignment trips as shown on Figure 2 were then utilized to conduct a Level of Service Analysis on the surrounding roadway network as presented further in the report.

In order to determine which roadway segments surrounding the site will be significantly impacted as outlined in the City of Fort Myers Traffic Impact Statement Guidelines, **Table 1A**, contained in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour – Peak Direction Level of Service "C" volumes. The Level of Service thresholds for McGregor Boulevard were obtained from the Florida Department of Transportation ***Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas***, Table 7. Due to lack of information for non-arterial roadways in the FDOT's Table 7, the Level of Service thresholds for Virginia Avenue, Altamont Avenue and Victoria Avenue, local roadways, were obtained from the Lee County ***Generalized Peak Hour Directional Service Volumes*** table for collector roadways. Note, although Victoria Avenue east of McGregor Boulevard is a three lane undivided roadway, the Level of Service threshold volumes for this segment were obtained from the volumes as presented for a two lane divided collector roadway.

The project trips utilized for each roadway segment as shown Table 1A, were obtained from Figure 2 of this report. From Table 1A, the proposed development is anticipated to significantly impact McGregor Boulevard along with Virginia Avenue, Altamont and West First Street. A copy of FDOT Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas, Table 7 and Lee County Generalized Peak Hour Directional Service Volumes table are included in the Appendix of this report for reference.

F1803.04/Sufficiency



LEGEND

← 000 WEEKDAY AM PEAK HOUR TRAFFIC
←(000) WEEKDAY PM PEAK HOUR TRAFFIC

TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT OF NET NEW RELATED TRIPS RESIDENTIAL/ HOTEL + RETAIL CITY WALK

Figure 2

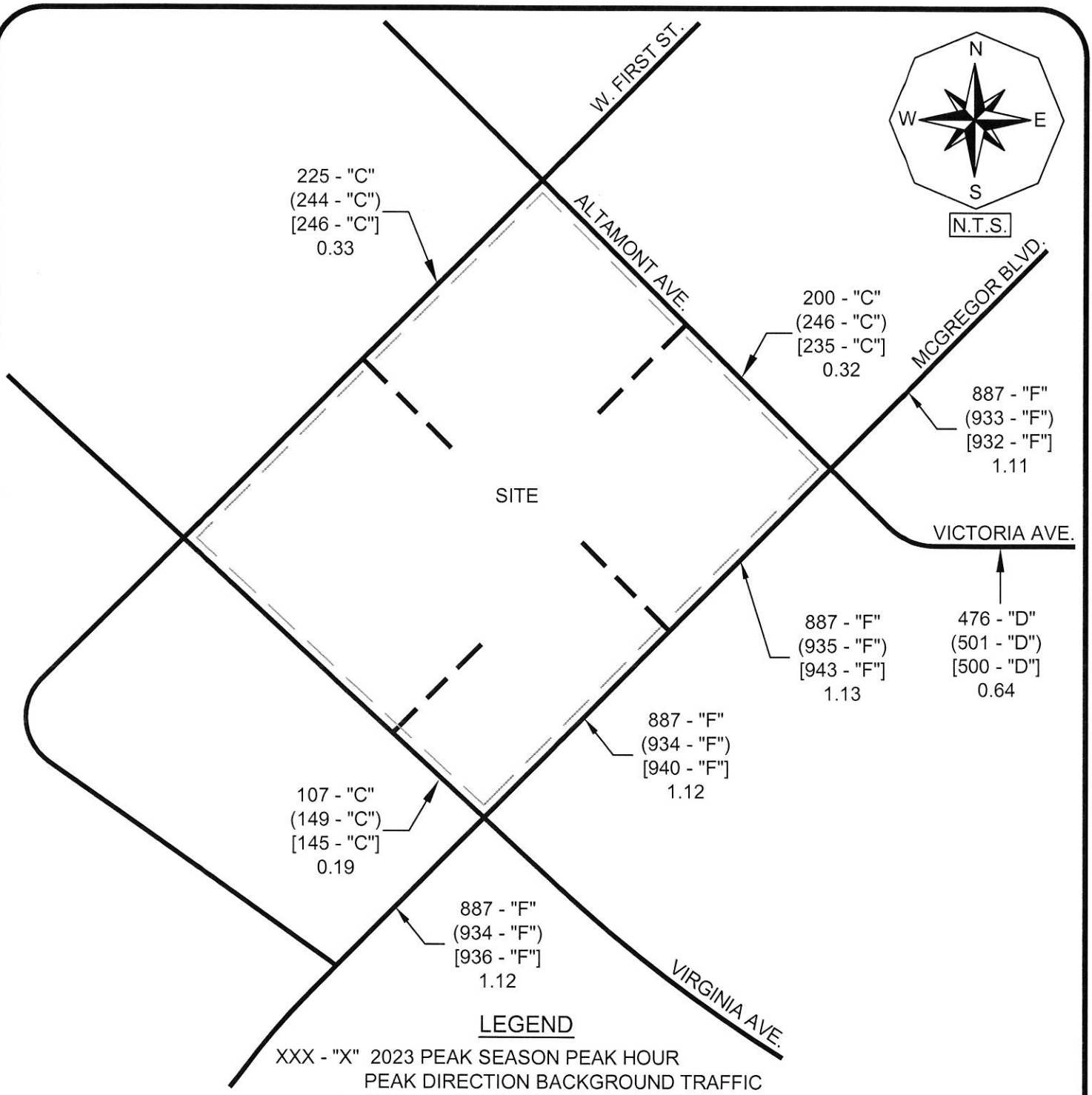
VI. FUTURE TRAFFIC CONDITIONS

Based on the site traffic assignment of project trips to the surrounding roadway network as illustrated on Figure 2, the link data was analyzed for the existing conditions, year 2023 without the development and year 2023 with the development. **Table 2A** in the Appendix of the report indicates the methodology utilized to obtain the year 2023 build-out traffic volumes as well as the growth rate utilized for each roadway segment analyzed. The existing 2017 peak hour peak season peak direction volumes for McGregor Boulevard were calculated by adjusting the 2017 AADT by the appropriate K and D factors as obtained from the 2017 Florida Traffic Information Online webpage. The existing 2018 peak hour peak season peak direction volumes for all other roadways were obtained by adjusting the traffic counts conducted by TR Transportation to peak season conditions. The peak season correction factor was obtained from the 2017 Florida Traffic Information Online webpage and is attached to the Appendix of this report for reference. The resulting peak hour peak season peak direction volumes for each roadway segment were then adjusted by the appropriate growth rates in order to obtain the projected 2023 background volumes as indicated within Table 2A.

VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

Figure 3 indicates the year 2023 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 3 is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday A.M and P.M. peak hours with the development traffic added to the roadways. Also shown on Figure 3 are the projected volume-to-capacity ratios for each segment of roadway. Figure 3 was derived from Table 2A contained in the Appendix.

F1803.04/Sufficiency



LEGEND

XXX - "X" 2023 PEAK SEASON PEAK HOUR
PEAK DIRECTION BACKGROUND TRAFFIC
AND LEVEL OF SERVICE DESIGNATION

(XXX -"X") 2023 PEAK SEASON PEAK HOUR
PEAK DIRECTION BACKGROUND
TRAFFIC PLUS AM PROJECT TRAFFIC
AND LEVEL OF SERVICE DESIGNATION

[XXX -"X"] 2023 PEAK SEASON PEAK HOUR
PEAK DIRECTION BACKGROUND
TRAFFIC PLUS PM PROJECT TRAFFIC
AND LEVEL OF SERVICE DESIGNATION

0.00 VOLUME-TO-CAPACITY RATIO

TR TRANSPORTATION CONSULTANTS, INC

2023 PROJECTED LEVEL OF SERVICE ANALYSIS CITY WALK

Figure 3

Table 2A details the Levels of Service for all links inside the project's area of influence. The Levels of Service thresholds for McGregor Boulevard were derived based on the Florida Department of Transportation Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas. The Level of Service thresholds for Virginia Avenue, Altamont Avenue, West First Street and Victoria Avenue, local roadways, were obtained from the Lee County Generalized Peak Hour Directional Service Volumes table for collector roadways. Table 1A in the Appendix details the Level of Service thresholds for each roadway segment in the study area. Based on the City of Fort Myers Comprehensive Plan, Chapter 134.2.4, the Level of Service standards for arterial and local roadways are Level of Service "E and Level of Service "C", respectively.

The Level of Service analysis as illustrated in Table 2A and summarized on Figure 3 indicates that McGregor Boulevard and Victoria Avenue within the vicinity of the subject site will operate below the minimum acceptable Level of Service both with and without the project in the year 2023. As previously mentioned, McGregor Boulevard from the City limits to US 41 is classified as a constrained roadway due to its right-of-way, scenic and historic conditions. As can also be seen from Figure 3 and Table 2A, there will be sufficient capacity on Victoria Avenue to accommodate project traffic as the volume-to-capacity ratio (v/c) is projected to be 0.32. Note, for the analysis purposes, Victoria Avenue was assumed to be a two lane divided roadway when in fact it is a three lane undivided roadway. For this reason, the actual v/c ratio will be lower than the projected 0.32. Therefore, no roadway capacity improvements will be required on the surrounding roadway network as a result of this analysis.

A preliminary turn lane analysis was conducted at the proposed site access locations at the request of the City of Fort Myers Staff. The projected traffic volumes at each proposed site access drive location are shown on attached Figure 4. The turn lane analysis was conducted based upon the turn lane warrants contained within the attached City of Fort Myers Code of Ordinances Chapter 134.6.2-1. Based upon the results of the analysis, no turn lanes will be warranted at the proposed site access drives to McGregor Boulevard, Virginia Avenue, Altamont Avenue and West First Street. See the

"Intersection Analysis" section of this report for detailed discussion about the existing full median on McGregor Boulevard. A summary of turn lane criteria at the proposed site access drives are outlined below.

Right Turn Lane on Arterial – McGregor Boulevard

Posted speed limit is equal to or greater than thirty-five (35) mph – Criteria Met – **No. Posted speed limit of McGregor Boulevard is 30 mph.**

Number of right turning movements from the arterial street is equal to or greater than thirty (30) during either AM or PM peak hour of the arterial – Criteria Met – **Yes.**

Available Sight Distance for right turning vehicle to be seen by through traffic traveling in the same direction is less than the values shown in Illustration 134-178-1 for the posted speed limit of the arterial street – Criteria Met – **No.**

Arterial street has been designated as a controlled access facility by the Lee BOCC or the City of Fort Myers – Criteria Met – **No.**

Traffic control of the intersection street or access point connection is a traffic signal – Criteria Met – **No.**

At least two or more criteria need to be met to warrant a right turn lane. Since two or more criteria are not met, a southbound right turn lane will not be warranted at the proposed full-site access drive on McGregor Boulevard.

Right Turn Lane on Local Road – Virginia Avenue

Posted speed limit of the local street is equal to or greater than thirty (30) mph – Criteria Met – **No. Since Virginia Avenue has no posted speed limit, the speed limit per City Ordinance is 25 mph.**

Number of right turning movements from the local street is equal to or greater than sixty (60) during either AM or PM peak hour of the local street – Criteria Met – **No.**

Available Sight Distance for right turning vehicle to be seen by through traffic traveling in the same direction is less than the value shown in Illustration 134-78-1 for the posted speed limit of the local street – Criteria Met – **No.**

Traffic control of intersection street or access point connection is a traffic signal – Criteria Met – **No.**

At least two or more criteria need to be met to warrant a right turn lane. Since two or more criteria are not met, a westbound right turn lane will not be warranted at the proposed right-in/right-out only access drive on Virginia Avenue.

Right Turn Lane on Local Road – Altamont Avenue

Posted speed limit of the local street is equal to or greater than thirty (30) mph – Criteria Met – **No. Since Altamont has no posted speed limit, the speed limit per City Ordinance is 25 mph.**

Number of right turning movements from the local street is equal to or greater than sixty (60) during either AM or PM peak hour of the local street – Criteria Met – **No.**

Available Sight Distance for right turning vehicle to be seen by through traffic traveling in the same direction is less than the value shown in Illustration 134-78-1 for the posted speed limit of the local street – Criteria Met – **No.**

Traffic control of intersection street or access point connection is a traffic signal – Criteria Met – **No.**

At least two or more criteria need to be met to warrant a right turn lane. Since two or more criteria are not met, an eastbound right turn lane will not be warranted at the proposed full-site access drive on Altamont Avenue.

Left Turn Lane on Local Road – Altamont Avenue

Posted speed limit on the local street is equal to or greater than thirty (30) mph and the peak hour left turning movement is sixty (60) or more as conditioned herein – Criteria Met – **No. As can be seen from attached Figure 4, the projected peak hour left turning movement is less than 60. Additionally, since Altamont Avenue has no posted speed limit, the speed limit per City Ordinance is 25 mph.**

On two (2) lane two way facilities the number of left turning vehicles from the local street exceeds sixty (60) during either AM or PM peak hour of local street AND opposing through traffic volume exceeds five hundred (500) vehicles during either the AM or PM peak hour of the local street – Criteria Met – **No.**

Available Sight Distance for left turning vehicles to observe approaching traffic or for approaching traffic moving in either direction to observe the left turning vehicle is less than value shown in Illustration 134-178-1 for the posted speed limit of the local street – Criteria Met – **No.**

Traffic control of the intersection street or access point connection is a traffic signal – Criteria Met – **No.**

At least two or more criteria need to be met to warrant a left turn lane. Since two or more criteria are not met, a westbound left turn lane will not be warranted at the proposed full-site access drive on Altamont Avenue.

Left Turn Lane on Local Road – West First Street

Posted speed limit on the local street is equal to or greater than thirty (30) mph and the peak hour left turning movement is sixty (60) or more as conditioned herein – Criteria Met – **No. As can be seen from attached Figure 4, the projected peak hour left turning movement is less than 60. The posted speed limit is 30 mph on West First Street.**

On two (2) lane two way facilities the number of left turning vehicles from the local street exceeds sixty (60) during either AM or PM peak hour of local street AND opposing through traffic volume exceeds five hundred (500) vehicles during either the AM or PM peak hour of the local street – Criteria Met – **No.**

Available Sight Distance for left turning vehicles to observe approaching traffic or for approaching traffic moving in either direction to observe the left turning vehicle is less than value shown in Illustration 134-178-1 for the posted speed limit of the local street – Criteria Met – **No.**

Traffic control of the intersection street or access point connection is a traffic signal – Criteria Met – **No.**

At least two or more criteria need to be met to warrant a left turn lane. Since two or more criteria are not met, a southbound left turn lane will not be warranted at the proposed full-site access drive on West First Street.

IX. INTERSECTION ANALYSIS

Intersection analysis was performed at the signalized intersection of McGregor Boulevard with Victoria Avenue based on the latest version of the program ***SYNCHRO***©. Intersection analysis was also conducted at the intersection of McGregor Boulevard with Virginia Avenue and at the proposed full site access drive on McGregor Boulevard based on the latest ***Highway Capacity Software*** (HCS®). The intersection analysis at the intersection of McGregor Boulevard with Virginia Avenue was completed based on the existing two-way stop control condition and based on the proposed roundabout to be constructed at this location.

The analysis was based on the projected 2023 weekday AM and PM peak hour traffic conditions both with and without the project traffic. Traffic counts were conducted by TR Transportation at McGregor Boulevard and its intersections with Virginia Avenue, Illinois Avenue and Victoria Avenue between hours of 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M. The turning movement counts were then adjusted to reflect peak season conditions based on the Peak Season Factor as published by the Florida Department of Transportation. The existing traffic volumes were then increased by a growth rate factor to determine the projected 2023 background turning movement volumes. The projected growth rate on McGregor Boulevard as depicted on Table 2A, was formulated by utilizing the historical traffic data obtained from the 2017 Florida Traffic Information Online webpage for count station No. 126029. The volumes utilized for the intersection analysis can be found in the Appendix of this report in the *Development of Future Year Background Turning Movement* volumes spreadsheets.

Based upon the results of the capacity analysis, all analyzed intersections are shown to operate above the minimum acceptable Level of Service in 2023 both with and without the proposed development added to the intersection in the AM and PM peak hour conditions. Based on the existing two-way stop control condition at the intersection of McGregor Boulevard and Virginia Avenue intersection, all approaches are shown to operate at a Level of Service "E" or better with project traffic added to the intersection in

the AM and PM peak hour conditions. The analysis also shows that should a proposed roundabout be implemented at this location, all approaches will operate at a Level of Service "B" or better with project traffic added to the intersection in the AM and PM peak hour conditions. Therefore, no intersection improvements are warranted as a result of this analysis. The SYNCHRO and HCS summary sheets are attached to the Appendix of this report for reference.

Should a proposed roundabout be constructed at the intersection of McGregor Boulevard with Virginia Avenue, the existing full median opposite of the proposed site access drive to McGregor Boulevard can still be preserved to accommodate traffic accessing the proposed development and Illinois Avenue. Based on intersection analysis conducted for the proposed roundabout, the maximum southbound queuing that was observed on McGregor Boulevard was 7.3 vehicles or approximately 185 feet. Therefore, there will be sufficient amount of space/distance to preserve the existing full median opposite of the proposed site access drive to McGregor Boulevard as well as to incorporate a splitter island that is proposed as part of the roundabout design at the intersection to the south.

Attached to the Appendix of this report are also the traffic counts that were conducted at the McGregor Boulevard and Illinois intersection in the AM and PM peak hour conditions. As can be seen from the traffic counts at this location, the existing turning volumes to and from Illinois Avenue are low and will not create any conflicts to the traffic traveling on McGregor Boulevard nor to the traffic accessing the proposed site access drive. Additionally, the intersection analysis that was conducted at the proposed site access drive to McGregor Boulevard shows minimal northbound queuing with the existing full median in place. Therefore, the existing full median can be incorporated with the proposed roundabout design. The only modification required to the proposed roundabout design would be the shortening of the proposed splitter island just south of Illinois Avenue. Additionally, pursuant to the meeting held with City staff on October 23, 2018, the proposed splitter island will be adjusted to provide an 80' – 100' northbound left-turn lane at the proposed McGregor Boulevard access.

X. CONCLUSION

The proposed PUD Amendment located at the southwest corner of McGregor Boulevard and Altamont Avenue in the City of Fort Myers, Florida will not have a detrimental impact on the surrounding roadway system. The existing roadway network can accommodate the additional new vehicle trips the development is anticipated to generate. As mentioned previously in the report, McGregor Boulevard from the City limits to US 41 is classified as a constrained roadway due to its right-of-way, scenic and historic conditions. Therefore, no roadway capacity improvements will be required as a result of this analysis.

A turn lane analysis was conducted at the proposed site access drives at the request of the City of Fort Myers Staff. Based on the results of turn lane analysis, no turn lanes will be warranted.

Intersection analysis was conducted at McGregor Boulevard and its intersections with Virginia Avenue, proposed site access drive and Victoria Avenue based on the projected 2023 AM and PM peak hour traffic conditions. Based upon the results of the capacity analysis, all three analyzed intersections are shown to operate above the minimum acceptable Level of Service in 2023 both with and without the proposed development added to the intersections in the AM and PM peak hour conditions. Intersection analysis was also completed at the intersection of McGregor Boulevard with Virginia Avenue based on the roundabout proposed to be constructed at this location. Based on the results of the analysis, the proposed roundabout will not only operate at an acceptable Level of Service but also improve the operational characteristics when compared to the existing two-way stop control at this location. The results also indicate that the existing full median opposite of the proposed site access drive to McGregor Boulevard can still be preserved should the proposed roundabout be constructed. Pursuant to the meeting held with City staff on October 23, 2018, the proposed splitter island will be adjusted to provide an 80' – 100' northbound left-turn lane at the proposed McGregor Boulevard access.

APPENDIX

TABLES 1A & 2A

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
CITY WALK

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PROJECT TRAFFIC [1]	PROJ/ LOS C	
McGregor Blvd	S. of Virginia Ave	2LU	0	0	180	621	837	49	27.2%	Constrained
	S. of Site Access	2LU	0	0	180	621	837	53	29.4%	Constrained
	S. of Altamont Avenue	2LU	0	0	180	621	837	56	31.1%	Constrained
	S. of Cleveland Ave (US 41)	2LU	0	0	180	621	837	46	25.6%	Constrained
Virginia Ave	W. of McGregor Blvd	2LD	0	0	330	700	780	42	12.7%	
Altamont Ave	W. of McGregor Blvd	2LD	0	0	330	700	780	46	13.9%	
Victoria Ave	E. of McGregor Blvd	3LU	0	0	330	700	780	25	7.6%	
West First Street	S. of Altamont Ave.	2LU	0	0	310	660	740	21	6.8%	

* The Level of Service Thresholds for McGregror Boulevard were obtained from the 2018 FDOT Generalized Service Volumes (Table 7).
* The Level of Service Thresholds were adjusted by 10% (Non-state signalized roadway).
* Virginia Ave, Altamont Ave, West First Street and Victoria Ave are classified as local roadways.
* The Level of Service Thresholds for Virginia Ave, Altamont Ave, West First Street and Victoria Ave were obtained from the latest Lee County Generalized Peak Hour Directional Service Volumes table for Collector
* There are no Level of Service Thresholds for a three-lane roadway. Therefore, the LOS Thresholds for Victoria Ave were obtained from the thresholds presented for a two-lane divided collector roadway.
* McGregor Boulevard (SR 867) is a constrained roadway from City Limits to US 41.

1 Project Traffic was obtained from Figure 3 within the TIS Report.

- Denotes a Significantly Impacted Roadway Link

TABLE 2A
LEVEL OF SERVICE CALCULATIONS
CITY WALK

Site #	K-Factor	D-Factor
126029	0.090	0.533

ROADWAY	SEGMENT	Count Station	BASE YR ADT	2016 ADT	YRS OF GROWTH	ANNUAL RATE	2017/2018 PK HR PK SEASON PEAK DIR.[1]	2023 PK HR PK SEASON PK DIRECTION VOLUME	LOS	AM PROJ TRAFFIC [2]	PM PROJ TRAFFIC [2]	2023 BCKGRND + AM PROJ TRAFFIC VOLUME	LOS	2023 BCKGRND + PM PROJ TRAFFIC VOLUME	LOS	V/C
McGregor Blvd	S. of Virginia Ave	126029	15,052	16,100	9	2.00%	788	887	F	47	49	934	F	936	F	1.12
	S. of Site Access	126029	15,052	16,100	9	2.00%	788	887	F	47	53	934	F	940	F	1.12
	S. of Altamont Avenue	126029	15,052	16,100	9	2.00%	788	887	F	48	56	935	F	943	F	1.13
	S. of Cleveland Ave (US 41)	126029	15,052	16,100	9	2.00%	788	887	F	46	45	933	F	932	F	1.11
Virginia Ave	W. of McGregor Blvd	-	-	-	-	2.00%	97	107	C	42	38	149	C	145	C	0.19
Altamont Ave	W. of McGregor Blvd	-	-	-	-	2.00%	181	200	C	46	35	246	C	235	C	0.32
Victoria Ave	E. of McGregor Blvd	-	-	-	-	2.00%	431	476	D	25	24	501	D	500	D	0.64
West First Street	S. of Altamont Ave.	-	-	-	-	2.00%	204	225	C	19	21	244	C	246	C	0.33

[1] 2017 peak hour peak season peak direction traffic volume for McGregor Blvd was calculated by factoring the 2017 AADT by the appropriate K & D factors.

[1] 2018 peak hour peak season peak direction traffic volume for Virginia Ave, Altamont Ave, West First Street and Victoria Ave were taken from the traffic count conducted by TR Transportation that were adjusted for Peak Season Conditions.

[2] Project Traffic was obtained from Figure 3 within the TIS Report.

* ADT data and K & D factors were obtained from the 2017 Florida Traffic Online Report.

* A minimum annual growth rate of 2% was assumed for roadways with low or negative growth rates.

FDOT GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S URBANIZED AREAS

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Principal (1 signal per half mile)

Lanes	Median	B	C	D	E
1	Undivided	*	200	690	930
2	Divided	50	1,350	1,790	1,870
3	Divided	80	2,040	2,690	2,820

Minor (1 signal per quarter mile)

Lanes	Median	B	C	D	E
1	Undivided	*	*	210	710
2	Divided	*	470	1,390	1,840
3	Divided	*	880	2,190	2,780

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,510	3,410	4,230	4,330
3	3,660	5,030	6,240	6,500
4	4,820	6,670	8,310	8,670
5	6,580	9,240	10,840	**
6	8,150	10,990	13,000	**

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	610	930	1,260	1,690
2	Divided	1,840	2,660	3,350	3,760
3	Divided	2,770	3,990	5,020	5,640

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* **Cannot be achieved using table input value defaults.**

** **Not applicable for that level of service letter grade.** For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

LEE COUNTY GENERALIZED PEAK HOUR DIRECTIONAL SERVICE VOLUMES

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

April 2016 c:\input5

Uninterrupted Flow Highway

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	130	420	850	1,210	1,640
2	Divided	1,060	1,810	2,560	3,240	3,590
3	Divided	1,600	2,720	3,840	4,860	5,380

Arterials

Class I (40 mph or higher posted speed limit)

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	140	800	860	860
2	Divided	*	250	1,840	1,960	1,960
3	Divided	*	400	2,840	2,940	2,940
4	Divided	*	540	3,830	3,940	3,940

Class II (35 mph or slower posted speed limit)

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	*	330	710	780
2	Divided	*	*	710	1,590	1,660
3	Divided	*	*	1,150	2,450	2,500
4	Divided	*	*	1,580	3,310	3,340

Controlled Access Facilities

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	160	880	940	940
2	Divided	*	270	1,970	2,100	2,100
3	Divided	*	430	3,050	3,180	3,180

Collectors

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	*	*	310	660	740
1	Divided	*	*	330	700	780
2	Undivided	*	*	730	1,440	1,520
2	Divided	*	*	770	1,510	1,600

Note: the service volumes for I-75 (freeway), bicycle mode, pedestrian mode, and bus mode should be from FDOT's most current version of LOS Handbook.

TRAFFIC DATA FROM THE 2017 FLORIDA TRAFFIC INFORMATION ONLINE

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6029 - CR 867/MCGREGOR BLVD, N OF MANUELS DR, PTMS 2029, LCPR 29

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	16100 F	0	0	9.00	53.30	4.00
2016	15573 C	N 7805	S 7768	9.00	53.30	2.80
2015	15282 C	N 7675	S 7607	9.00	52.40	2.90
2014	14898 C	N 7526	S 7372	9.00	53.10	2.60
2013	14872 C	N 7507	S 7365	9.00	53.50	3.20
2012	14973 C	N 7592	S 7381	9.00	53.60	3.50
2011	15102 C	N 7687	S 7415	9.00	53.80	3.20
2010	14875 C	N 7559	S 7316	10.16	53.77	2.40
2009	14865 C	N 7511	S 7354	10.36	56.16	2.70
2008	15052 C	N 7746	S 7306	10.05	54.69	3.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1202 SR 865 & 867 TO BEACHES

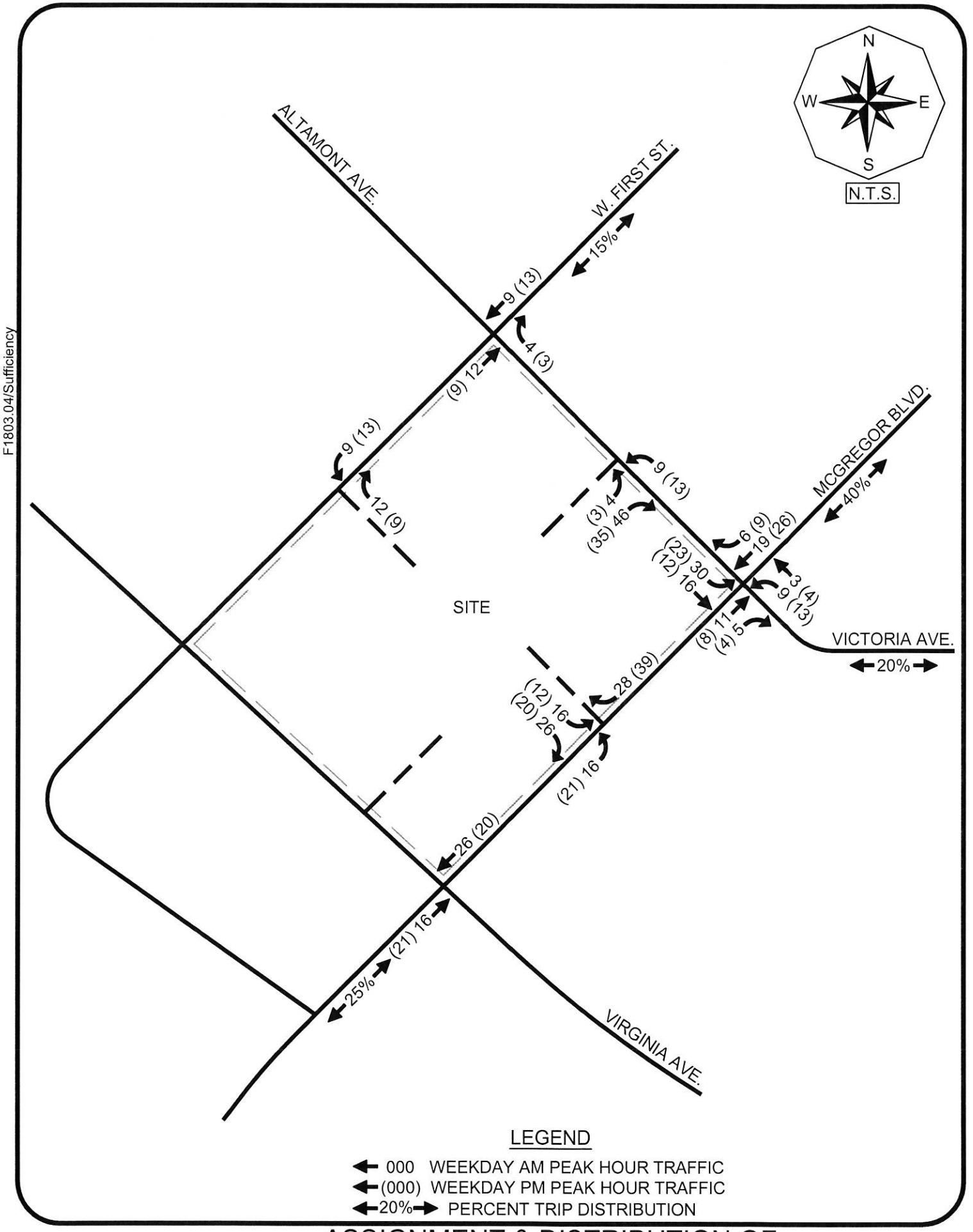
MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2017 - 01/07/2017	0.97	1.02
2	01/08/2017 - 01/14/2017	0.98	1.03
3	01/15/2017 - 01/21/2017	0.98	1.03
* 4	01/22/2017 - 01/28/2017	0.97	1.02
* 5	01/29/2017 - 02/04/2017	0.96	1.01
* 6	02/05/2017 - 02/11/2017	0.94	0.99
* 7	02/12/2017 - 02/18/2017	0.93	0.98
* 8	02/19/2017 - 02/25/2017	0.93	0.98
* 9	02/26/2017 - 03/04/2017	0.93	0.98
*10	03/05/2017 - 03/11/2017	0.92	0.97
*11	03/12/2017 - 03/18/2017	0.92	0.97
*12	03/19/2017 - 03/25/2017	0.93	0.98
*13	03/26/2017 - 04/01/2017	0.95	1.00
*14	04/02/2017 - 04/08/2017	0.96	1.01
*15	04/09/2017 - 04/15/2017	0.97	1.02
*16	04/16/2017 - 04/22/2017	0.98	1.03
17	04/23/2017 - 04/29/2017	0.99	1.04
18	04/30/2017 - 05/06/2017	0.99	1.04
19	05/07/2017 - 05/13/2017	1.00	1.05
20	05/14/2017 - 05/20/2017	1.01	1.06
21	05/21/2017 - 05/27/2017	1.03	1.08
22	05/28/2017 - 06/03/2017	1.06	1.12
23	06/04/2017 - 06/10/2017	1.08	1.14
24	06/11/2017 - 06/17/2017	1.10	1.16
25	06/18/2017 - 06/24/2017	1.10	1.16
26	06/25/2017 - 07/01/2017	1.09	1.15
27	07/02/2017 - 07/08/2017	1.09	1.15
28	07/09/2017 - 07/15/2017	1.08	1.14
29	07/16/2017 - 07/22/2017	1.07	1.13
30	07/23/2017 - 07/29/2017	1.06	1.12
31	07/30/2017 - 08/05/2017	1.06	1.12
32	08/06/2017 - 08/12/2017	1.05	1.11
33	08/13/2017 - 08/19/2017	1.04	1.09
34	08/20/2017 - 08/26/2017	1.07	1.13
35	08/27/2017 - 09/02/2017	1.11	1.17
36	09/03/2017 - 09/09/2017	1.14	1.20
37	09/10/2017 - 09/16/2017	1.17	1.23
38	09/17/2017 - 09/23/2017	1.13	1.19
39	09/24/2017 - 09/30/2017	1.09	1.15
40	10/01/2017 - 10/07/2017	1.04	1.09
41	10/08/2017 - 10/14/2017	1.00	1.05
42	10/15/2017 - 10/21/2017	0.96	1.01
43	10/22/2017 - 10/28/2017	0.96	1.01
44	10/29/2017 - 11/04/2017	0.97	1.02
45	11/05/2017 - 11/11/2017	0.97	1.02 W. First St.
46	11/12/2017 - 11/18/2017	0.97	1.02
47	11/19/2017 - 11/25/2017	0.97	1.02
48	11/26/2017 - 12/02/2017	0.97	1.02
49	12/03/2017 - 12/09/2017	0.97	1.02
50	12/10/2017 - 12/16/2017	0.97	1.02
51	12/17/2017 - 12/23/2017	0.97	1.02
52	12/24/2017 - 12/30/2017	0.98	1.03
53	12/31/2017 - 12/31/2017	0.98	1.03

* PEAK SEASON

SUPPLEMENTAL GRAPHICS

A-1, B-1, B-2, B-3, 4



F1803.04/Sufficiency

LEGEND

← 000 WEEKDAY AM PEAK HOUR TRAFFIC

←(000) WEEKDAY PM PEAK HOUR TRAFFIC

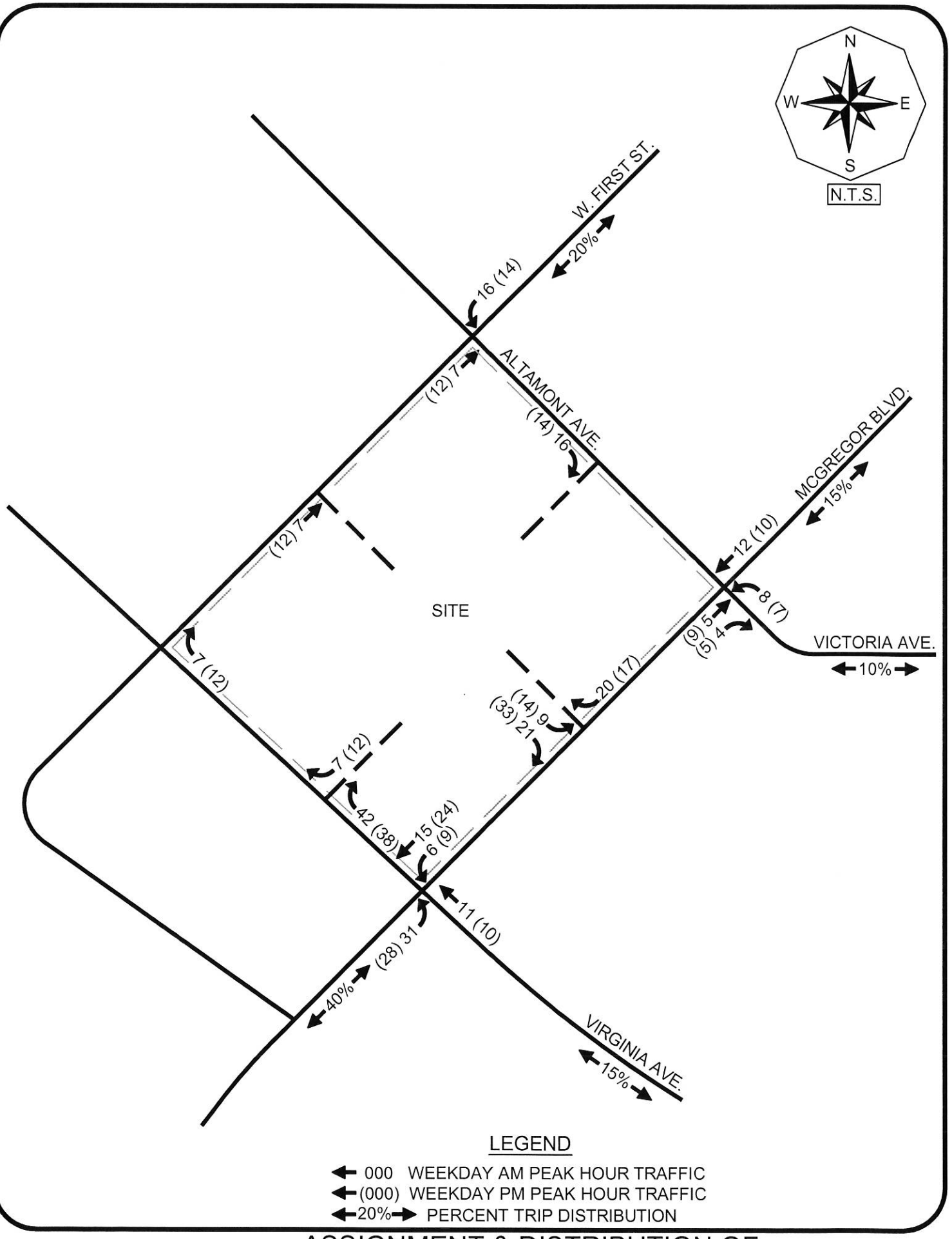
←20%→ PERCENT TRIP DISTRIBUTION

TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT & DISTRIBUTION OF RESIDENTIAL/ HOTEL-RELATED TRIPS CITY WALK

Figure A-1

F1803.04/Sufficiency



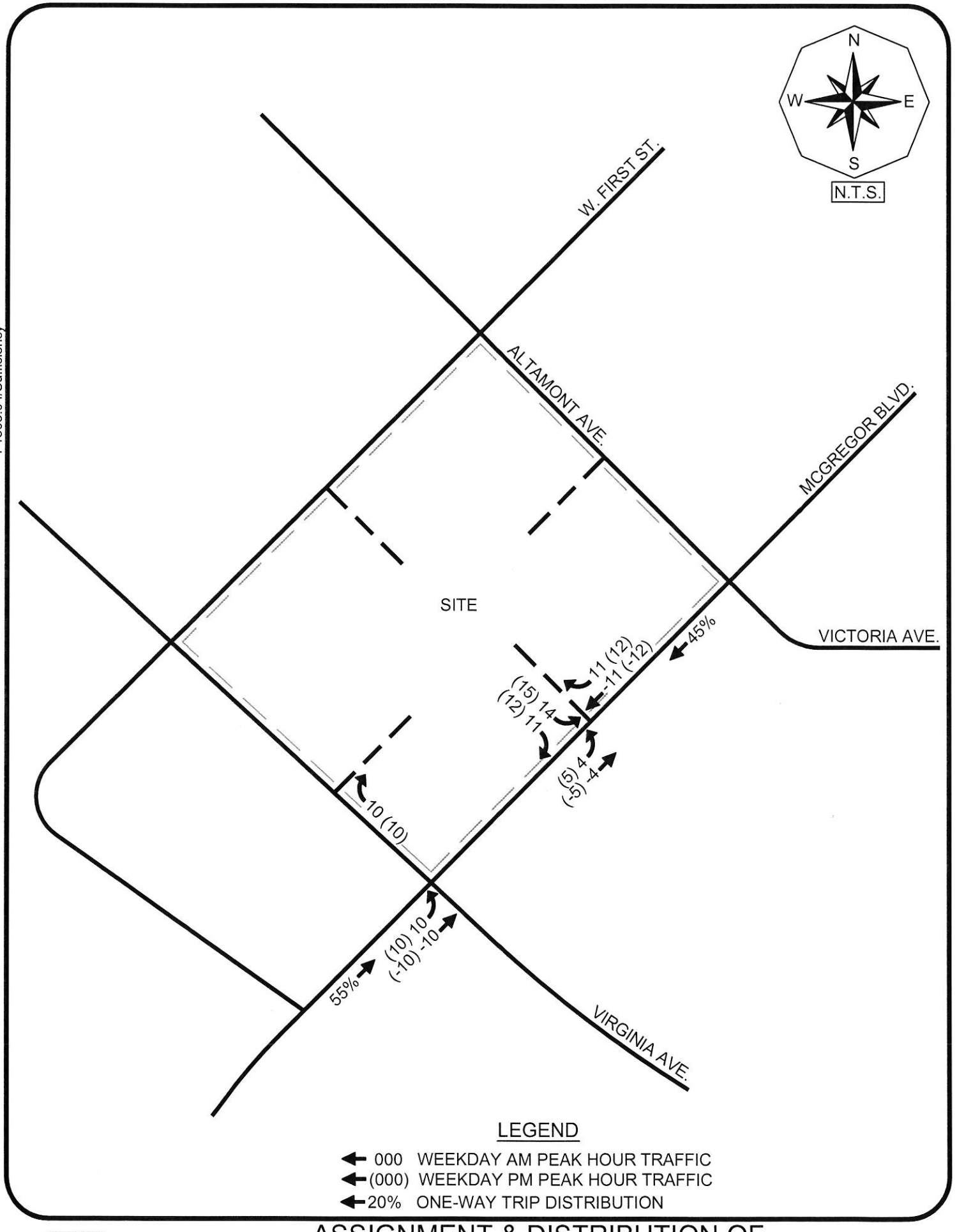
LEGEND

← 000 WEEKDAY AM PEAK HOUR TRAFFIC
←(000) WEEKDAY PM PEAK HOUR TRAFFIC
←20%→ PERCENT TRIP DISTRIBUTION

TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT & DISTRIBUTION OF NET NEW RETAIL-RELATED TRIPS CITY WALK

Figure B-1



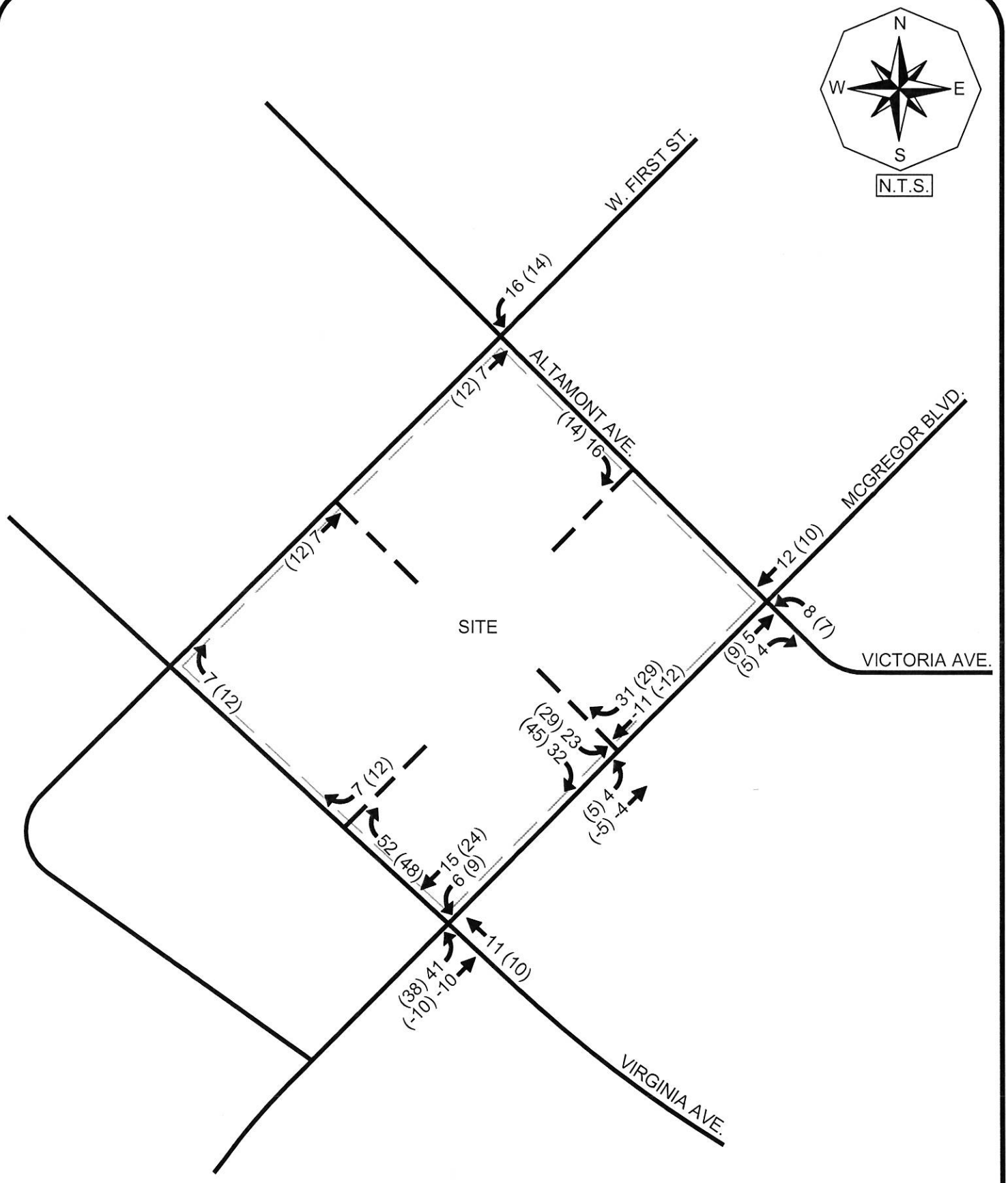
F1803.04/Sufficiency

TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT & DISTRIBUTION OF PASS-BY RETAIL-RELATED TRIPS CITY WALK

Figure B-2

F1803.04/Sufficiency

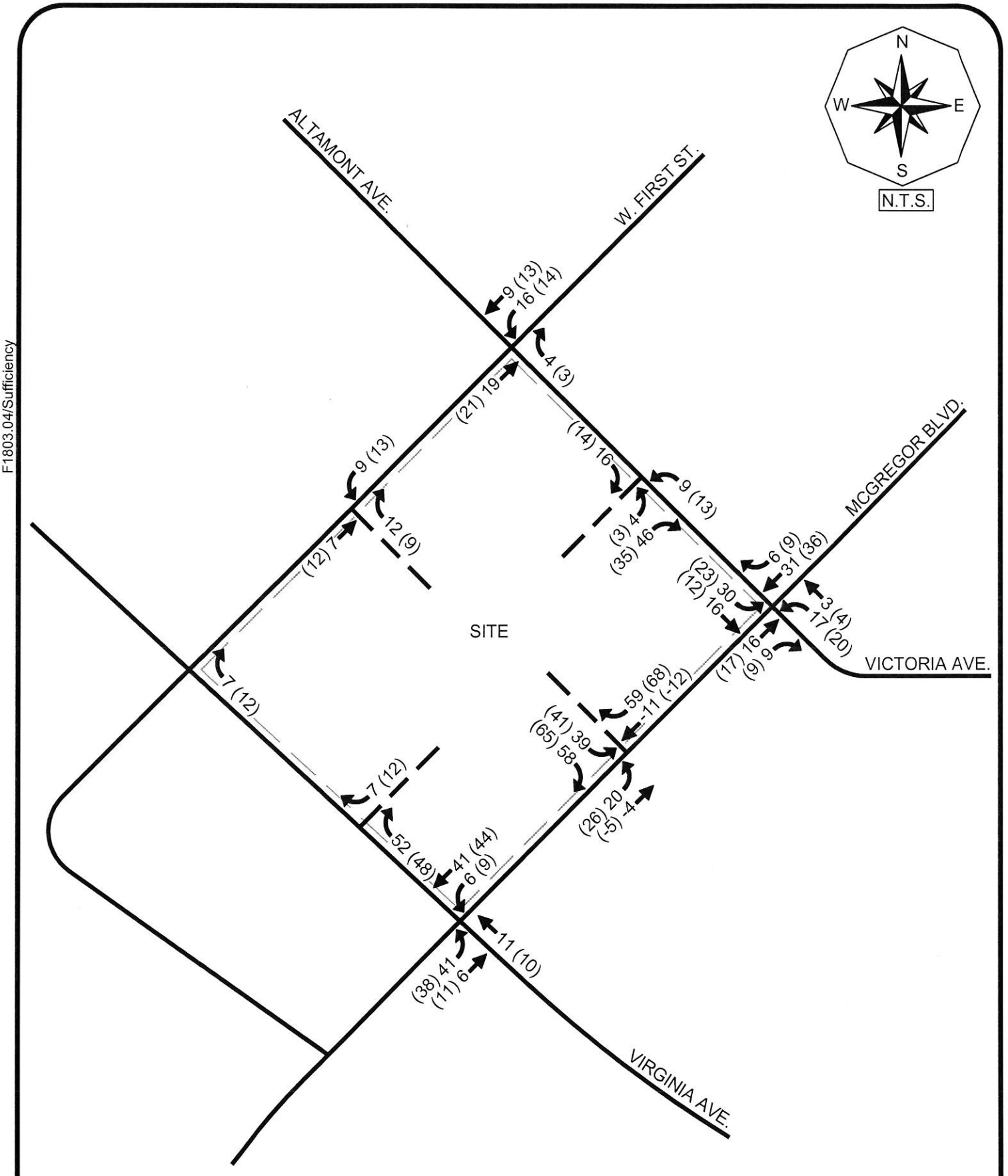


TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT OF RETAIL-RELATED TRIPS NET NEW + PASS-BY TRIPS CITY WALK

Figure B-3

F1803.04/Sufficiency



TR TRANSPORTATION CONSULTANTS, INC

ASSIGNMENT OF ALL SITE RELATED TRIPS RESIDENTIAL/ HOTEL + RETAIL CITY WALK

Figure 4

CITY OF FORT MYERS
PRELIMINARY
ROUNDABOUT DESIGN



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

GHD
2675 Winkler Ave., Suite 180,
Ft. Myers, FL 33901
FBPE Certificate of
Authorization No. 9931
Richard E. Walker, P.E. 61240

CITY OF FORT MYERS

McGREGOR-EDISON ROUNDABOUT

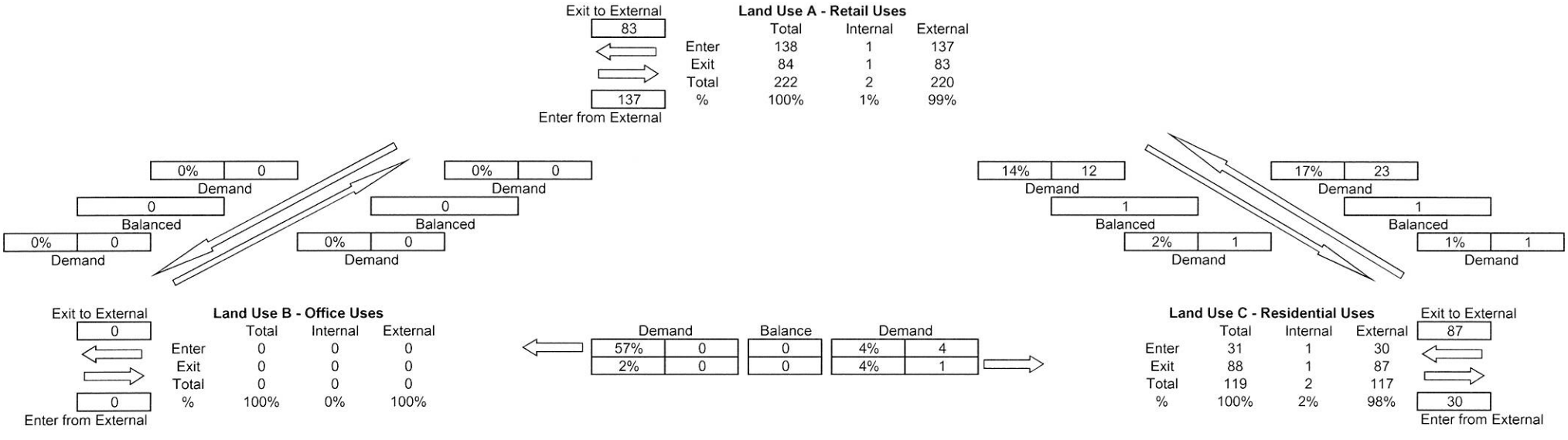
SHEET NO. 5

RWalker2 12/14/2017 9:15:37 AM G:\Projects\8-chars\11-------\1112----\111221--\11122160_Edison_Ave_Realignment\roads

INTERNAL CAPTURE WORKSHEETS

INTERNAL CAPTURE
BASED ON APPROVED
FIRST STREET VILLAGE PUD

Internal Capture Calculation Summary Sheet
WEEKDAY AM PEAK HOUR - APPROVED FIRST STREET VILLAGE PUD



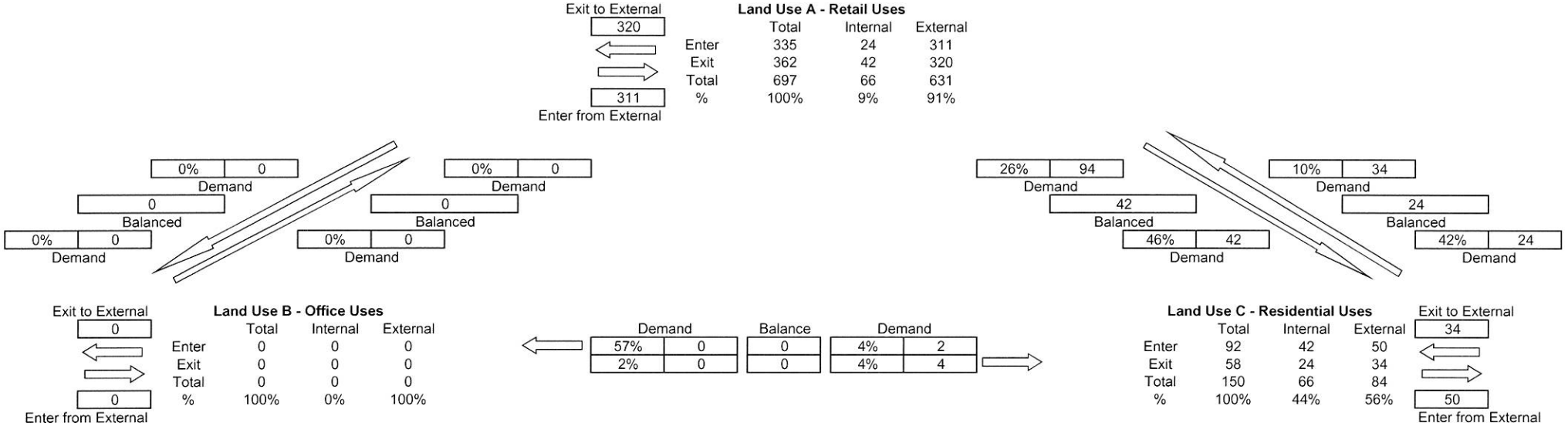
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	137	0	30	167
Exit	83	0	87	170
Total	220	0	117	337
Single-Use Trip Gen. Est.	222	0	119	341

Internal Capture Rate

1%

Internal Capture Calculation Summary Sheet
WEEKDAY PM PEAK HOUR - APPROVED FIRST STREET VILLAGE PUD



Net External Trips for Multi-Use Development

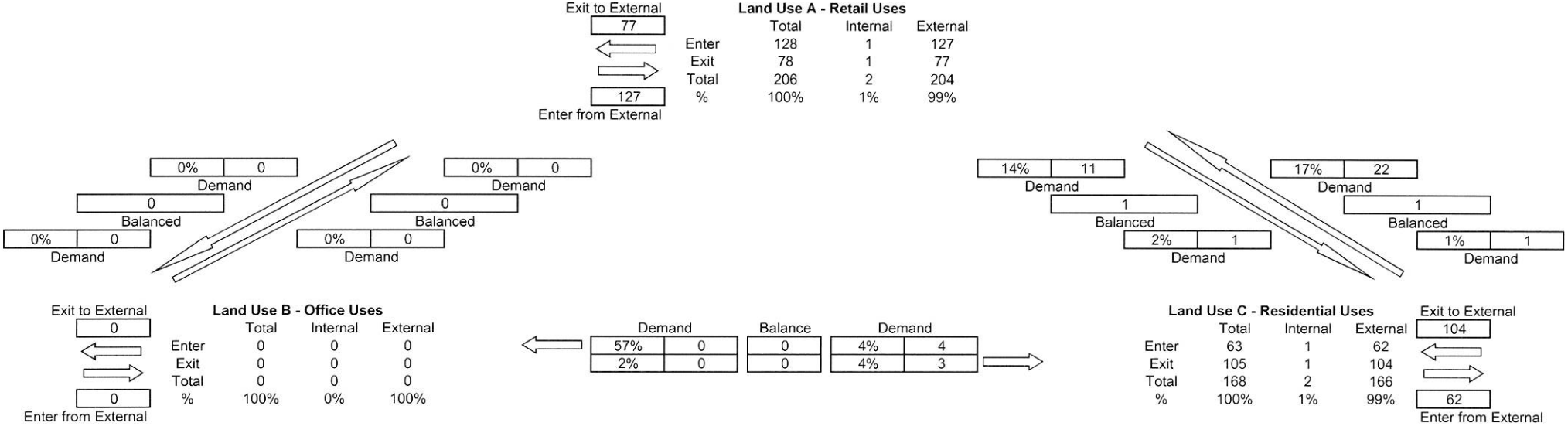
	Land Use A	Land Use B	Land Use C	Total
Enter	311	0	50	361
Exit	320	0	34	354
Total	631	0	84	715
Single-Use Trip Gen. Est.	697	0	150	847

Internal Capture Rate

16%

INTERNAL CAPTURE
BASED ON PROPOSED
FIRST STREET VILLAGE PUD

Internal Capture Calculation Summary Sheet
WEEKDAY AM PEAK HOUR - PROPOSED FIRST STREET VILLAGE PUD



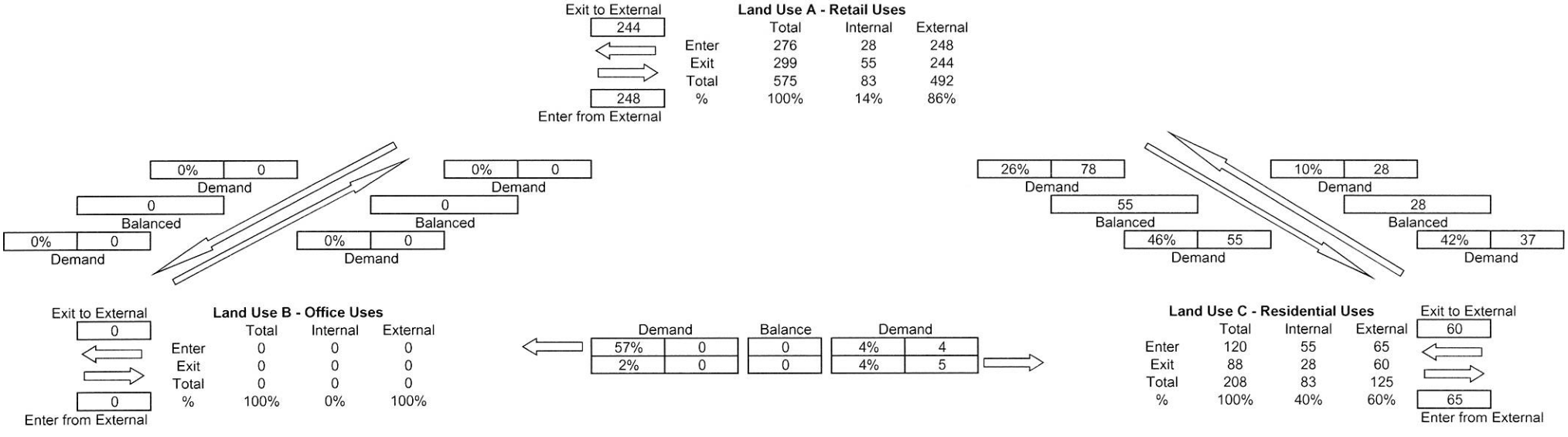
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	127	0	62	189
Exit	77	0	104	181
Total	204	0	166	370
Single-Use Trip Gen. Est.	206	0	168	374

Internal Capture Rate

1%

Internal Capture Calculation Summary Sheet
WEEKDAY PM PEAK HOUR - PROPOSED FIRST STREET VILLAGE PUD



Land Use A - Retail Uses

	Total	Internal	External
Enter	276	28	248
Exit	299	55	244
Total	575	83	492
%	100%	14%	86%

Land Use B - Office Uses

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	100%	0%	100%

Land Use C - Residential Uses

	Total	Internal	External
Enter	120	55	65
Exit	88	28	60
Total	208	83	125
%	100%	40%	60%

Net External Trips for Multi-Use Development

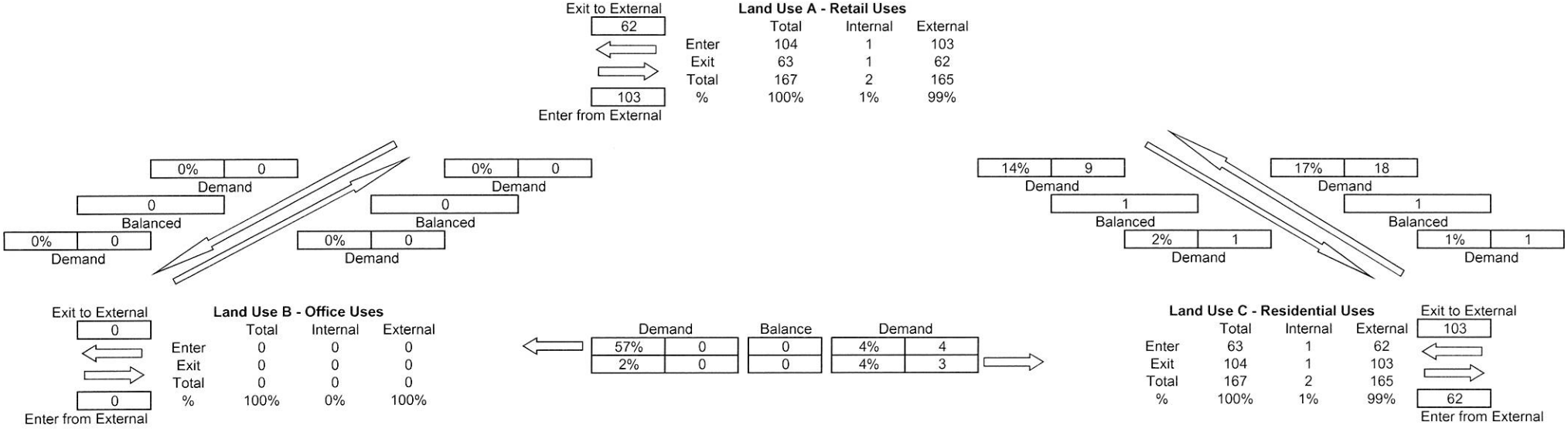
	Land Use A	Land Use B	Land Use C	Total
Enter	248	0	65	313
Exit	244	0	60	304
Total	492	0	125	617
Single-Use Trip Gen. Est.	575	0	208	783

Internal Capture Rate

21%

INTERNAL CAPTURE BASED ON PROPOSED CITY WALK PUD (SOUTHERN PARCEL)

Internal Capture Calculation Summary Sheet
WEEKDAY AM PEAK HOUR - PROPOSED CITY WALK PUD (SOUTHERN PARCEL)



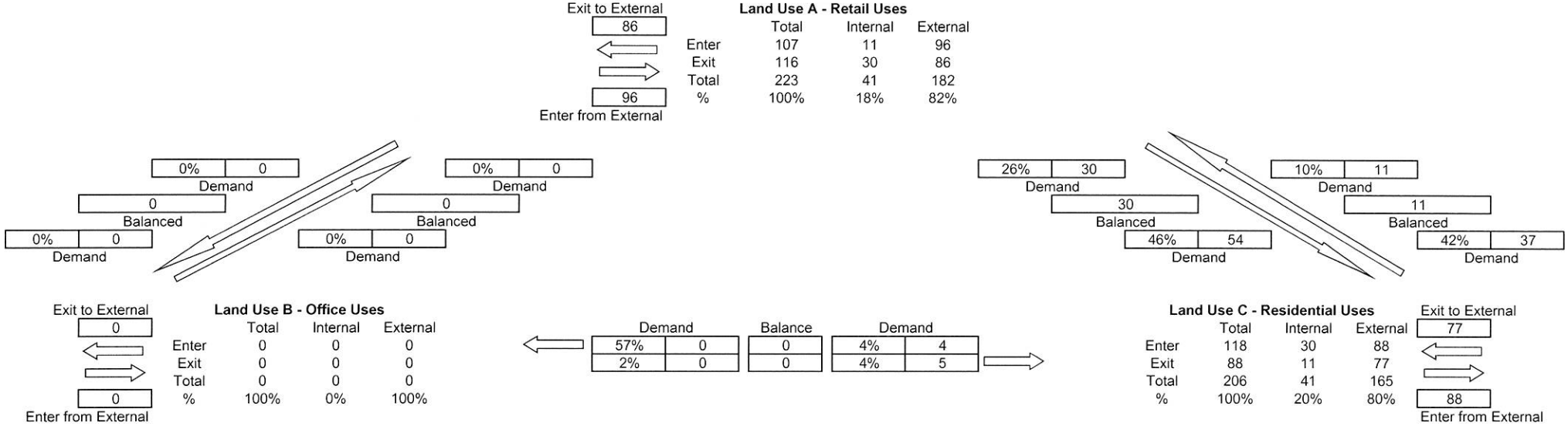
Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	103	0	62	165
Exit	62	0	103	165
Total	165	0	165	330
Single-Use Trip Gen. Est.	167	0	167	334

Internal Capture Rate

1%

Internal Capture Calculation Summary Sheet
WEEKDAY PM PEAK HOUR - PROPOSED CITY WALK PUD (SOUTHERN PARCEL)



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	96	0	88	184
Exit	86	0	77	163
Total	182	0	165	347
Single-Use Trip Gen. Est.	223	0	206	429

Internal Capture Rate

19%

CITY OF FORT MYERS

CHAPTER 134

TURN LANE EXHIBITS

A deceleration and left turn lane will be required when any two (2) or more of the following worrents are astisfied:

A. Arterial Street
1. Posted speed limit of arterial street is equal to or greater than thirty-five (35) mph and peak hour left movement is ten (10) or more as conditioned herein.
2. Estimated two-way peak season, peak hour through volume is equal to or greater than 500 vehicles per hour and the number of turning movements from the arterial is equal to or greater than 15 at through volume = 500 ti 599, 14 at through volume = 600 to 699; 13 at through volume = 700 to 799; 12 at through volume = 800 to 899; 11 at through volume = 1,000 or more.
3. Available Sight Distance
For left turning vehicles to observe approaching traffic or for approaching traffic moving in either direction to observe the left turning vehicle is less than the value shown in Exhibit 134-178-1 for the posted speed of the arterial street.
4. Arterial street has been designed as a controlled access facility by Lee County Board of County Commissioners (BOCC) or the City of Fort Myers.
5. Traffic Control
Of the intersecting street or access point connection is by a traffic signal.

B. Collector Street
1. Posted speed limit of the collector street is equal to or greater than thirty-five (35) mph and the peak hour left turning movement is twenty (20) or more as conditioned herein.
2 Number of Left Turning Movements
(a) On multi-lane collector facilities the number of left turning vehicles from the collector roadway is equal to or greater than twenty (20) during ether the AM or PM peak hour of the collector street.
(b) On two (2) lane two way collectors the estimated two-way peak season peak hour through volume is equal to or greater than 500 vehicles per hour and the number of left turning movements from the collector is equal to or greater than 25 at through volume = 500 to 599; 24 at through volume = 600 to 699; 23 at through volume = 700 to 799; 22 at through volume = 800 to 899; 21 at through volume = 900 to 999 or 20 at through volume = 1,000 or more.
3. Available Sight Distance
For left turning vehicles to observe approaching traffic or for approaching traffic moving in either direction to observe the left turning vehicle is less than the value shown in Illustration 134-178-1 for the posted speed limit of the collector street.
4. Traffic Control of
The intersecting street or access point connection is a traffic signal.

C. 1. Posted speed limit on the local street is equal to or greater than thirty (30) mph and the peak hour left turning movement is sixty (60) or more as conditioned herein.
2. Nubmer of Left Turning Movements
(a) On multi-lane facilities the number of left turning vehicles from the local street exceeds one hundred (100) during ether AM or PM peak hour of the local street.
(b) On two (2) lane two way facilities the number of left turning vehicles from the local street exceeds sixty (60) during either the AM or PM peak hour of the local street and the opposing through traffic volume exceeds five hundred (500) vehicles during either the AM or PM peak hour of the local street.
3. Available Sight Distance
For left turning vehicles to observe approaching traffic or for approaching traffic moving in either direction to observe the left turning vehicles is less than the value shown in Illustration 134-178-1 for the posted speed limit of the local street.
4. Traffic Control of
The intersecting street or access point connection is a traffic signal.

D. Separate left turn lanes are required on an intersecting street or access point connection when any two (2) or more of the following warrents are satisfied.

1. Intersection/Connection to Arterial Streets.
(a) Posted speed limit of the intersecting street or access point connection is equal to or greater than forty-five (45) mph.
(b) When the number of left turning vehicles from the intersecting street or access point connection is equal to or greater than thirty (30) vehicles during either AM or PM peak hour of the arterial street.
(c) Arterial street which is being entered has been designated as a controlled access facility by the Lee County BOCC or the City of Fort Myers.
(d) Traffic Control
Of the intersecting street or access point connection is a traffic signal.
2. Intersection/Connection to Collector Street
(a) Posted speed limit of the intersecting street or access point connection point is equal to or greater than thirty five (35) mph.
(b) Number of left turning vehicles from the intersecting street or access point connection is equal to or greater than sixty (60) vehicles during either the AM or PM peak hour of the collector street.
(c) Traffic Control
Of the intersecting street or access point connection is a traffic signal.
3. Intersection/Connection to Local Street
(a) Posted speed limit of the intersecting street or access point connection is equal to or greater than thirty (30) mph.
(b) Number of left turning vehicles from the intersecting street or access point connection is equal to or greater than ninety (90) vehicles during either the AM or PM peak period of the local street.
(c) Traffic Control
Of the intersecting street or access point connection is a traffic signal.
A deceleration and right turn will be required when any two (2) or more of the following warrents are satified:

A. Arterial Street

1. Posted speed limit of thhe arterial street is equal to or greater than thirty-five (35) mph.
2. Number of right turnning movements from the arterial street is equal to or greater than thirty (30) during either the AM or PM peak hour of the arterial street.
3. Available Sight Distance
Of a right turning vehicle to be seen by through traffic traveling in the same direction is less than the value shown in illistration 134-178-1 for the posted speed limit of the arteriol street.
4. Arterial street has been designed as a controlled access facility by Lee BOCC or the City of Fort Myers.
5. Traffic Controll
Of the intersecting street or access point connection is a traffic signal.

N.T.S.

City of Palms

STANDARD DETAILS & SPECIFICATIONS

DECELERATION AND LEFT TURN LANES

CITY OF FORT MYERS PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION 2200 SECOND STREET FORT MYERS, FLORIDA 33902 239-332-6820	DRAWING:	DATE:	ILLUSTRATION	
		2007	134.6.2-1 1 of 2	T - 33

B. Collector Street

1. Posted speed limit of the collector street is equal to or greater than thirty five (35) mph.
2. Number of right turning movements from the collector street is equal to or greater than forty-five (45) during either the AM or PM peak hour of the collector street.
3. Available Sight Distance
   For a right turning vehicle to be seen by through traffic traveling in the same direction is less than the valve shown in Illistration 134-178-1 for the posted speed limit of the local street.
4. Traffic Control of the
   Intersecting street or access point connection is a traffic signal.

C. Local Street

1. Posted speed limit of the local street is equal to or greater than thirty (30) mph.
2. Number of right turn movements from the local street is equal to or greater than sixty (60) during the AM or PM peak hour of the local street.
3. Available Sight Distance
   For a right turn vehicle to be seen by through traffic traveling in the same direction is less than the valve shown in Illustration 134-78-1 for the posted speed limit of the local street.
4. Traffic Control of the
   Intersecting street or access point connection is a traffic signal.

D. Separate Right Turn Lanes are required on an intersecting street or access point connection when any two (2) or more of the following warrants are satisfied: Separate right turn lanes will not be required if the street being intersected or connected to is operating at Level of Service "C" or better on a peak season, peak hour basis.

1. Intersection/Connection to Arterial Street
   (a) Posted Speed Limit of the intersecting street or access point connection is equal to or greater than forty-five (45) mph.
   (b) Number of right turning vehicles from the intersecting street or access connection point is equal to or greater than sixty (60) during either AM or PM peak hour of the arterial street.
   (c) Arterial street which is being entered has been designated as a controlled access facility by the Lee County or the City of Fort Myers.
   (d) Traffic Control of the
   Intersecting street or access point connection is by a traffic signal.
2. Intersection/Connection to Collector Street
   (a) Posted speed limit of the intersecting street or access point connection is equal to or greater than thirty-five (35).
   (b) Number of right turning movements from the intersecting street or access point connection is equal to or greater than ninety (90) during either the AM or PM peak hour of the collector street.
   (c) Traffic Control of the
   Intersecting street or access point connection is a traffic signal.
3. Intersection/Connection to Local Street
   (a) Posted speed limit of the intersecting street or access point connection is equal to or greater than thirty (30) mph.
   (b) Number of right turning movements from the intersecting street or access point connection is equal to or greater than one hundred and twenty (120) during either the AM or PM peak hour of the local street.
   (c) Traffic Control of the
   Intersecting street or access point connection is a trafic signal.

N.T.S.

City of Palms

STANDARD DETAILS & SPECIFICATIONS

DECELERATION AND LEFT TURN LANES

CITY OF FORT MYERS PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION 2200 SECOND STREET FORT MYERS, FLORIDA 33902 239-332-6820	DRAWING:	DATE: 2007	ILLUSTRATION 134.6.2-1 2 of 2	T - 33A

SHEETS

TURNING MOVEMENT COUNT
MCGREGOR BLVD @ VIRGINIA AVE

McGregor Blvd @ Virginia Ave 5-30-2018 (AM)

File Name: McGregor Blvd @ Virginia Ave 5-30-2018 (AM) **Site Code:**

Location: Fort Myers **All Vehicles** **Study Date:** 05/30/2018

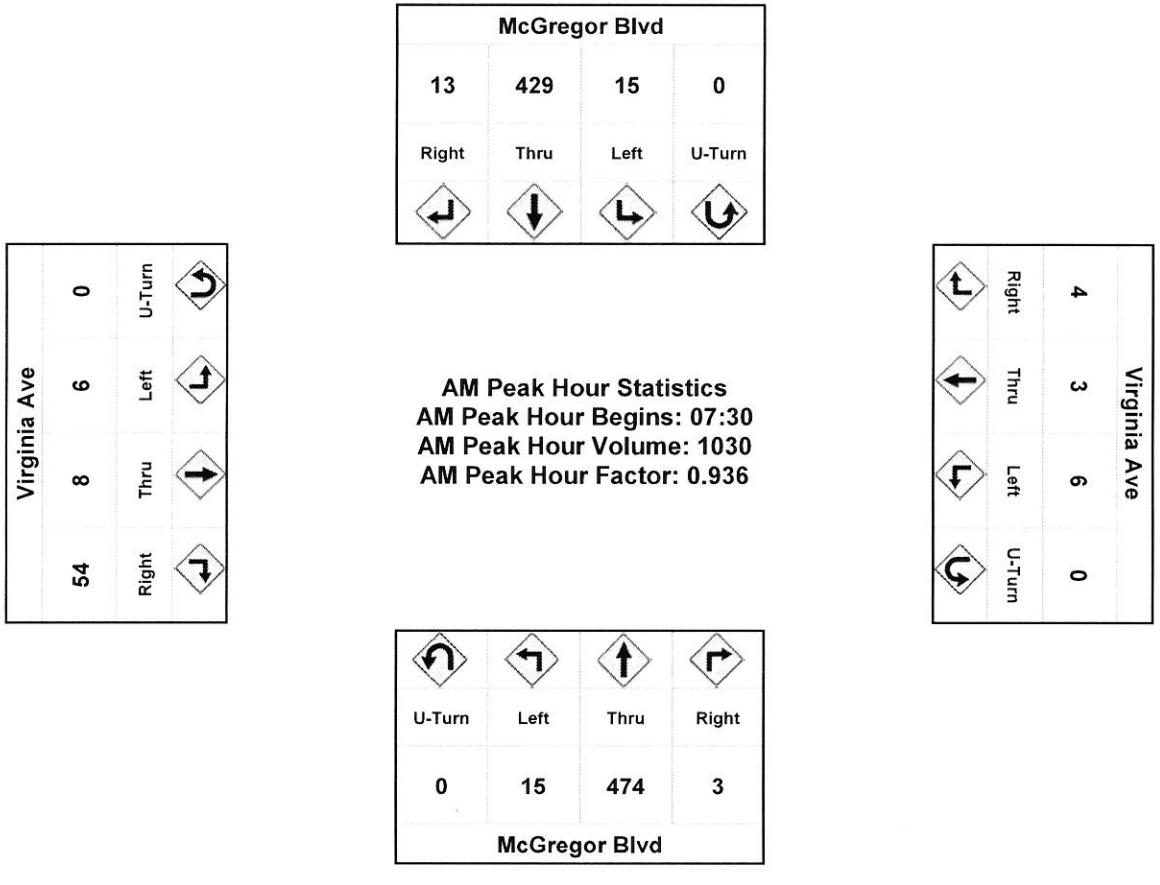
	McGregor Blvd Southbound					Virginia Ave Westbound					McGregor Blvd Northbound					Virginia Ave Eastbound					
Time	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00	1	91	2	0	94	0	0	0	0	0	1	76	2	0	79	4	1	2	0	7	180
07:15	2	88	1	0	91	0	0	3	0	3	3	95	4	0	102	15	2	0	0	17	213
07:30	2	89	4	0	95	3	2	2	0	7	0	120	3	0	123	12	2	2	0	16	241
07:45	3	105	4	0	112	0	0	4	0	4	2	109	3	0	114	15	1	1	0	17	247
Total	8	373	11	0	392	3	2	9	0	14	6	400	12	0	418	46	6	5	0	57	881
08:00	6	116	3	0	125	1	0	0	0	1	1	117	6	0	124	15	2	0	0	17	267
08:15	2	119	4	0	125	0	1	0	0	1	0	128	3	0	131	12	3	3	0	18	275
08:30	3	90	1	0	94	0	5	1	0	6	2	104	7	0	113	12	0	1	0	13	226
08:45	4	79	4	0	87	2	0	1	0	3	0	79	4	0	83	10	6	2	0	18	191
Total	15	404	12	0	431	3	6	2	0	11	3	428	20	0	451	49	11	6	0	66	959
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	23	777	23	0	823	6	8	11	0	25	9	828	32	0	869	95	17	11	0	123	1840
Appr %	02.8	94.4	02.8	00.0		24.0	32.0	44.0	00.0		01.0	95.3	03.7	00.0		77.2	13.8	08.9	00.0		
Total %	01.3	42.2	01.3	00.0		00.3	00.4	00.6	00.0		00.5	45.0	01.7	00.0		05.2	00.9	00.6	00.0		
% Trucks	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0
AM Pk Hr	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30
AM Pk Vol	13	429	15	0	457	4	3	6	0	13	3	474	15	0	492	54	8	6	0	68	1030
AM PHF	0.542	0.901	0.938	NaN	0.914	0.333	0.375	0.375	NaN	0.464	0.375	0.926	0.625	NaN	0.939	0.900	0.667	0.500	NaN	0.944	0.936

McGregor Blvd @ Virginia Ave 5-30-2018 (AM)

File Name: McGregor Blvd @ Virginia Ave 5-30-2018 (AM)
Location: Fort Myers

All Vehicles

Site Code:
Study Date: 05/30/2018



CountingCars.com

McGregor Blvd @ Virginia Ave 5-30-2018 (PM)

File Name: McGregor Blvd @ Virginia Ave 5-30-2018 (PM) **Site Code:**

Location: Fort Myers **All Vehicles** **Study Date:** 05/30/2018

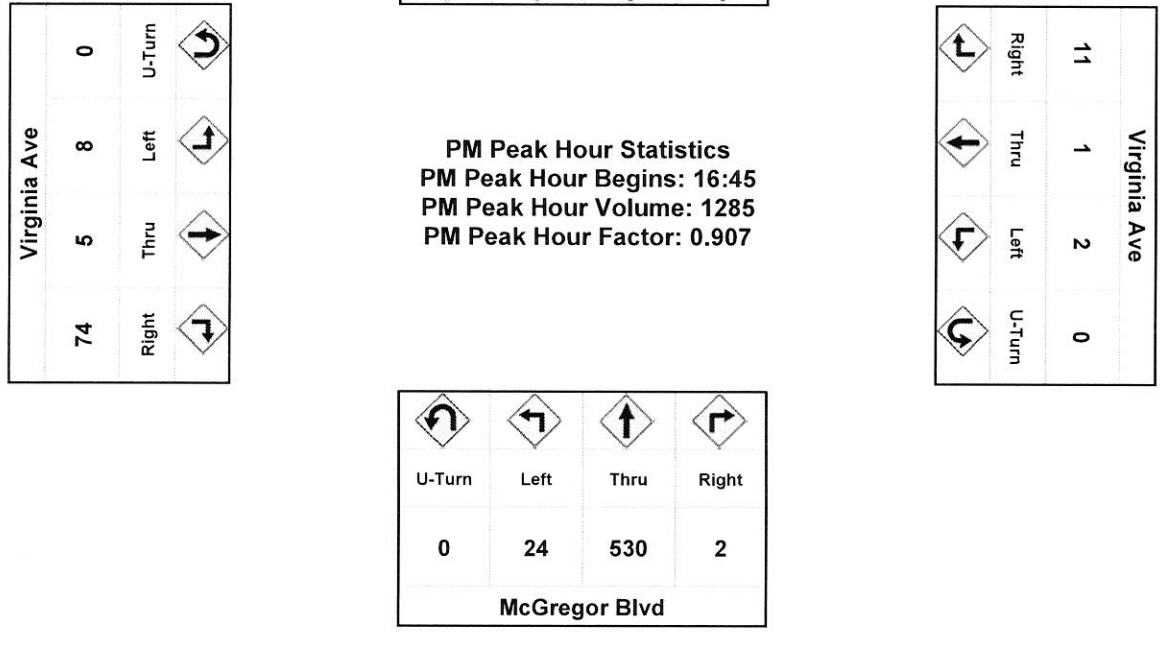
	McGregor Blvd Southbound					Virginia Ave Westbound					McGregor Blvd Northbound					Virginia Ave Eastbound					
Time	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00	2	95	0	0	97	5	0	6	0	11	0	130	5	0	135	15	2	5	0	22	265
16:15	4	110	2	0	116	2	2	1	0	5	2	144	8	0	154	15	3	2	0	20	295
16:30	3	126	3	0	132	2	0	1	0	3	2	120	4	0	126	13	4	3	0	20	281
16:45	4	138	1	0	143	2	0	1	0	3	0	136	4	0	140	22	1	4	0	27	313
Total	13	469	6	0	488	11	2	9	0	22	4	530	21	0	555	65	10	14	0	89	1154
17:00	3	155	0	0	158	3	0	1	0	4	0	128	10	0	138	22	1	0	0	23	323
17:15	1	179	4	0	184	2	0	0	0	2	1	142	5	0	148	15	2	3	0	20	354
17:30	2	139	2	0	143	4	1	0	0	5	1	124	5	0	130	15	1	1	0	17	295
17:45	0	89	1	0	90	3	1	1	0	5	0	121	6	0	127	17	1	2	0	20	242
Total	6	562	7	0	575	12	2	2	0	16	2	515	26	0	543	69	5	6	0	80	1214
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	19	1031	13	0	1063	23	4	11	0	38	6	1045	47	0	1098	134	15	20	0	169	2368
Appr %	01.8	97.0	01.2	00.0		60.5	10.5	28.9	00.0		00.5	95.2	04.3	00.0		79.3	08.9	11.8	00.0		
Total %	00.8	43.5	00.5	00.0		01.0	00.2	00.5	00.0		00.3	44.1	02.0	00.0		05.7	00.6	00.8	00.0		
% Trucks	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0
PM Pk Hr	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45
PM Pk Vol	10	611	7	0	628	11	1	2	0	14	2	530	24	0	556	74	5	8	0	87	1285
PM PHF	0.625	0.853	0.438	NaN	0.853	0.688	0.250	0.500	NaN	0.700	0.500	0.933	0.600	NaN	0.939	0.841	0.625	0.500	NaN	0.806	0.907

McGregor Blvd @ Virginia Ave 5-30-2018 (PM)

File Name: McGregor Blvd @ Virginia Ave 5-30-2018 (PM)
Location: Fort Myers

All Vehicles

Site Code:
Study Date: 05/30/2018



CountingCars.com

TURNING MOVEMENT COUNT
MCGREGOR BLVD @ VICTORIA AVE

McGregor Blvd @ Victoria Ave 5-30-2018 (AM)

File Name: McGregor Blvd @ Victoria Ave 5-30-2018 (AM) **Site Code:**

Location: Fort Myers **All Vehicles** **Study Date:** 05/30/2018

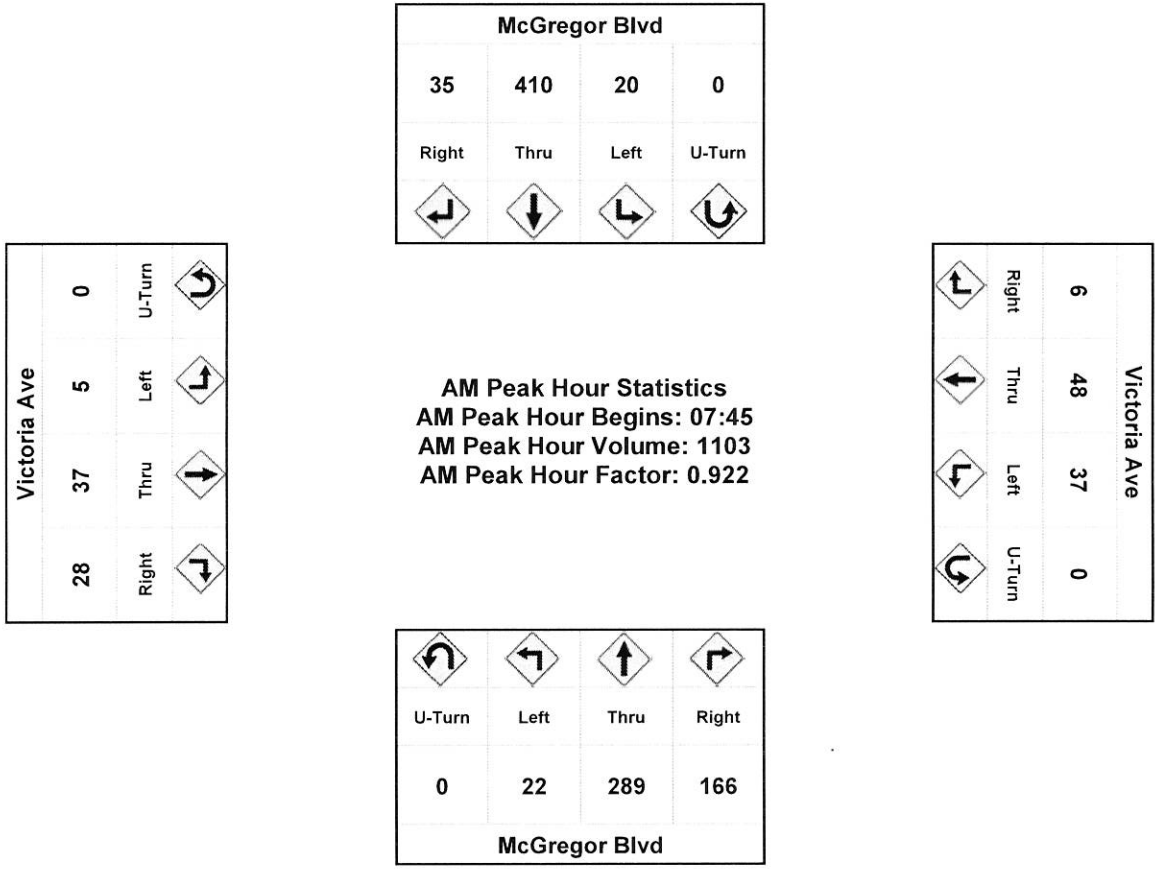
	McGregor Blvd Southbound					Victoria Ave Westbound					McGregor Blvd Northbound					Victoria Ave Eastbound					
Time	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00	1	88	2	0	91	1	5	2	0	8	33	42	5	0	80	6	2	1	0	9	188
07:15	2	84	4	0	90	2	4	7	0	13	46	45	9	0	100	6	8	1	0	15	218
07:30	3	74	0	0	77	1	5	10	0	16	55	65	7	0	127	12	10	2	0	24	244
07:45	9	89	6	0	104	4	15	15	0	34	41	67	5	0	113	10	11	1	0	22	273
Total	15	335	12	0	362	8	29	34	0	71	175	219	26	0	420	34	31	5	0	70	923
08:00	4	113	9	0	126	0	14	10	0	24	44	83	3	0	130	9	9	1	0	19	299
08:15	9	109	2	0	120	1	9	8	0	18	50	76	4	0	130	6	7	2	0	15	283
08:30	13	99	3	0	115	1	10	4	0	15	31	63	10	0	104	3	10	1	0	14	248
08:45	6	79	4	0	89	3	8	9	0	20	22	46	12	0	80	4	12	1	0	17	206
Total	32	400	18	0	450	5	41	31	0	77	147	268	29	0	444	22	38	5	0	65	1036
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	47	735	30	0	812	13	70	65	0	148	322	487	55	0	864	56	69	10	0	135	1959
Appr %	05.8	90.5	03.7	00.0		08.8	47.3	43.9	00.0		37.3	56.4	06.4	00.0		41.5	51.1	07.4	00.0		
Total %	02.4	37.5	01.5	00.0		00.7	03.6	03.3	00.0		16.4	24.9	02.8	00.0		02.9	03.5	00.5	00.0		
% Trucks	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0
AM Pk Hr	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45	07:45
AM Pk Vol	35	410	20	0	465	6	48	37	0	91	166	289	22	0	477	28	37	5	0	70	1103
AM PHF	0.673	0.907	0.556	NaN	0.923	0.375	0.800	0.617	NaN	0.669	0.830	0.870	0.550	NaN	0.917	0.700	0.841	0.625	NaN	0.795	0.922

McGregor Blvd @ Victoria Ave 5-30-2018 (AM)

File Name: McGregor Blvd @ Victoria Ave 5-30-2018 (AM)
Location: Fort Myers

All Vehicles

Site Code:
Study Date: 05/30/2018



CountingCars.com

McGregor Blvd @ Victoria Ave 5-30-2018 (PM)

File Name: McGregor Blvd @ Victoria Ave 5-30-2018 (PM)
Location: Fort Myers

All Vehicles

Site Code:
Study Date: 05/30/2018

	McGregor Blvd Southbound					Victoria Ave Westbound					McGregor Blvd Northbound					Victoria Ave Eastbound					
Time	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00	2	84	5	0	91	1	13	7	0	21	72	70	15	0	157	10	18	6	0	34	303
16:15	6	95	4	0	105	4	13	10	0	27	82	49	11	0	142	7	11	3	0	21	295
16:30	7	101	7	0	115	6	9	8	0	23	74	52	6	0	132	14	17	7	0	38	308
16:45	5	105	4	0	114	5	12	14	0	31	74	59	9	0	142	17	15	4	0	36	323
Total	20	385	20	0	425	16	47	39	0	102	302	230	41	0	573	48	61	20	0	129	1229
17:00	3	101	1	0	105	7	14	21	0	42	72	72	8	0	152	9	24	5	0	38	337
17:15	3	122	7	0	132	4	10	21	0	35	82	49	17	0	148	23	21	7	0	51	366
17:30	4	116	4	0	124	3	15	10	0	28	63	51	15	0	129	15	18	4	0	37	318
17:45	7	70	2	0	79	2	14	8	0	24	64	52	12	0	128	12	17	5	0	34	265
Total	17	409	14	0	440	16	53	60	0	129	281	224	52	0	557	59	80	21	0	160	1286
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	37	794	34	0	865	32	100	99	0	231	583	454	93	0	1130	107	141	41	0	289	2515
Appr %	04.3	91.8	03.9	00.0		13.9	43.3	42.9	00.0		51.6	40.2	08.2	00.0		37.0	48.8	14.2	00.0		
Total %	01.5	31.6	01.4	00.0		01.3	04.0	03.9	00.0		23.2	18.1	03.7	00.0		04.3	05.6	01.6	00.0		
% Trucks	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0	00.0	00.0	-	00.0	00.0
PM Pk Hr	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45
PM Pk Vol	15	444	16	0	475	19	51	66	0	136	291	231	49	0	571	64	78	20	0	162	1344
PM PHF	0.750	0.910	0.571	NaN	0.900	0.679	0.850	0.786	NaN	0.810	0.887	0.802	0.721	NaN	0.939	0.696	0.813	0.714	NaN	0.794	0.918

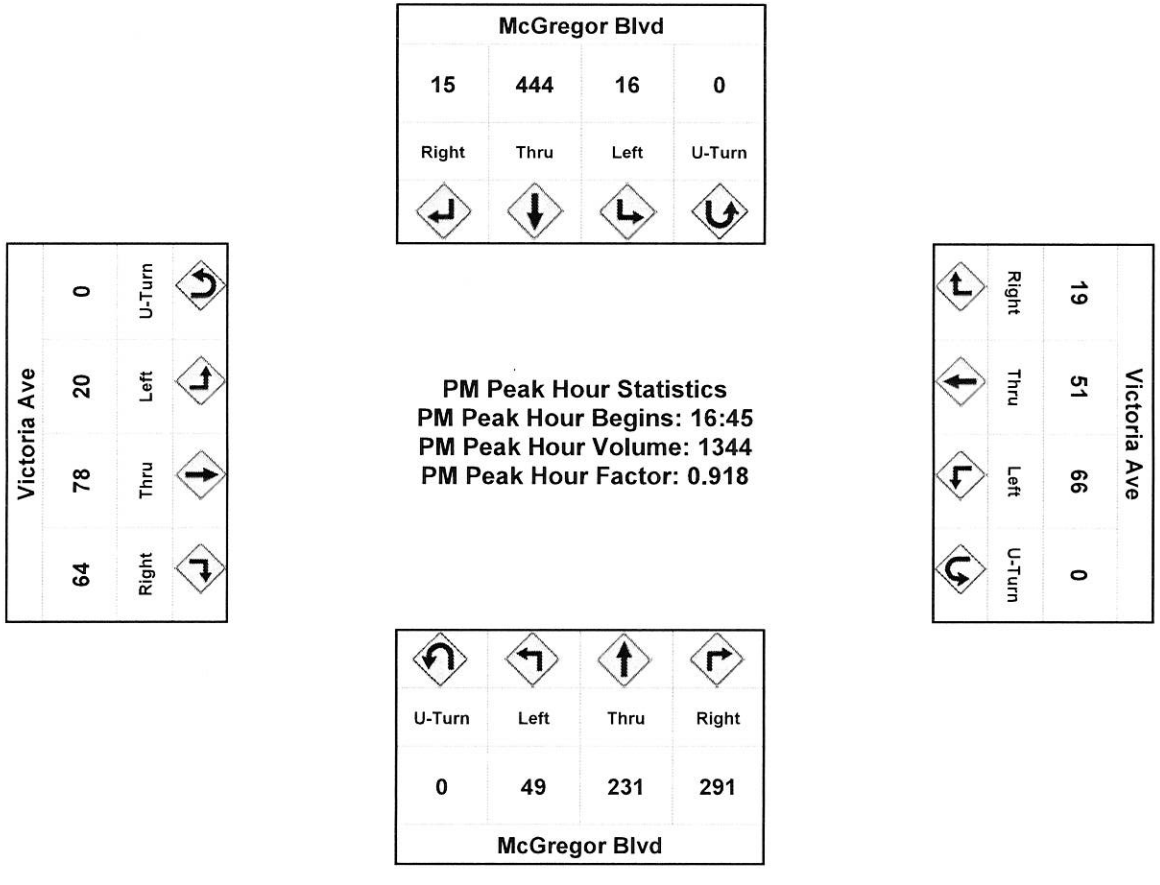
CountingCars.com

McGregor Blvd @ Victoria Ave 5-30-2018 (PM)

File Name: McGregor Blvd @ Victoria Ave 5-30-2018 (PM)
Location: Fort Myers

All Vehicles

Site Code:
Study Date: 05/30/2018



CountingCars.com

TURNING MOVEMENT COUNT
MCGREGOR BLVD @ ILLINOIS AVE

McGregor Blvd @ Illinois Ave 5-30-2018 (AM)

File Name: McGregor Blvd @ Illinois Ave 5-30-2018 (AM)
Location: Fort Myers

All Vehicles

Site Code:
Study Date: 05/30/2018

	McGregor Blvd Southbound					Illinois Ave Westbound					McGregor Blvd Northbound					Illinois Ave Eastbound					
Time	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
07:00	0	94	2	0	96	3	0	0	0	3	0	78	0	0	78	0	0	0	0	0	177
07:15	0	91	4	0	95	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	190
07:30	0	94	5	0	99	1	0	1	0	2	1	124	0	0	125	0	0	0	0	0	226
07:45	0	112	6	0	118	0	0	0	0	0	0	110	0	0	110	0	0	0	0	0	228
Total	0	391	17	0	408	4	0	1	0	5	1	407	0	0	408	0	0	0	0	0	821
08:00	0	125	5	0	130	0	0	0	0	0	0	118	0	0	118	0	0	0	0	0	248
08:15	0	125	1	0	126	0	0	0	0	0	1	130	0	0	131	0	0	0	0	0	257
08:30	0	92	6	0	98	1	0	2	0	3	0	105	0	0	105	0	0	0	0	0	206
08:45	0	87	5	0	92	0	0	0	0	0	0	83	0	0	83	0	0	0	0	0	175
Total	0	429	17	0	446	1	0	2	0	3	1	436	0	0	437	0	0	0	0	0	886
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	820	34	0	854	5	0	3	0	8	2	843	0	0	845	0	0	0	0	0	1707
Appr %	00.0	96.0	04.0	00.0		62.5	00.0	37.5	00.0		00.2	99.8	00.0	00.0		NaN	NaN	NaN	NaN		
Total %	00.0	48.0	02.0	00.0		00.3	00.0	00.2	00.0		00.1	49.4	00.0	00.0		00.0	00.0	00.0	00.0		
% Trucks	-	00.0	00.0	-	00.0	00.0	-	00.0	-	00.0	00.0	00.0	-	-	00.0	-	-	-	-	-	00.0
AM Pk Hr	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30
AM Pk Vol	0	456	17	0	473	1	0	1	0	2	2	482	0	0	484	0	0	0	0	0	959
AM PHF	NaN	0.912	0.708	NaN	0.910	0.250	NaN	0.250	NaN	0.250	0.500	0.927	NaN	NaN	0.924	NaN	NaN	NaN	NaN	NaN	0.933

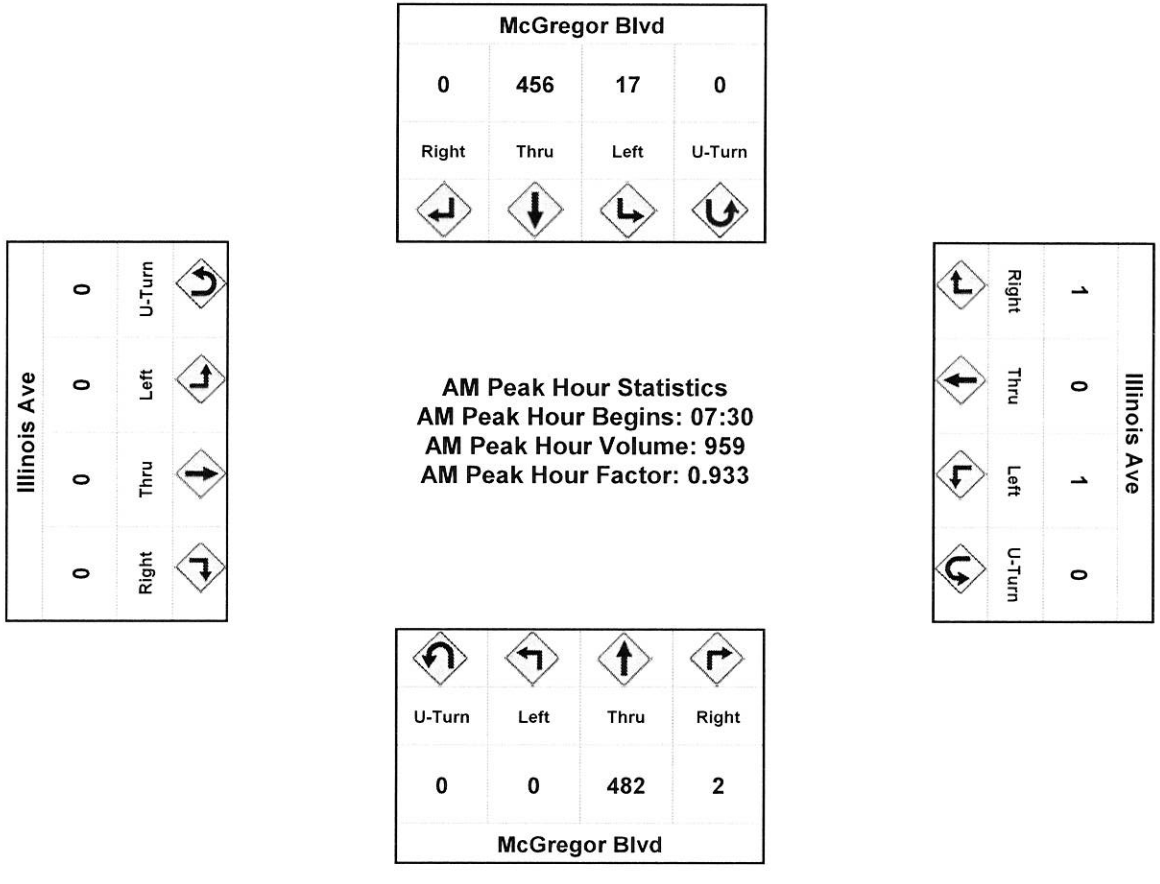
CountingCars.com

McGregor Blvd @ Illinois Ave 5-30-2018 (AM)

File Name: McGregor Blvd @ Illinois Ave 5-30-2018 (AM)
Location: Fort Myers

All Vehicles

Site Code:
Study Date: 05/30/2018



CountingCars.com

McGregor Blvd @ Illinois Ave 5-30-2018 (PM)

File Name: McGregor Blvd @ Illinois Ave 5-30-2018 (PM)
Location: Fort Myers

All Vehicles

Site Code:
Study Date: 05/30/2018

	McGregor Blvd Southbound					Illinois Ave Westbound					McGregor Blvd Northbound					Illinois Ave Eastbound					
Time	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Int Total
16:00	0	96	1	0	97	3	0	1	0	4	1	139	0	0	140	0	0	0	0	0	241
16:15	0	116	1	0	117	1	0	0	0	1	0	148	0	0	148	0	0	0	0	0	266
16:30	0	132	0	0	132	1	0	0	0	1	0	125	0	0	125	0	0	0	0	0	258
16:45	0	143	1	0	144	3	0	0	0	3	0	142	0	0	142	0	0	0	0	0	289
Total	0	487	3	0	490	8	0	1	0	9	1	554	0	0	555	0	0	0	0	0	1054
17:00	0	157	0	0	157	6	0	1	0	7	0	131	0	0	131	0	0	0	0	0	295
17:15	0	184	2	0	186	1	0	0	0	1	1	146	0	0	147	0	0	0	0	0	334
17:30	0	143	0	0	143	0	0	0	0	0	0	129	0	0	129	0	0	0	0	0	272
17:45	0	89	1	0	90	0	0	1	0	1	0	126	0	0	126	0	0	0	0	0	217
Total	0	573	3	0	576	7	0	2	0	9	1	532	0	0	533	0	0	0	0	0	1118
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1060	6	0	1066	15	0	3	0	18	2	1086	0	0	1088	0	0	0	0	0	2172
Appr %	00.0	99.4	00.6	00.0		83.3	00.0	16.7	00.0		00.2	99.8	00.0	00.0		NaN	NaN	NaN	NaN		
Total %	00.0	48.8	00.3	00.0		00.7	00.0	00.1	00.0		00.1	50.0	00.0	00.0		00.0	00.0	00.0	00.0		
% Trucks	-	00.0	00.0	-	00.0	00.0	-	00.0	-	00.0	00.0	00.0	-	-	00.0	-	-	-	-	-	00.0
PM Pk Hr	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45	16:45
PM Pk Vol	0	627	3	0	630	10	0	1	0	11	1	548	0	0	549	0	0	0	0	0	1190
PM PHF	NaN	0.852	0.375	NaN	0.847	0.417	NaN	0.250	NaN	0.393	0.250	0.938	NaN	NaN	0.934	NaN	NaN	NaN	NaN	NaN	0.891

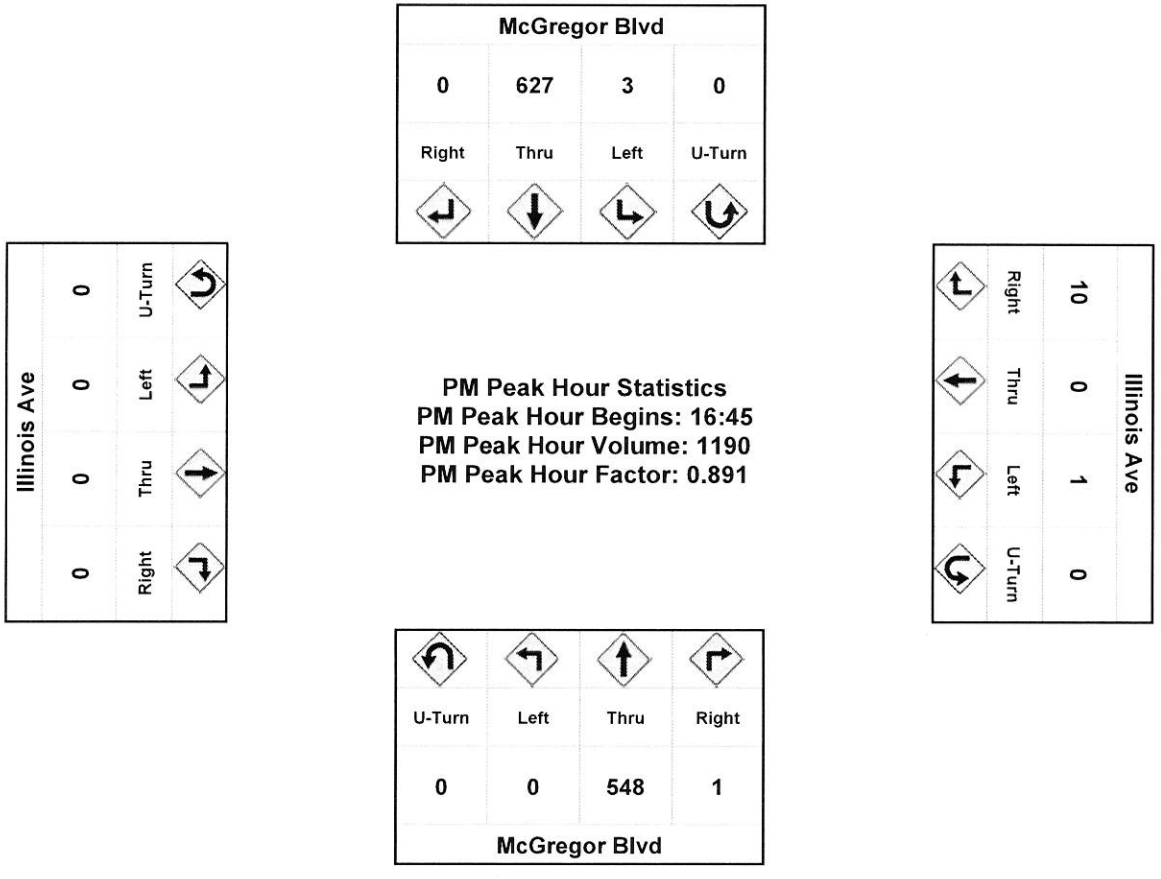
CountingCars.com

McGregor Blvd @ Illinois Ave 5-30-2018 (PM)

File Name: McGregor Blvd @ Illinois Ave 5-30-2018 (PM)
Location: Fort Myers

All Vehicles

Site Code:
Study Date: 05/30/2018



CountingCars.com

TURNING MOVEMENT COUNT

@ WEST FIRST STREET

TRANSPORTATION CONSULTANTS, INC.

DATE: November 6, 2018
DAY: TUESDAY
COUNT TIME: 4:00 PM - 6:00 PM
TRAFFIC: ALL TRIPS

15 MINUTE SUMMARY OF INDIVIDUAL MOVEMENTS

& West First Street

15 MIN BEGIN	0:00								West First Street								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	0	34	0	34	0	41	0	41	0	0	0	0	0	0	0	0	75
4:15 PM	0	16	0	16	0	35	0	35	0	0	0	0	0	0	0	0	51
4:30 PM	0	25	0	25	0	37	0	37	0	0	0	0	0	0	0	0	62
4:45 PM	0	30	0	30	0	36	0	36	0	0	0	0	0	0	0	0	66
5:00 PM	0	31	0	31	0	54	0	54	0	0	0	0	0	0	0	0	85
5:15 PM	0	34	0	34	0	58	0	58	0	0	0	0	0	0	0	0	92
5:30 PM	0	13	0	13	0	52	0	52	0	0	0	0	0	0	0	0	65
5:45 PM	0	29	0	29	0	34	0	34	0	0	0	0	0	0	0	0	63
TOTAL:	0	212	0	212	0	347	0	347	0	0	0	0	0	0	0	0	559

HOURLY SUMMARY OF INDIVIDUAL MOVEMENTS

& West First Street

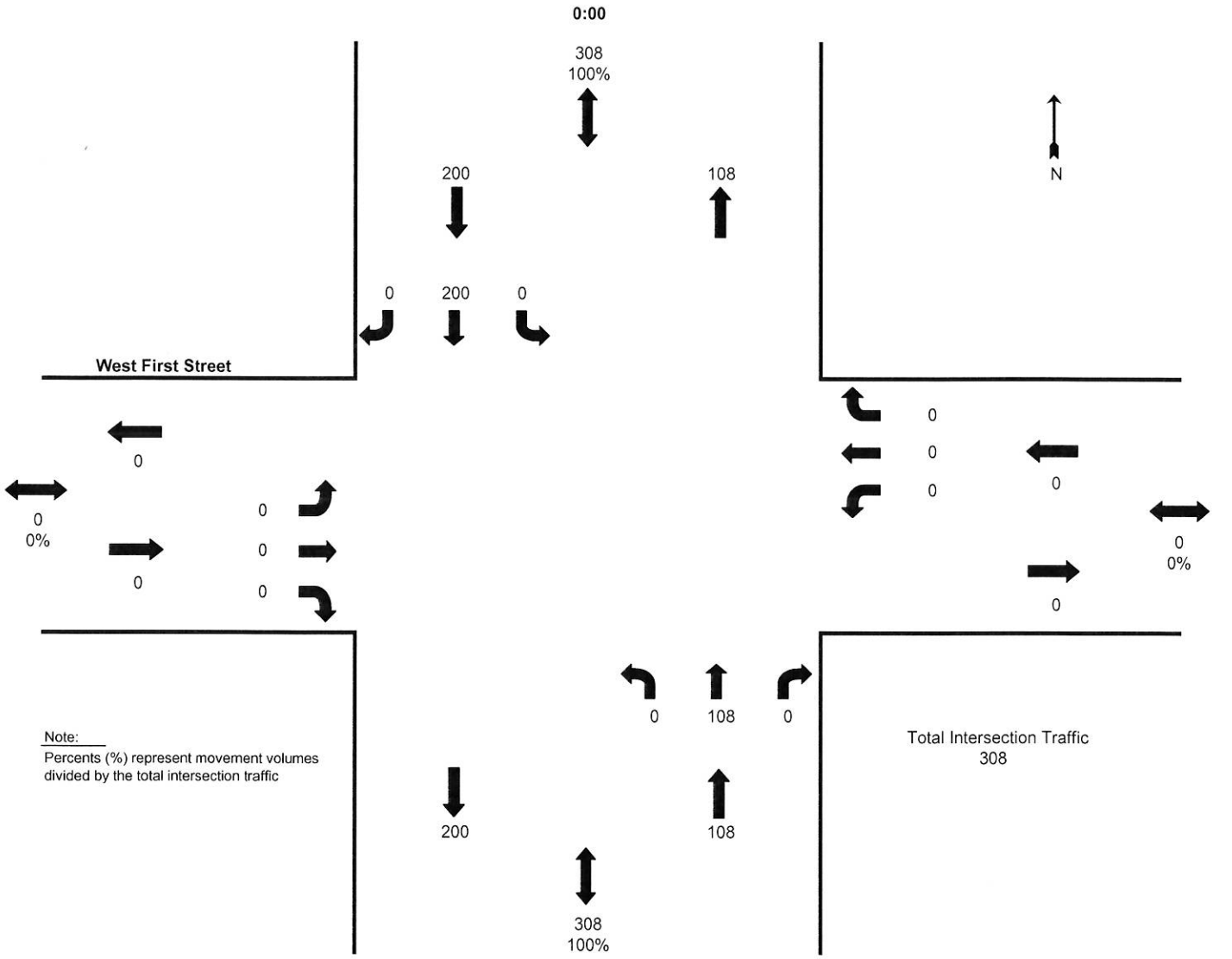
HOUR BEGIN	0								West First Street								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:00 PM	0	105	0	105	0	149	0	149	0	0	0	0	0	0	0	0	254
4:15 PM	0	102	0	102	0	162	0	162	0	0	0	0	0	0	0	0	264
4:30 PM	0	120	0	120	0	185	0	185	0	0	0	0	0	0	0	0	305
4:45 PM	0	108	0	108	0	200	0	200	0	0	0	0	0	0	0	0	308
5:00 PM	0	107	0	107	0	198	0	198	0	0	0	0	0	0	0	0	305

PEAK HOUR SUMMARY

HOUR BEGIN	0								West First Street								INTER-SECTION TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
4:45 PM	0	108	0	108	0	200	0	200	0	0	0	0	0	0	0	0	308

TRANSPORTATION CONSULTANTS, INC.

DATE:	November 6, 2018
DAY:	TUESDAY
COUNT TIME:	4:00 PM - 6:00 PM
PEAK HOUR:	4:45 PM - 5:45 PM
TRAFFIC:	ALL TRIPS
Roadway:	West First Street



DEVELOPMENT OF FUTURE YEAR BACKGROUND TRAFFIC VOLUMES

Development of Future Year Background Turning Volumes

Intersection	**McGregror Boulevard @ Virginia Avenue**
Count Date	May 30, 2018
Build-Out Year	2023

AM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	15	474	3	15	429	13	6	8	54	6	3	4
Peak Season Correction Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Current Peak Season Volumes	17	531	3	17	480	15	7	9	60	7	3	4
Growth Rate	0.00%	2.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2023 Background Turning Volume	**17**	**586**	**3**	**17**	**530**	**15**	**7**	**9**	**60**	**7**	**3**	**4**
Project Turning Volumes	41	6		6	41						11	
2023 Background + Project	**58**	**592**	**3**	**23**	**571**	**15**	**7**	**9**	**60**	**7**	**14**	**4**

PM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	24	530	2	7	611	10	8	5	74	2	1	11
Peak Season Correction Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Current Peak Season Volumes	27	594	2	8	684	11	9	6	83	2	1	12
Growth Rate	0.00%	2.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2023 Background Turning Volume	**27**	**656**	**2**	**8**	**755**	**11**	**9**	**6**	**83**	**2**	**1**	**12**
Project Turning Volumes	38	11		9	44						10	
2023 Background + Project	**65**	**667**	**2**	**17**	**799**	**11**	**9**	**6**	**83**	**2**	**11**	**12**

Development of Future Year Background Turning Volumes

Intersection	**McGregror Boulevard @ Victoria Avenue**
Count Date	May 30, 2018
Build-Out Year	2023

AM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	22	289	166	20	410	35	5	37	28	37	48	6
Peak Season Correction Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Current Peak Season Volumes	25	324	186	22	459	39	6	41	31	41	54	7
Growth Rate	0.00%	2.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2023 Background Turning Volume	**25**	**358**	**186**	**22**	**507**	**39**	**6**	**41**	**31**	**41**	**54**	**7**
Project Turning Volumes		16	9		31	6	30	16		17	3	
2023 Background + Project	**25**	**374**	**195**	**22**	**538**	**45**	**36**	**57**	**31**	**58**	**57**	**7**

PM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	49	231	291	16	444	15	20	78	64	66	51	19
Peak Season Correction Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Current Peak Season Volumes	55	259	326	18	497	17	22	87	72	74	57	21
Growth Rate	0.00%	2.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2023 Background Turning Volume	**55**	**286**	**326**	**18**	**549**	**17**	**22**	**87**	**72**	**74**	**57**	**21**
Project Turning Volumes		17	9		36	9	23	12		20	4	
2023 Background + Project	**55**	**303**	**335**	**18**	**585**	**26**	**45**	**99**	**72**	**94**	**61**	**21**

Development of Future Year Background Turning Volumes

Intersection	**McGregror Boulevard @ Site Access**
Count Date	May 30, 2018
Build-Out Year	2023

AM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	482	2	17	456	0	0	0	0	1	0	1
Peak Season Correction Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Current Peak Season Volumes	0	540	2	19	511	0	0	0	0	1	0	1
Growth Rate	0.00%	2.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2023 Background Turning Volume	**0**	**596**	**2**	**19**	**564**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
Project Turning Volumes	20	-4			-11	59	39		58			
2023 Background + Project	**20**	**592**	**2**	**19**	**553**	**59**	**39**	**0**	**58**	**1**	**0**	**1**

PM Peak Hour

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
RAW Turning Movement Counts	0	548	1	3	627	0	0	0	0	1	0	10
Peak Season Correction Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Current Peak Season Volumes	0	614	1	3	702	0	0	0	0	1	0	11
Growth Rate	0.00%	2.00%	0.00%	0.00%	2.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Years to Build-out	5	5	5	5	5	5	5	5	5	5	5	5
2023 Background Turning Volume	**0**	**678**	**1**	**3**	**775**	**0**	**0**	**0**	**0**	**1**	**0**	**11**
Project Turning Volumes	26	-5			-12	68	41		65			
2023 Background + Project	**26**	**673**	**1**	**3**	**763**	**68**	**41**	**0**	**65**	**1**	**0**	**11**

YEAR 2023 INTERSECTION ANALYSIS SUMMARY SHEETS

MCGREGOR BLVD @ VIRGINIA AVE
BASED ON EXISTING TWO-WAY
STOP CONTROL

2023 AM PEAK HOUR ANALYSIS

HCS7 Two-Way Stop-Control Report

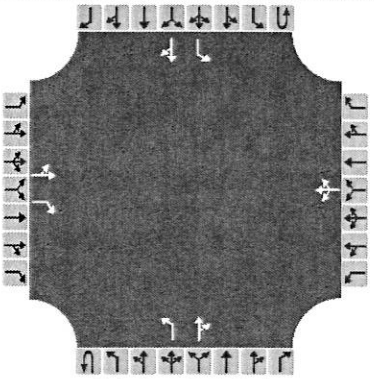
General Information

Analyst	YB
Agency/Co.	TR Trans. Cons.
Date Performed	11/7/2018
Analysis Year	2023
Time Analyzed	AM Peak Hour Background
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	McGregor Blvd/Virginia Av
Jurisdiction	City of Fort Myers
East/West Street	Virginia Ave
North/South Street	McGregor Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	1	0	0	1	1	0
Configuration		LT		R			LTR			L		TR		L		TR
Volume, V (veh/h)		7	9	60		7	3	4		17	586	3		17	530	15
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17		64			14			18				18		
Capacity, c (veh/h)		191		517			243			988				950		
v/c Ratio		0.09		0.12			0.06			0.02				0.02		
95% Queue Length, Q_{95} (veh)		0.3		0.4			0.2			0.1				0.1		
Control Delay (s/veh)		25.6		12.9			20.7			8.7				8.9		
Level of Service, LOS		D		B			C			A				A		
Approach Delay (s/veh)		15.6				20.7				0.2				0.3		
Approach LOS		C				C										

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HCS7 Two-Way Stop-Control Report

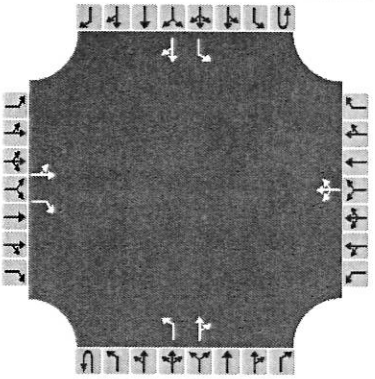
General Information

Analyst	YB
Agency/Co.	TR Trans. Cons.
Date Performed	11/7/2018
Analysis Year	2023
Time Analyzed	AM Peak Hour With Project
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	McGregor Blvd/Virginia Av
Jurisdiction	City of Fort Myers
East/West Street	Virginia Ave
North/South Street	McGregor Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	1	0	0	1	1	0
Configuration		LT		R			LTR			L		TR		L		TR
Volume, V (veh/h)		7	9	60		7	14	4		58	592	3		23	571	15
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17		64			26			62				24		
Capacity, c (veh/h)		147		489			153			952				944		
v/c Ratio		0.12		0.13			0.17			0.07				0.03		
95% Queue Length, Q_{95} (veh)		0.4		0.4			0.6			0.2				0.1		
Control Delay (s/veh)		32.6		13.5			33.2			9.0				8.9		
Level of Service, LOS		D		B			D			A				A		
Approach Delay (s/veh)		17.5				33.2				0.8				0.3		
Approach LOS		C				D										

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2023 PM PEAK HOUR ANALYSIS

HCS7 Two-Way Stop-Control Report

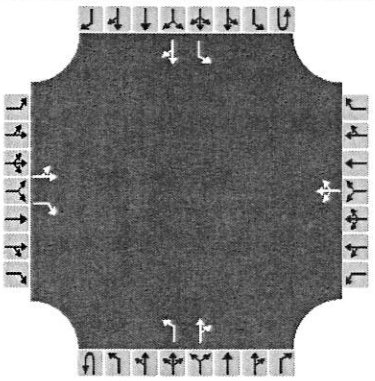
General Information

Analyst	YB
Agency/Co.	TR Trans. Cons.
Date Performed	11/7/2018
Analysis Year	2023
Time Analyzed	PM Peak Hour Background
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	McGregor Blvd/Virginia Av
Jurisdiction	City of Fort Myers
East/West Street	Virginia Ave
North/South Street	McGregor Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	1	0	0	1	1	0
Configuration		LT		R			LTR			L		TR		L		TR
Volume, V (veh/h)		9	6	83		2	1	12		27	656	2		8	755	11
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17		91			16			30				9		
Capacity, c (veh/h)		135		365			288			789				874		
v/c Ratio		0.13		0.25			0.06			0.04				0.01		
95% Queue Length, Q_{95} (veh)		0.4		1.0			0.2			0.1				0.0		
Control Delay (s/veh)		35.4		18.1			18.3			9.7				9.2		
Level of Service, LOS		E		C			C			A				A		
Approach Delay (s/veh)		20.8				18.3				0.4				0.1		
Approach LOS		C				C										

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HCS7 Two-Way Stop-Control Report

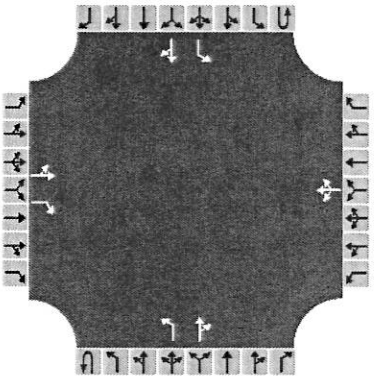
General Information

Analyst	YB
Agency/Co.	TR Trans. Cons.
Date Performed	7/5/2018
Analysis Year	2023
Time Analyzed	PM Peak Hour With Project
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	McGregor Blvd/Virginia Av
Jurisdiction	City of Fort Myers
East/West Street	Virginia Ave
North/South Street	McGregor Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	1	0	0	1	1	0
Configuration		LT		R			LTR			L		TR		L		TR
Volume, V (veh/h)		9	6	83		2	11	12		65	667	2		17	799	11
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17		91			27			71				19		
Capacity, c (veh/h)		100		343			121			757				865		
v/c Ratio		0.17		0.27			0.22			0.09				0.02		
95% Queue Length, Q_{95} (veh)		0.6		1.0			0.8			0.3				0.1		
Control Delay (s/veh)		48.4		19.3			43.3			10.3				9.3		
Level of Service, LOS		E		C			E			B				A		
Approach Delay (s/veh)		23.8				43.3				0.9				0.2		
Approach LOS		C				E										

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MCGREGOR BLVD @ VIRGINIA AVE
BASED ON PROPOSED ROUNDABOUT

2023 AM PEAK HOUR ANALYSIS

HCS7 Roundabouts Report

General Information

Analyst	YB
Agency or Co.	TR Trans. Cons.
Date Performed	11/7/2018
Analysis Year	2023
Time Analyzed	2023 AM Peak Background
Project Description	F1803.04

Site Information

Intersection	McGregror Blvd/Virginia Ave
E/W Street Name	Virginia Avenue
N/S Street Name	McGregor Boulevard
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.94
Jurisdiction	City of Fort Myers

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	7	9	60	0	7	3	4	0	17	586	3	0	17	530	15
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	8	10	66	0	8	3	4	0	19	642	3	0	19	581	16
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		84			15			664			616	
Entry Volume veh/h		82			15			645			598	
Circulating Flow (v_c), pc/h	608			669			37			30		
Exiting Flow (v_{ex}), pc/h	32			38			654			655		
Capacity (c_{pce}), pc/h		742			697			1329			1338	
Capacity (c), veh/h		721			677			1290			1299	
v/c Ratio (x)		0.11			0.02			0.50			0.46	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.2			5.5			8.0			7.4	
Lane LOS		A			A			A			A	
95% Queue, veh		0.4			0.1			2.9			2.5	
Approach Delay, s/veh	6.2			5.5			8.0			7.4		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.6						A					

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HCS7 Roundabouts Report

General Information

Analyst	YB
Agency or Co.	TR Trans. Cons.
Date Performed	11/7/2018
Analysis Year	2023
Time Analyzed	2023 AM Peak With Project
Project Description	F1803.04

Site Information

Intersection	McGregror Blvd/Virginia Ave
E/W Street Name	Virginia Avenue
N/S Street Name	McGregor Boulevard
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.94
Jurisdiction	City of Fort Myers

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	7	9	60	0	7	14	4	0	58	592	3	0	23	571	15
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	8	10	66	0	8	15	4	0	64	649	3	0	25	626	16
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		84			27			716			667	
Entry Volume veh/h		82			26			695			648	
Circulating Flow (v_c), pc/h	659			721			43			87		
Exiting Flow (v_{ex}), pc/h	38			95			661			700		
Capacity (c_{pce}), pc/h		705			661			1321			1263	
Capacity (c), veh/h		684			642			1282			1226	
v/c Ratio (x)		0.12			0.04			0.54			0.53	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.6			6.0			8.8			8.8	
Lane LOS		A			A			A			A	
95% Queue, veh		0.4			0.1			3.4			3.2	
Approach Delay, s/veh	6.6			6.0			8.8			8.8		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.6						A					

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2023 PM PEAK HOUR ANALYSIS

HCS7 Roundabouts Report

General Information

Analyst	YB
Agency or Co.	TR Trans. Cons.
Date Performed	11/7/2018
Analysis Year	2023
Time Analyzed	2023 PM Peak Background
Project Description	F1803.04

Site Information

Intersection	McGregror Blvd/Virginia Ave
E/W Street Name	Virginia Avenue
N/S Street Name	McGregor Boulevard
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.91
Jurisdiction	City of Fort Myers

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	9	6	83	0	2	1	12	0	27	656	2	0	8	755	11
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	10	7	94	0	2	1	14	0	31	743	2	0	9	855	12
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		111			17			776			876	
Entry Volume veh/h		108			17			753			850	
Circulating Flow (v_c), pc/h	866			784			26			34		
Exiting Flow (v_{ex}), pc/h	18			44			767			951		
Capacity (c_{pce}), pc/h		571			620			1344			1333	
Capacity (c), veh/h		554			602			1305			1294	
v/c Ratio (x)		0.19			0.03			0.58			0.66	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		9.0			6.3			9.3			11.2	
Lane LOS		A			A			A			B	
95% Queue, veh		0.7			0.1			3.9			5.3	
Approach Delay, s/veh	9.0			6.3			9.3			11.2		
Approach LOS	A			A			A			B		
Intersection Delay, s/veh | LOS	10.2						B					

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HCS7 Roundabouts Report

General Information

Analyst	YB
Agency or Co.	TR Trans. Cons.
Date Performed	11/7/2018
Analysis Year	2023
Time Analyzed	2023 PM Peak With Project
Project Description	F1803.04

Site Information

Intersection	McGregror Blvd/Virginia Ave
E/W Street Name	Virginia Avenue
N/S Street Name	McGregor Boulevard
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.91
Jurisdiction	City of Fort Myers

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	9	6	83	0	2	11	12	0	65	667	2	0	17	799	11
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	10	7	94	0	2	12	14	0	74	755	2	0	19	904	12
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		111			28			831			935	
Entry Volume veh/h		108			27			807			908	
Circulating Flow (v_c), pc/h	925			839			36			88		
Exiting Flow (v_{ex}), pc/h	28			98			779			1000		
Capacity (c_{pce}), pc/h		537			586			1330			1262	
Capacity (c), veh/h		522			569			1291			1225	
v/c Ratio (x)		0.21			0.05			0.62			0.74	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		9.7			6.9			10.4			14.5	
Lane LOS		A			A			B			B	
95% Queue, veh		0.8			0.2			4.6			7.3	
Approach Delay, s/veh	9.7			6.9			10.4			14.5		
Approach LOS	A			A			B			B		
Intersection Delay, s/veh | LOS	12.3						B					

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MCGREGOR BLVD @ VICTORIA AVE

2023 AM PEAK HOUR ANALYSIS

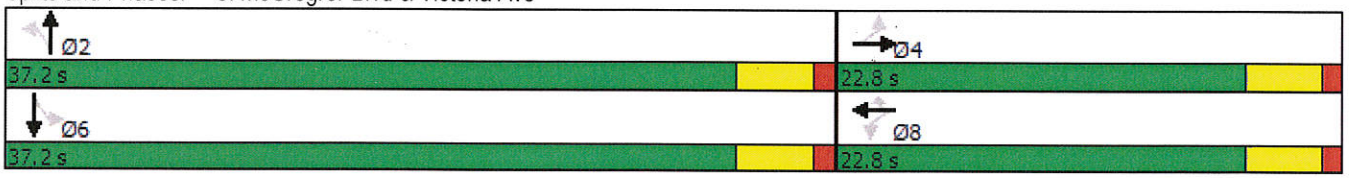
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	41	31	41	54	7	25	358	186	22	507	39
Future Volume (vph)	6	41	31	41	54	7	25	358	186	22	507	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	85		70	0		0	0		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.941				0.850		0.949			0.989	
Flt Protected		0.996		0.950			0.950			0.950		
Satd. Flow (prot)	0	3317	0	1770	1863	1583	1770	1768	0	1770	1842	0
Flt Permitted		0.926		0.930			0.400			0.402		
Satd. Flow (perm)	0	3084	0	1732	1863	1583	745	1768	0	749	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				27		68			10	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		645			564			777			628	
Travel Time (s)		17.6			15.4			17.7			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	45	34	45	59	8	27	389	202	24	551	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	86	0	45	59	8	27	591	0	24	593	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	22.8	22.8		22.8	22.8	22.8	37.2	37.2		37.2	37.2	
Total Split (%)	38.0%	38.0%		38.0%	38.0%	38.0%	62.0%	62.0%		62.0%	62.0%	
Maximum Green (s)	18.3	18.3		18.3	18.3	18.3	32.7	32.7		32.7	32.7	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		6.9		7.0	7.0	7.0	24.4	24.4		24.4	24.4	
Actuated g/C Ratio		0.21		0.21	0.21	0.21	0.73	0.73		0.73	0.73	
v/c Ratio		0.13		0.12	0.15	0.02	0.05	0.45		0.04	0.44	
Control Delay		9.4		13.6	13.7	2.7	4.4	5.5		4.3	5.8	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		9.4		13.6	13.7	2.7	4.4	5.5		4.3	5.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A		B	B	A	A	A		A	A	
Approach Delay		9.4			12.9			5.4			5.7	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)		3		6	8	0	2	50		2	57	
Queue Length 95th (ft)		18		29	35	4	9	128		9	138	
Internal Link Dist (ft)		565			484			697			548	
Turn Bay Length (ft)				85		70						
Base Capacity (vph)		1751		975	1048	903	691	1646		695	1710	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.05		0.05	0.06	0.01	0.04	0.36		0.03	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 33.6
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 6.4 — Intersection LOS: A
Intersection Capacity Utilization 49.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: McGregror Blvd & Victoria Ave



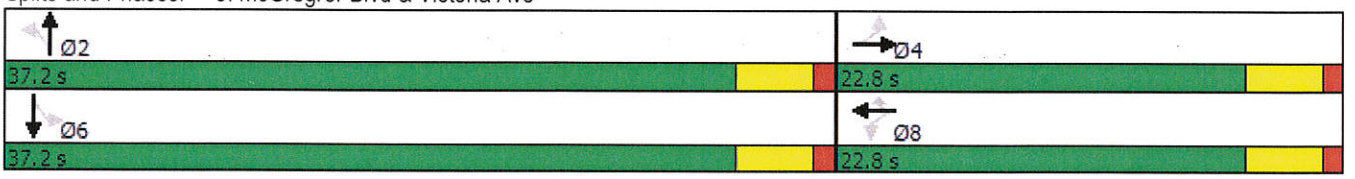
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	57	31	58	57	7	25	374	195	22	538	45
Future Volume (vph)	36	57	31	58	57	7	25	374	195	22	538	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	85		70	0		0	0		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962				0.850		0.949			0.988	
Flt Protected		0.986		0.950			0.950			0.950		
Satd. Flow (prot)	0	3357	0	1770	1863	1583	1770	1768	0	1770	1840	0
Flt Permitted		0.860		0.666			0.353			0.364		
Satd. Flow (perm)	0	2928	0	1241	1863	1583	658	1768	0	678	1840	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				27		69			11	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		645			564			777			628	
Travel Time (s)		17.6			15.4			17.7			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	62	34	63	62	8	27	407	212	24	585	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	0	63	62	8	27	619	0	24	634	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	22.8	22.8		22.8	22.8	22.8	37.2	37.2		37.2	37.2	
Total Split (%)	38.0%	38.0%		38.0%	38.0%	38.0%	62.0%	62.0%		62.0%	62.0%	
Maximum Green (s)	18.3	18.3		18.3	18.3	18.3	32.7	32.7		32.7	32.7	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		7.7		7.7	7.7	7.7	23.8	23.8		23.8	23.8	
Actuated g/C Ratio		0.21		0.21	0.21	0.21	0.64	0.64		0.64	0.64	
v/c Ratio		0.21		0.24	0.16	0.02	0.06	0.53		0.06	0.53	
Control Delay		11.8		16.7	14.8	2.7	4.7	7.0		4.6	7.5	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		11.8		16.7	14.8	2.7	4.7	7.0		4.6	7.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B		B	B	A	A	A		A	A	
Approach Delay		11.8			15.0			6.9			7.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		7		9	9	0	2	58		2	68	
Queue Length 95th (ft)		31		41	39	4	10	149		9	166	
Internal Link Dist (ft)		565			484			697			548	
Turn Bay Length (ft)				85		70						
Base Capacity (vph)		1530		641	962	831	579	1566		597	1623	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.09		0.10	0.06	0.01	0.05	0.40		0.04	0.39	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 36.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 8.2 — Intersection LOS: A
Intersection Capacity Utilization 51.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: McGregror Blvd & Victoria Ave



2023 PM PEAK HOUR ANALYSIS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	87	72	74	57	21	55	286	326	18	549	17
Future Volume (vph)	22	87	72	74	57	21	55	286	326	18	549	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	85		70	0		0	0		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.941				0.850		0.920			0.996	
Flt Protected		0.994		0.950			0.950			0.950		
Satd. Flow (prot)	0	3310	0	1770	1863	1583	1770	1714	0	1770	1855	0
Flt Permitted		0.913		0.628			0.358			0.322		
Satd. Flow (perm)	0	3041	0	1170	1863	1583	667	1714	0	600	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		78				27		150			4	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		645			564			777			628	
Travel Time (s)		17.6			15.4			17.7			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	95	78	80	62	23	60	311	354	20	597	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	80	62	23	60	665	0	20	615	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	22.8	22.8		22.8	22.8	22.8	37.2	37.2		37.2	37.2	
Total Split (%)	38.0%	38.0%		38.0%	38.0%	38.0%	62.0%	62.0%		62.0%	62.0%	
Maximum Green (s)	18.3	18.3		18.3	18.3	18.3	32.7	32.7		32.7	32.7	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		8.4		8.4	8.4	8.4	23.6	23.6		23.6	23.6	
Actuated g/C Ratio		0.22		0.22	0.22	0.22	0.62	0.62		0.62	0.62	
v/c Ratio		0.27		0.31	0.15	0.06	0.14	0.59		0.05	0.53	
Control Delay		10.0		17.8	14.8	7.3	5.8	7.4		5.0	8.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		10.0		17.8	14.8	7.3	5.8	7.4		5.0	8.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B		B	B	A	A	A		A	A	
Approach Delay		10.0			15.2			7.3			7.9	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		9		12	9	0	5	56		2	69	
Queue Length 95th (ft)		38		52	41	13	21	165		9	172	
Internal Link Dist (ft)		565			484			697			548	
Turn Bay Length (ft)				85		70						
Base Capacity (vph)		1597		600	955	825	578	1507		520	1610	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.12		0.13	0.06	0.03	0.10	0.44		0.04	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 37.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 8.6 — Intersection LOS: A
Intersection Capacity Utilization 63.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: McGregror Blvd & Victoria Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	99	72	94	61	21	55	303	335	18	585	26
Future Volume (vph)	45	99	72	94	61	21	55	303	335	18	585	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	85		70	0		0	0		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.950				0.850		0.921			0.994	
Flt Protected		0.990		0.950			0.950			0.950		
Satd. Flow (prot)	0	3329	0	1770	1863	1583	1770	1716	0	1770	1852	0
Flt Permitted		0.883		0.605			0.300			0.279		
Satd. Flow (perm)	0	2969	0	1127	1863	1583	559	1716	0	520	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		78				27		146			6	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		645			564			777			628	
Travel Time (s)		17.6			15.4			17.7			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	108	78	102	66	23	60	329	364	20	636	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	235	0	102	66	23	60	693	0	20	664	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	22.8	22.8		22.8	22.8	22.8	37.2	37.2		37.2	37.2	
Total Split (%)	38.0%	38.0%		38.0%	38.0%	38.0%	62.0%	62.0%		62.0%	62.0%	
Maximum Green (s)	18.3	18.3		18.3	18.3	18.3	32.7	32.7		32.7	32.7	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		9.5		9.5	9.5	9.5	23.2	23.2		23.2	23.2	
Actuated g/C Ratio		0.23		0.23	0.23	0.23	0.55	0.55		0.55	0.55	
v/c Ratio		0.32		0.40	0.16	0.06	0.20	0.69		0.07	0.65	
Control Delay		10.9		19.9	14.9	7.0	7.3	9.9		5.8	10.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		10.9		19.9	14.9	7.0	7.3	9.9		5.8	10.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B		B	B	A	A	A		A	B	
Approach Delay		10.9			16.6			9.7			10.5	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		13		17	11	0	6	67		2	85	
Queue Length 95th (ft)		45		64	42	13	25	205		10	219	
Internal Link Dist (ft)		565			484			697			548	
Turn Bay Length (ft)				85		70						
Base Capacity (vph)		1388		511	844	732	460	1438		428	1525	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.17		0.20	0.08	0.03	0.13	0.48		0.05	0.44	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 42.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 10.8 Intersection LOS: B
Intersection Capacity Utilization 67.2% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: McGregor Blvd & Victoria Ave



MCGREGOR BLVD @ SITE ACCESS

2023 AM PEAK HOUR ANALYSIS

HCS7 Two-Way Stop-Control Report

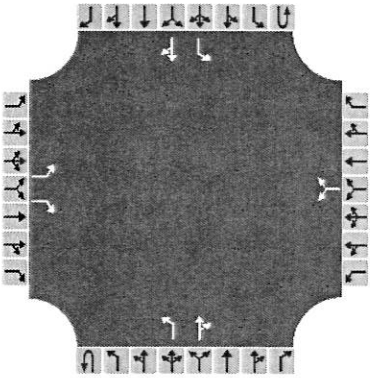
General Information

Analyst	YB
Agency/Co.	TR Trans. Cons.
Date Performed	11/7/2018
Analysis Year	2023
Time Analyzed	AM Peak With Project
Intersection Orientation	North-South
Project Description	F1803.04

Site Information

Intersection	McGregor Blvd/Site Access
Jurisdiction	City of Fort Myers
East/West Street	Site Access
North/South Street	McGregor Blvd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	1	0	0	1	1	0	0	1	1	0
Configuration		L		R			LR			L		TR		L		TR
Volume, V (veh/h)		39		58		1		1		20	592	2		19	553	59
Percent Heavy Vehicles (%)		3		3		3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.13		6.23		7.13		6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		41		62			2			21				20		
Capacity, c (veh/h)		252		486			305			930				945		
v/c Ratio		0.16		0.13			0.01			0.02				0.02		
95% Queue Length, Q_{95} (veh)		0.6		0.4			0.0			0.1				0.1		
Control Delay (s/veh)		22.1		13.5			16.9			9.0				8.9		
Level of Service, LOS		C		B			C			A				A		
Approach Delay (s/veh)		16.9				16.9				0.3				0.3		
Approach LOS		C				C										

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2023 PM PEAK HOUR ANALYSIS

HCS7 Two-Way Stop-Control Report

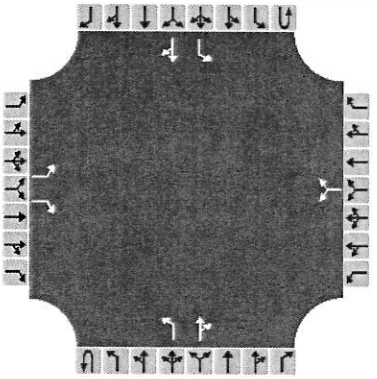
General Information

Analyst	YB
Agency/Co.	TR Trans. Cons.
Date Performed	11/7/2018
Analysis Year	2023
Time Analyzed	PM Peak With Project
Intersection Orientation	North-South
Project Description	F1803.04

Site Information

Intersection	McGregor Blvd/Site Access
Jurisdiction	City of Fort Myers
East/West Street	Site Access
North/South Street	McGregor Blvd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	1	0	0	1	1	0	0	1	1	0
Configuration		L		R			LR			L		TR		L		TR
Volume, V (veh/h)		41		65		1		11		26	673	1		3	763	68
Percent Heavy Vehicles (%)		3		3		3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2		7.1		6.2		4.1				4.1		
Critical Headway (sec)		7.13		6.23		7.13		6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		45		71			13			29				3		
Capacity, c (veh/h)		188		347			366			742				860		
v/c Ratio		0.24		0.20			0.04			0.04				0.00		
95% Queue Length, Q_{95} (veh)		0.9		0.8			0.1			0.1				0.0		
Control Delay (s/veh)		30.1		18.0			15.2			10.1				9.2		
Level of Service, LOS		D		C			C			B				A		
Approach Delay (s/veh)		22.7				15.2				0.4				0.0		
Approach LOS		C				C										

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TRIP GENERATION EQUATIONS

Multifamily Housing (Mid-Rise)
(221)

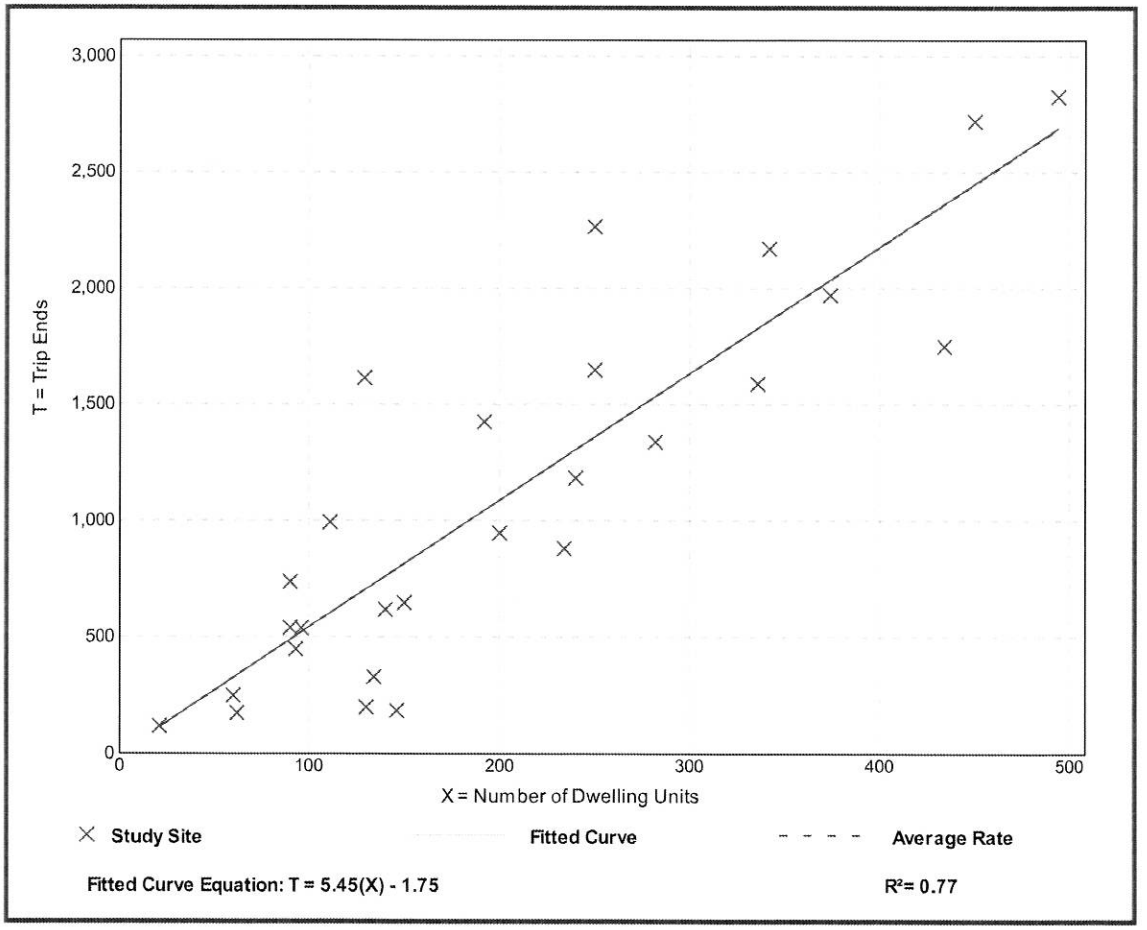
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



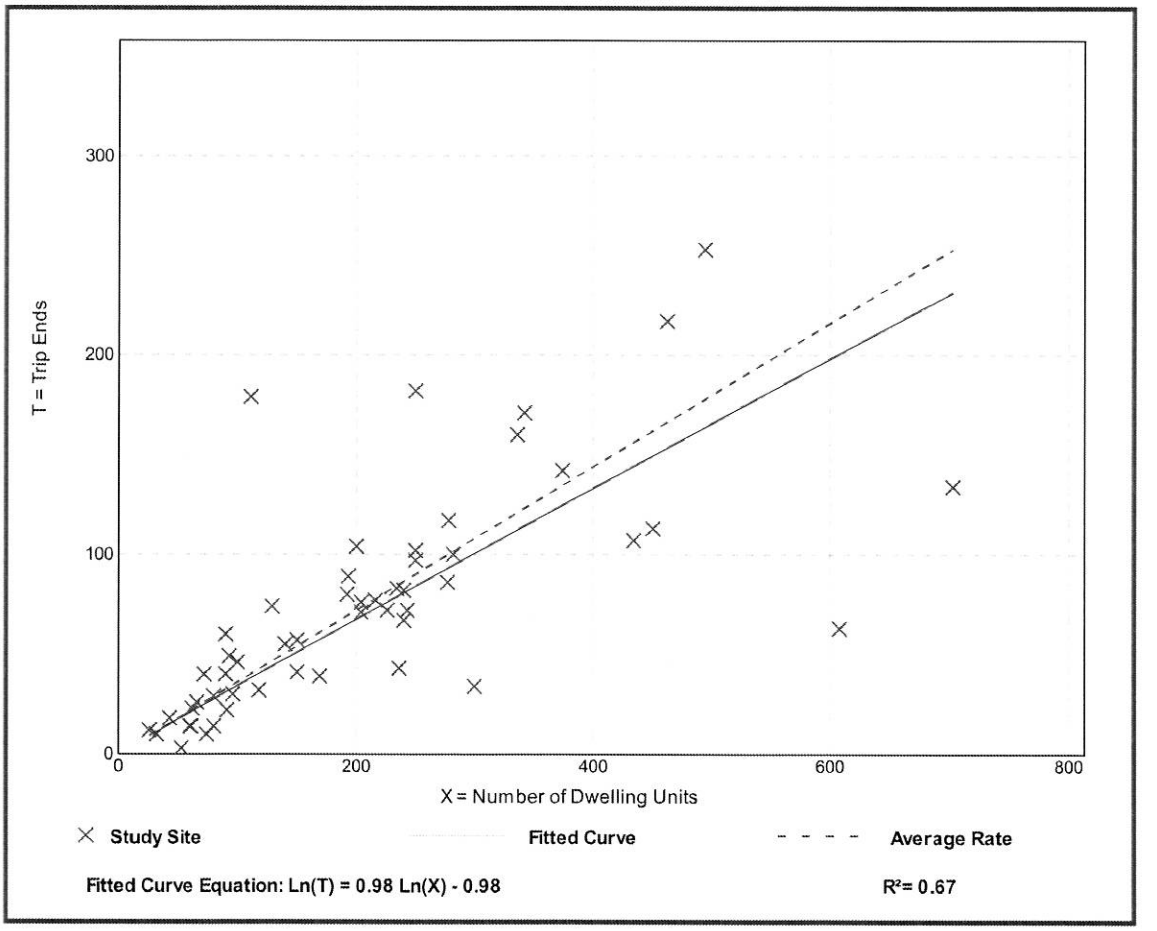
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. Num. of Dwelling Units: 207
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



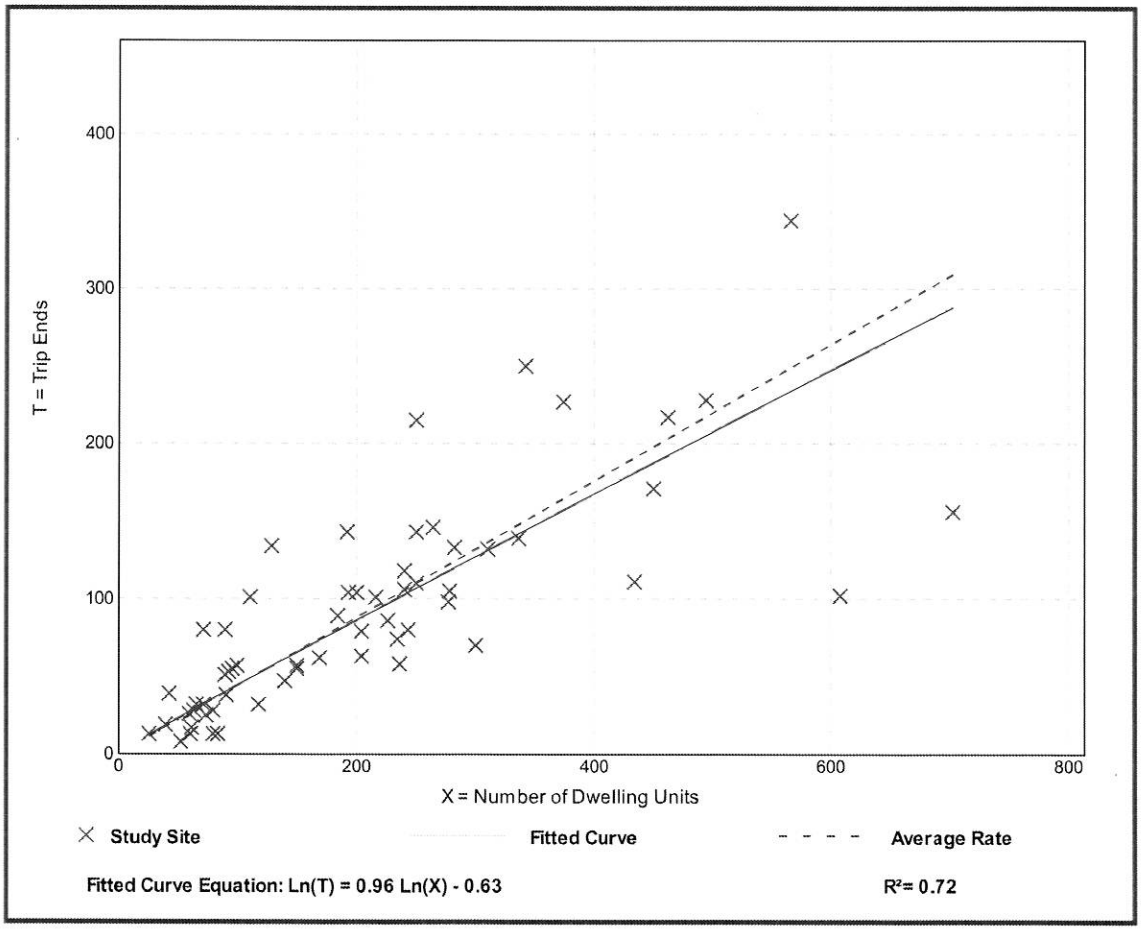
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 60
Avg. Num. of Dwelling Units: 208
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



Hotel
(310)

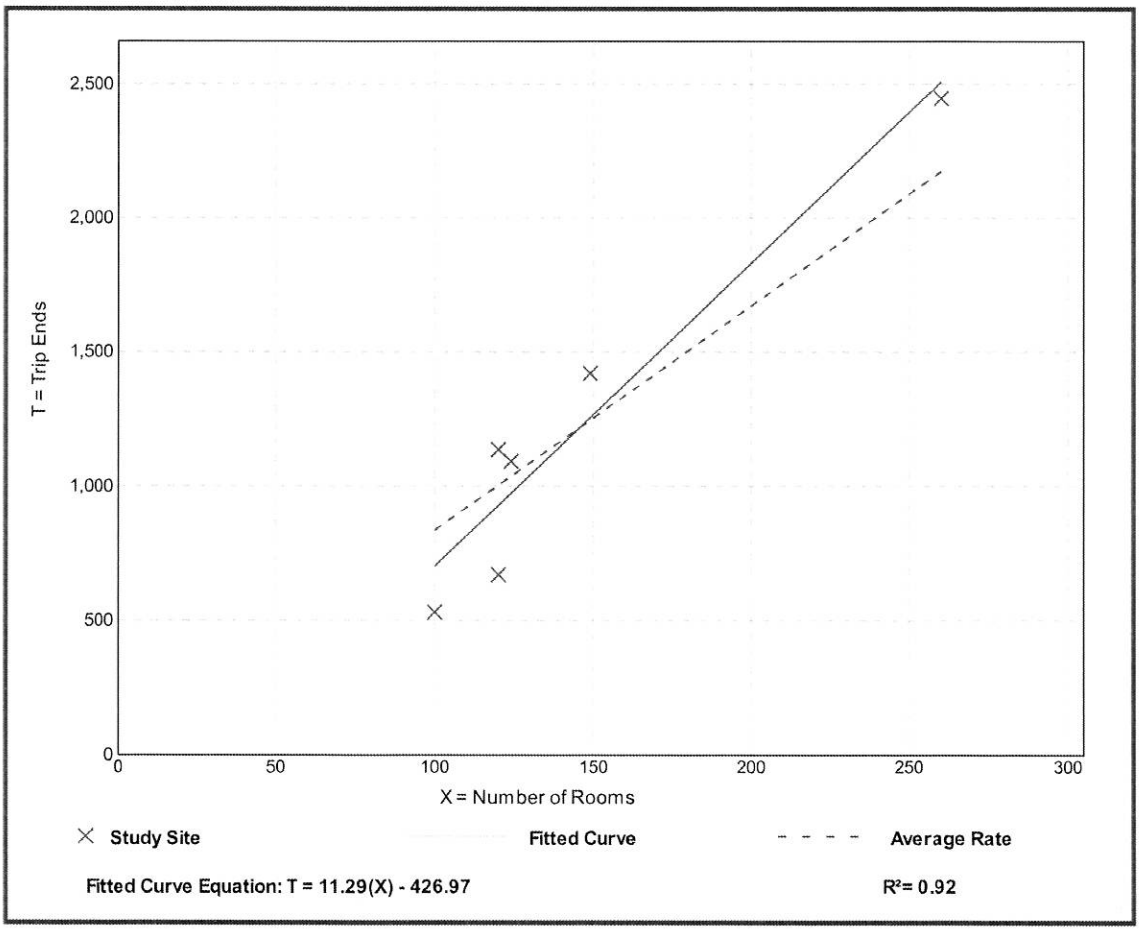
Vehicle Trip Ends vs: **Rooms**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Rooms: 146
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.36	5.31 - 9.53	1.86

Data Plot and Equation



Fitted Curve Equation: T = 11.29(X) - 426.97

R^2= 0.92

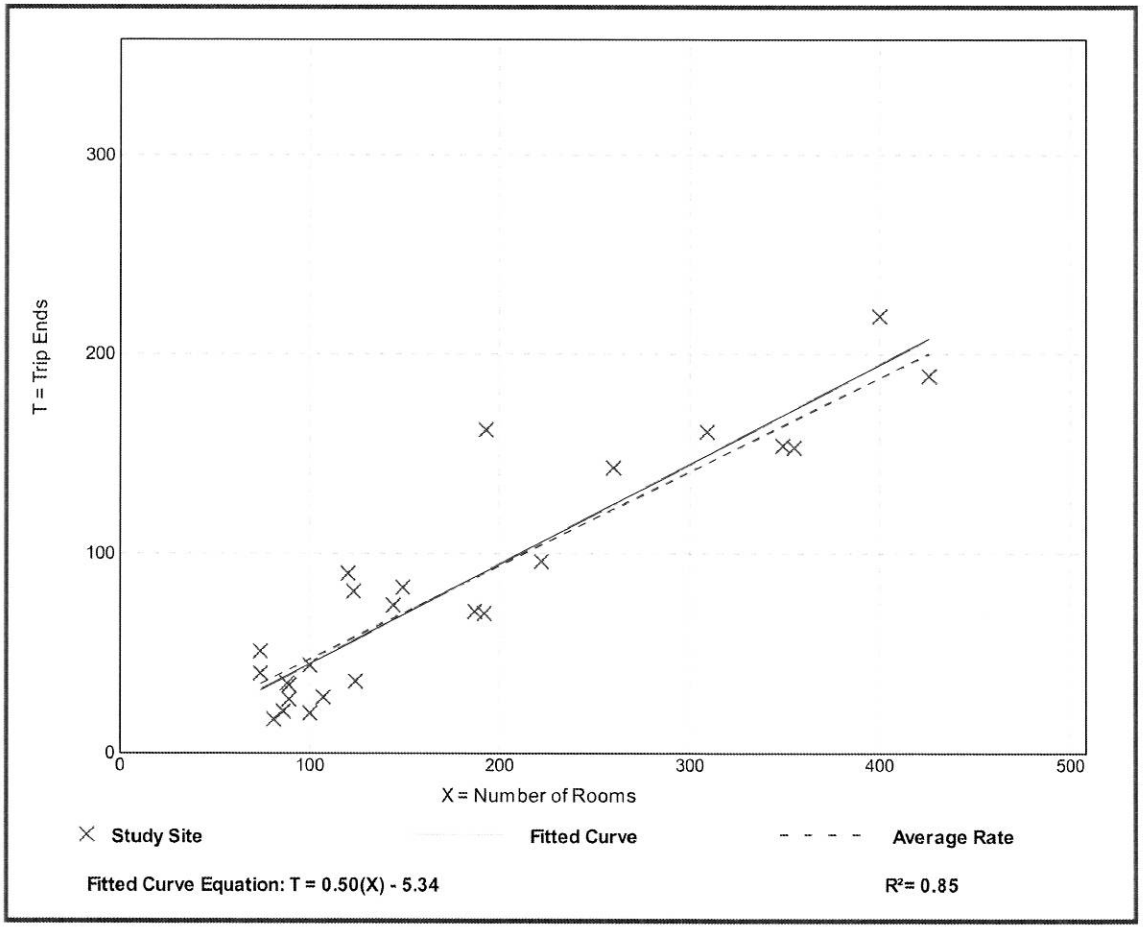
Hotel
(310)

Vehicle Trip Ends vs: **Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. Num. of Rooms: 178
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.47	0.20 - 0.84	0.14

Data Plot and Equation



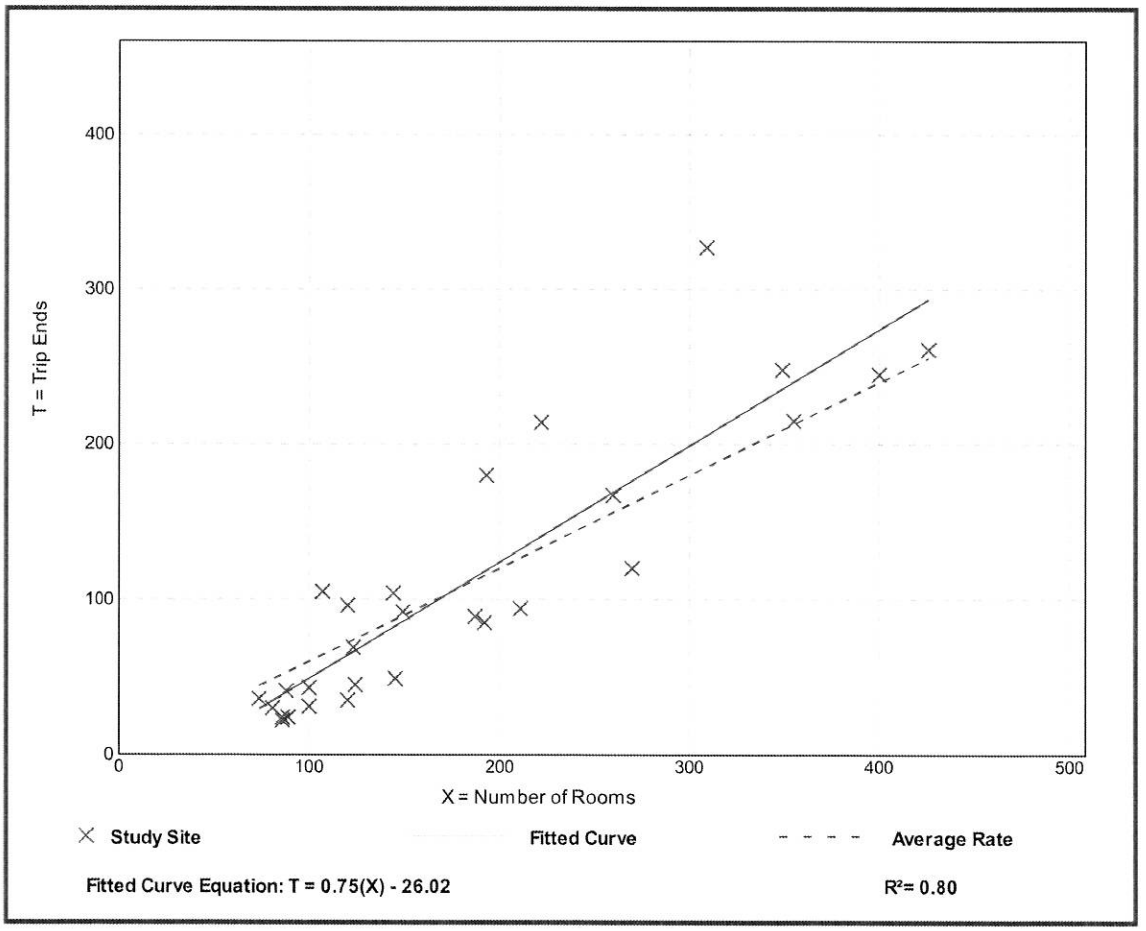
Hotel
(310)

Vehicle Trip Ends vs: **Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 28
Avg. Num. of Rooms: 183
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.26 - 1.06	0.22

Data Plot and Equation



Shopping Center
(820)

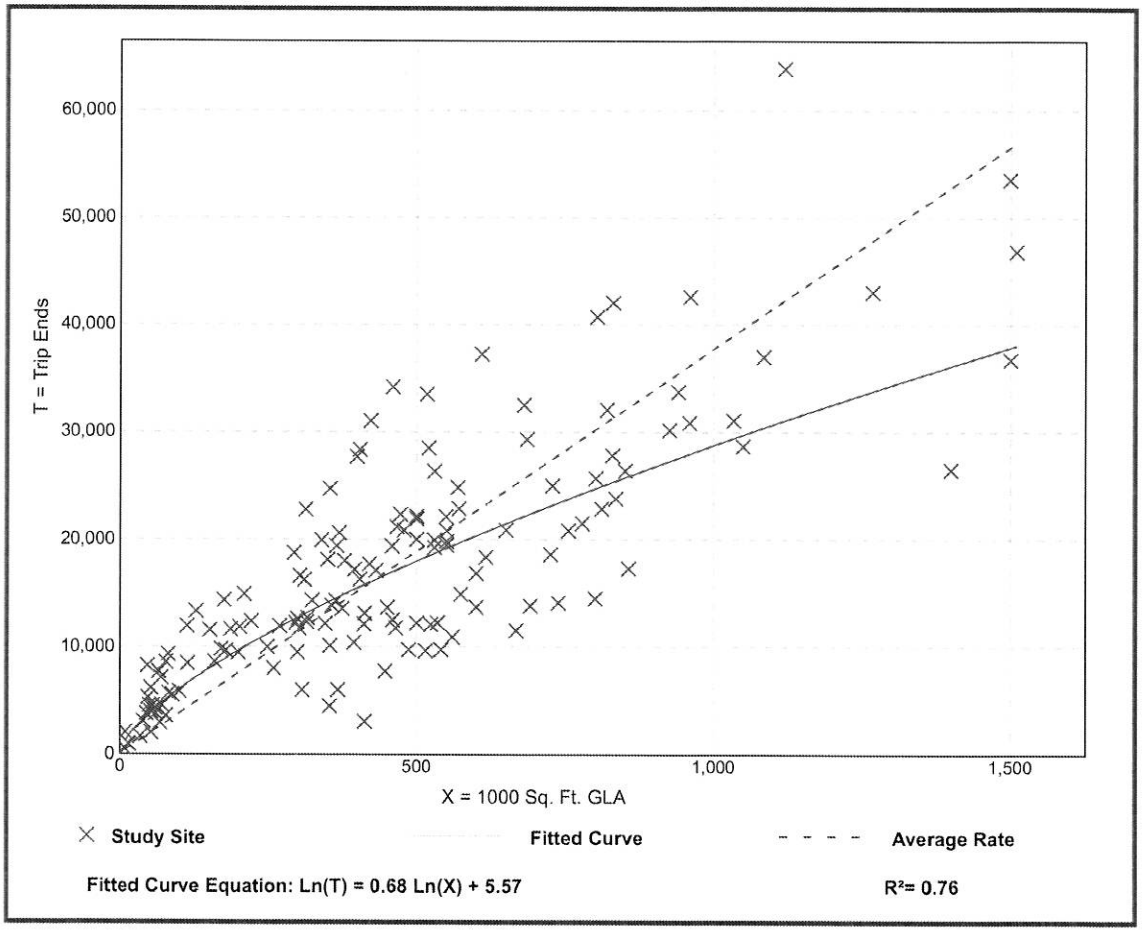
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 147
1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



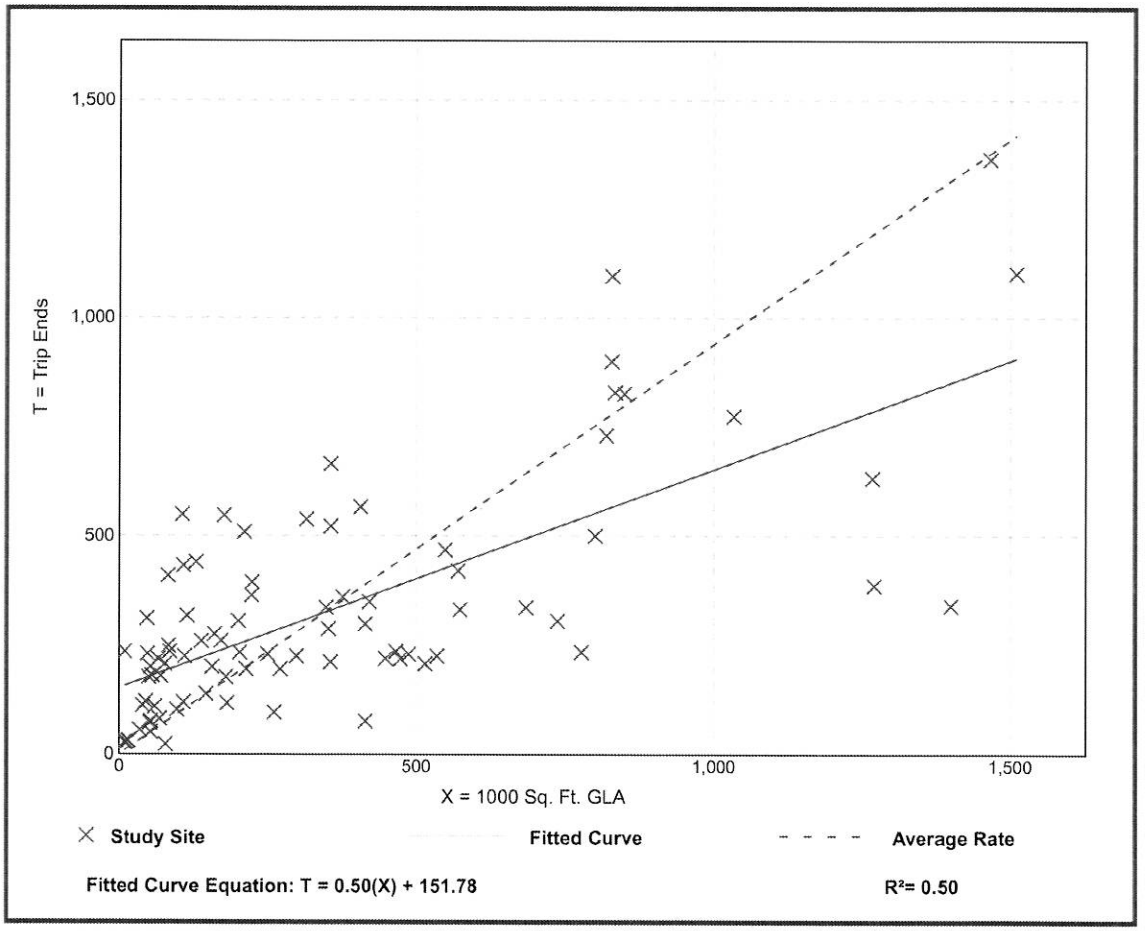
Shopping Center
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 84
1000 Sq. Ft. GLA: 351
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



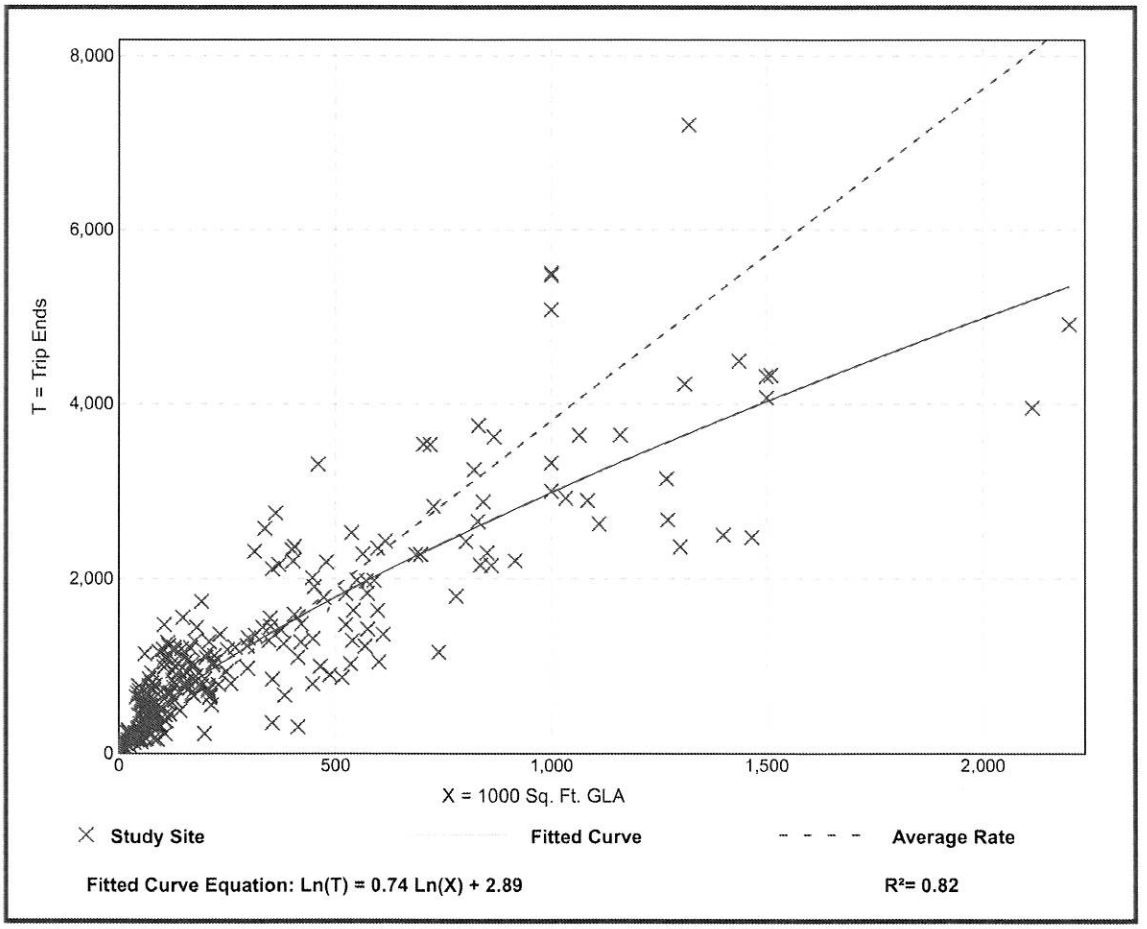
Shopping Center
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 261
1000 Sq. Ft. GLA: 327
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.74 Ln(X) + 2.89

R^2= 0.82

Potable Water

Per City of Fort Myers LDC Sec 122-426

Adopted LOS=	150	gal/day/capita	(Commercial uses inlcuded)
Population=	2.4	persons/household	
Units=	320	units	
Demand=	115,200	gal/day	

Per DEP Chapter 64E-6

Multi-family/Townhouse								
1 bedroom or ≤ 750 SF	72	units	x	100	gal/unit	=	7,200	gal/day
2 bedroom or 751-1,200 SF	222	units	x	200	gal/unit	=	44,400	gal/day
3 bedroom or 1,201-2,250 SF	26	units	x	300	gal/unit	=	7,800	gal/day
	320	units			Multi-family Total	=	59,400	gal/day
Hotel	130	rooms	x	100	gal/room	=	13,000	gal/day
Commercial	30,000	sf	x	0.15	gal/sf	=	4,500	gal/day
					Total	=	76,900	gal/day

The proposed development is consistent with the adopted level of service according to the calculations above.

Sewer

Per City of Fort Myers LDC Sec 122-426

Residential			Commercial		
Adopted LOS=	75	gal/day/capita	Adopted LOS=	2,500	gal/acre
Population=	2.4	persons/household	Area=	7.87	acres
Units=	320	units			
Residential Demand=	57,600	gal/day	Commercial Demand=	19,675	gal/day
			Total=	77,275	gal/day

Per DEP Chapter 64E-6

Multi-Family/Townhouse								
1 bedroom or ≤ 750 SF	72	units	x	100	gal/unit	=	7,200	gal/day
2 bedroom or 751-1,200 SF	222	units	x	200	gal/unit	=	44,400	gal/day
3 bedroom or 1,201-2,250 SF	26	units	x	300	gal/unit	=	7,800	gal/day
	320	units			Multi-family Total	=	59,400	gal/day
Hotel	130	rooms	x	100	gal/room	=	13,000	gal/day
Commercial	30,000	sf	x	0.15	gal/sf	=	4,500	gal/day
					Total	=	76,900	gal/day

The proposed development is consistent with the adopted level of service according to the calculations above. See Attached Letter of Availability.

Stormwater

Per City of Fort Myers LDC Sec 122-426

Adopted LOS= Post development runoff shall not exceed predevelopment runoff in rate or quantity, based on a ten-year, three-day storm event. Drainage designs shall meet the standards adopted in the city compehensive plan under the municipal services element.

Per Approved SFWMD ERP Permit # 36-05850

The sites post development runoff does not exceed the pre-development runoff for the 25-year, three-day storm event.
The proposed development does not exceed the adopted level of service according to the design parameters of the permit.
The existing vault in the Publix parking lot was designed to accommodate the entire planned development.

Solid Waste

Per City of Fort Myers LDC Sec 122-426

Adopted LOS=	4.47	lbs/day/capita
Population=	2.4	persons/household
Units=	320	units
Demand=	3,433	lbs/day

The proposed project is located within the service area of the City of Fort Myers Solid Waste. To be addressed at time of site development permitting.

Parkland and Recreational Facilities:

Per City of Fort Myers LDC Sect. 122-391©
2-mile radius of existing community park
1-mile radius of existing neighborhood park

Existing Facilities:
Centennial Park: 0.5 mile ±
Miller Griffen Memorial (Kiwanis) Park: 0.6 mile ±
Lions Park: 0.7 mile ±
North Colonial Yarbrough Linear Park: 0.7 mile ±
City of Palms Park: 0.7 mile ±
Bennett Hart Park: 0.8 mile ±
Manuels Branch Neighborhood Park: 0.9 mile ±
Park of Palms: 1 mile ±
Wes Nott Park: 1 mile ±