



AGENDA MEMORANDUM

City Manager

City Council Regular Meeting Date: March 18, 2025

To: City Council
From: Dana A. Souza, City Manager
Date: March 16, 2025

SUBJECT: Florida Department of Transportation (FDOT) Project List for FY2030-2031.

BACKGROUND: FDOT has requested municipalities to identify and submit transportation projects that FDOT may consider for the FY2030-2031 budget year.

For this submission, I considered two projects for submission to FDOT:

- Periwinkle Way/Causeway Blvd. Intersection Improvement Roundabout Project.
- Sanibel Captiva Road Elevation and Reconstruction Project.

After reviewing the requirements for submitting a project to FDOT, the Periwinkle Way/Causeway Blvd. Intersection Improvement Roundabout Project is the only project that has been developed enough, through conceptual design and traffic analysis, to be submitted.

The Periwinkle Way/Causeway Blvd. Intersection Improvement Roundabout Project would be eligible for funding consideration through the FDOT Congestion Management category. Staff is requesting the City Council authorize the submission of the Periwinkle Way/Causeway Blvd. Intersection Improvement Roundabout Project as a District One (FDOT) Priority Project for the FY2030-2031 budget.

On May 7, 2024, the City Council founded the Causeway Blvd./Periwinkle Way Intersection Evaluation by approving a Budget Amendment via Resolution 24-026. At the December 3, 2024, City Council meeting, after receiving a presentation from Kimley Horn concerning the Causeway Blvd./Periwinkle Way Intersection Evaluation, the City Council voted to direct the City Manager to obtain a proposal from Kimley Horn to continue to 30% of the roundabout for this intersection. At the February 4, 2025, City Council meeting, after discussing advancing the roundabout design to 30% design and survey, to table the item.

Staff is seeking City Council approval to submit the attached District One Priority Project Information Packet for the Sanibel Periwinkle Way/Causeway Blvd. Intersection Improvement to the Lee County MPO for review and to FDOT for submission. This application seeks design funds only in the fiscal year 2030-2031.

Sanibel is and shall remain a barrier island sanctuary

The District One Priority Project Information Packet for the Sanibel Periwinkle Way/Causeway Blvd. Intersection Improvement projects the cost to design the roundabout in FY2030-2031, through construction drawings, to be \$745,000.

The project is proposed to be funded 75% by FDOT (\$555,000) and 25% by the City (\$185,000). The City would need to budget funds in the CIP for FY2030-2031 to fund the City's portion of the design project.

Phase (PD&E, ROW, PE, CST)	Estimated Total Cost	Funds Requested	Matching Local Funds	Local Fund Source	Type of Match (Cash, in-kind)
PDE & PE	740000	555000	185000	0	Cash

City staff is requesting the City Council's approval to submit the District One Priority Project Information Packet for the Sanibel Periwinkle Way/Causeway Blvd. Intersection Improvement to the Lee County MPO for review and to FDOT for submission now because the City must request consideration for this project by March 31, 2025, in order to be considered for funding in 5 years' time.

FUNDING SOURCE: N/A

RECOMMENDED ACTION: Discussion. Consider moving to direct the City Manager to submit the District One Priority Project Information Packet for the Sanibel Periwinkle Way/Causeway Blvd. Intersection Improvement to the Lee County MPO for review and to FDOT for submission

Sanibel is and shall remain a barrier island sanctuary



**District One
Priority Project Information Packet**

***Please fill out this application completely. Please ensure all attachments are LEGIBLE
Applications containing insufficient information will not be reviewed by the FDOT.***

Name of Applying Agency: City of Sanibel

Project Name: Periwinkle Way/Causeway Blvd. Intersection Improvement

Project Category:

Congestion Management ☒ TRIP ☐ CIGP ☐
Transportation Alternative ☐ Transit/Modal ☐

For more information on State Grant Programs (CIGP, SCOP, SCRAP, TRIP) [please click here.](#)

Is applicant LAP certified? Yes ☐ No ☒

Is project on State Highway System? Yes ☐ No ☒

If the project is off the state system and the applicant is LAP certified the project will be programmed as a LAP project.

Is the roadway on the Federal Aid Eligible System? Yes ☒ No ☐

If yes, provide Federal Aid roadway number: 12000125, 12550000, 12000198

If no, give local jurisdiction: [Click here to enter text.](#)

<http://www.fdot.gov/statistics/fedaid/>

Detailed Project Limits/Location:

Describe begin and end points of project, EX., from ABC Rd. to XYZ Ave. Limits **run south to north or west to east.** Include jurisdiction (city/county), project length, attach a labeled project, map.

Project Location: Intersection of Periwinkle Way, Causeway Blvd., and Lindgren Blvd., Sanibel, FL. Refer to attached maps.

Project Limits: Project includes intersection of streets listed above, Causeway Blvd. 2-lane roadway) from intersection to a point 450' north of intersection; Periwinkle Way (2-lane roadway) from intersection to a point 580' west of the intersection to the western limit of Bailey Rd.; Periwinkle Way (2-lane roadway) from intersection to a point 350' east of the intersection; Lindgren Blvd. (2-lane roadway) from the intersection to a point 210' south of the intersection. Measurements are generally accurate but approximate (not surveyed).

Discuss how this project is consistent with the MPO/TPO Long Range Transportation Plan?

Page Number (attach page from LRTP): This project is consistent with the following Lee County MPO LRTP goals: Goal 1 (page 3-2) by enhancing the safety of the intersection for motorized and non-motorized users. The existing intersection is a 4-way stop intersection that is managed by Traffic Aides and Police Officers during peak volume periods. Constructing a roundabout at this intersection will improve safety for motorists, pedestrians and bicyclists. Goal 3 (page 3-2) by developing a roundabout that is cost effective, financially feasible to construct, and improves the efficiency at this intersection which is graded as an LOS D in the LRTP (page 4-2). Sanibel's Comprehensive Plan (Sanibel Plan), Transportation Element (page 99) states that Causeway Blvd., Periwinkle Way from Causeway Boulevard to Tarpon Bay Road and portions of Casa Ybel Rd. operate at level of service "E" and "F" under peak season, peak hour existing conditions. Goal 4 (page 3-2) by designing an intersection improvement that is consistent with the community character of Sanibel. The Sanibel Plan's Transportation Goal (page 107) states, "Provide a safe, convenient and efficient motorized and non motorized transportation system for all residents and visitors to the City of Sanibel while preserving the natural beauty and unique atmosphere of the Island". This means that any intersection improvements must be designed to be consistent with the community character. Goal 6 (page 3-2) by designing an intersection that is resilient and manages stormwater effectively, that improves daily, peak, and emergency evacuation traffic flow, and that improves safety for all modes of transportation. Objective 2 of the Sanibel Plan's Transportation Element (page 107) calls for the island's transportation system to be balanced with modes of transportation that are alternatives to the automobile, compatible with the City's character, that create the higher level of service through reduced traffic demand rather than increased roadway capacity. Goal 6 (page 3-2) by

Discuss the project in the local jurisdiction's Capital Improvement Plan?

(Attach page from CIP): The City of Sanibel funded an Intersection Evaluation for the intersection in FY24. The study included Crash Analysis, Traffic Signal Warrant Analysis, Intersection Control Evaluation Analysis, and VISSIM Analysis. No additional funds have been targeted in Sanibel's CIP to date. Please note that the table for the Project Description below does not allow for alpha responses in the field for "Local Fund Source", which for this project will be the General Fund.

Project Description

Phase(s) requested:

Planning Study ☐ PD&E ☒ PE ☒ ROW ☐ CST ☐ CEI ☐

Project cost estimates by phase (Please include detailed cost estimate and documentation in back-up information):

Phase (PD&E, ROW, PE, CST)	Estimated Total Cost	Funds Requested	Matching Local Funds	Local Fund Source	Type of Match (Cash, in-kind)
PDE & PE	740000	555000	185000	0	Cash
[Phase]	0	0	0	[Fund Source]	[Match Type]
[Phase]	0		[Number]	[Fund Source]	[Match Type]

[Phase]	0	0	[Number]	[Fund Source]	[Match Type]
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Total Project Cost: \$ 740,000

Project Details: Clearly describe the existing conditions and the proposed project and desired improvements in detail. Please provide studies, documentation, etc., completed to-date to support or justify the proposed improvements. Include labeled photos and maps. (Add additional pages if needed):

The City of Sanibel is proposing to make intersection improvements at the intersection of Causeway Blvd./Lindgren Blvd. and Periwinkle Way. Periwinkle Way and Causeway Blvd. are a two-lane roadway that serve as the primary evacuation routes for the island. Currently, the residents, employees, contractors, and visitors of Sanibel are experiencing heavy delays and congestion entering and leaving the island via the Causeway Blvd./Lindgren Blvd. and Periwinkle Way intersection and Sanibel Causeway bridge. This City contracted Kimley Horn to complete the Causeway Blvd./Periwinkle Way Intersection Evaluation consistent with FDOT traffic analysis requirements. The report identifies a signalized intersection and a roundabout as improvements that could improve traffic flow at the intersection. The consultant's recommended improvement is the roundabout option employing a design aesthetic that is consistent with the City's vision statement. The Causeway Blvd./Periwinkle Way Intersection Evaluation and graphics are attached to this application.

Constructability Review

For items 2-9 provide labeled and dated photos (add additional pages if needed)

1. Discuss other projects (ex. drainage, utility, etc.) programmed (local, state or federal) within the limits of this project? There are no other programmed projects within this intersection project.

2. Does the applicant have an adopted ADA transition plan? Yes ☒ No ☐

Identify areas within the project limits that will require ADA retrofit. (Include GIS coordinates for stops and labeled photos and/or map.)

[Click here to enter text.](#)

3. Is there a rail crossing along the project?

Yes ☐ No ☒

What is the Rail MP?

[Enter MP](#)

4. Are there any transit stops/shelters/amenities within the project limits?

Yes ☐ No ☒

How many? [Click here to enter text.](#)

Stop ID number: [Click here to enter text.](#)

5. Is the project within 10-miles of an airport? Yes ☐ No ☒

6. Coordinate with local transit and discuss improvements needed or requested for bus stops?

(add additional pages if needed):

There are no transit stops within the project limits.

7. Are turn lanes being added? Yes ☐ No ☒

If yes, provide traffic counts, length, and location of involved turn lanes.

[Click here to enter text.](#)

8. Drainage structures:

- Number of culverts or pipes currently in place: None.
- Discuss lengths and locations of each culvert along the roadway: N/A.
- Discuss the disposition of each culvert and inlet. Which culverts are “to remain” and which are to be replaced, upgraded, or extended? N/A.
- Discuss drainage ditches to be filled in?
(Discuss limits and quantify fill in cubic yards) N/A.
- Describe the proposed conveyances system (add additional pages if needed.)
Sheet flow from the travelways to drainage swales is the existing condition. The project would include installing below grade pipe to direct flow into existing tidal canals.
- Are there any existing permitted stormwater management facilities/ponds within the project limits? Yes ☐ No ☒
- If yes, provide the location and permit number (add additional pages if needed)
[Click here to enter text.](#)
- Discuss proposed stormwater management permits needed for the improvements. South Florida Water Management District.
- List specific utilities within project limits and describe any potential conflicts (add additional pages if needed): Overhead electrical, below grade water, sewer, fiber optic. No conflicts anticipated.
- Discuss Bridges within project limits? N/A.
- Can bridges accommodate proposed improvements? Yes ☐ No ☒
If no, what bridge improvements are proposed? (Offset and dimensions of the improvements, add additional pages if needed):
[Click here to enter text.](#)

9. Has Right-of-way (ROW), easements, or ROW activity already been performed/acquired for the proposed improvements? If yes, please provide documentation

Yes ☐ No ☒

If ROW or Easements are needed detail expected area of need (acreage needed, ownership status):

N/A.

10. Discuss required permits (ERP, Drainage, Driveway, Right of Way, etc.): DEP permit and South Florida Water Management District for water quality.

If none are needed, state the qualified exemption:

[Click here to enter text.](#)

11. Are there any wetlands within the project limits? Yes ☐ No ☒

If yes, list the type of wetlands, estimated acreage and if mitigation will be required. Please note whether the project is within the geographic service area of any approved mitigation banks. Provide any additional information:

[Click here to enter text.](#)

12. Are there any federal or state listed/protected species within the project limits?

Yes ☐ No ☒

If yes, list the species and what, if any mitigation or coordination will be necessary: [Click here to enter text.](#)

If yes, discuss critical habitat within the project limits: [Click here to enter text.](#)

13. Discuss whether any prior reviews or surveys have been completed for historical and archaeological resources (include year, project, results)

In 2015, the Lee County MPO conducted a Roundabout Study for this intersection through 30% design. The project did not progress past 30% design.

14. Are any Recreational, historical properties or resources covered under section 4(f) property within the project limits? Yes ☐ No ☒

(Provide details) [Click here to enter text.](#)

15. Discuss whether any prior reviews or surveys have been completed for sites/facilities which may have potential contamination involvement with the proposed improvements. This should include a discussion of locations which may directly impact the project location, or be which may be exacerbated by the construction of the proposed improvements. N/A.

16. Are lighting improvements requested as part of this project? Yes ☐ No ☒
Please provide a lighting justification report for the proposed lighting.
[Click here to enter text.](#)

17. Is a mid-block crossing proposed as part of the project? Yes ☐ No ☒
If yes, please provide the justification for mid-block crossing.
[Click here to enter text.](#)

Required Attachments

- A. Detailed Project Scope with Project Location Map with sufficient level of detail (Please include typical section of proposed improvements)
- B. Project Photos – dated and labeled (this is important!)
- C. Detailed Cost Estimates including Pay Items
- D. LRTP and Local CIP page
- E. Survey/As-builts/ROW documentation/Utility/Drainage information
- F. Detailed breakdown of ROW costs included in estimate (if ROW is needed/included in request or estimate)

Applicant Contact Information

Agency Name:

Mailing Address: 800 Dunlop Rd, Sanibel, FL 33957

Contact Name and Title: Dana A. Souza, City Manager

Email: dana.souza@mysanibel.com

Phone: 239-472-3700

Signature: _____ **Date:** _____

Your signature indicates that the information included with this application is accurate.

Maintaining Agency:

Contact Name and Title: Dana A. Souza, City Manager

Email: dana.souza@mysanibel.com

Phone: 239-472-3700

Signature: _____ **Date:** _____

Your signature serves as a commitment from your agency to maintain the facility requested.

MPO/TPO:

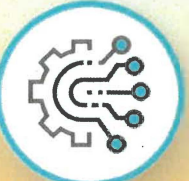
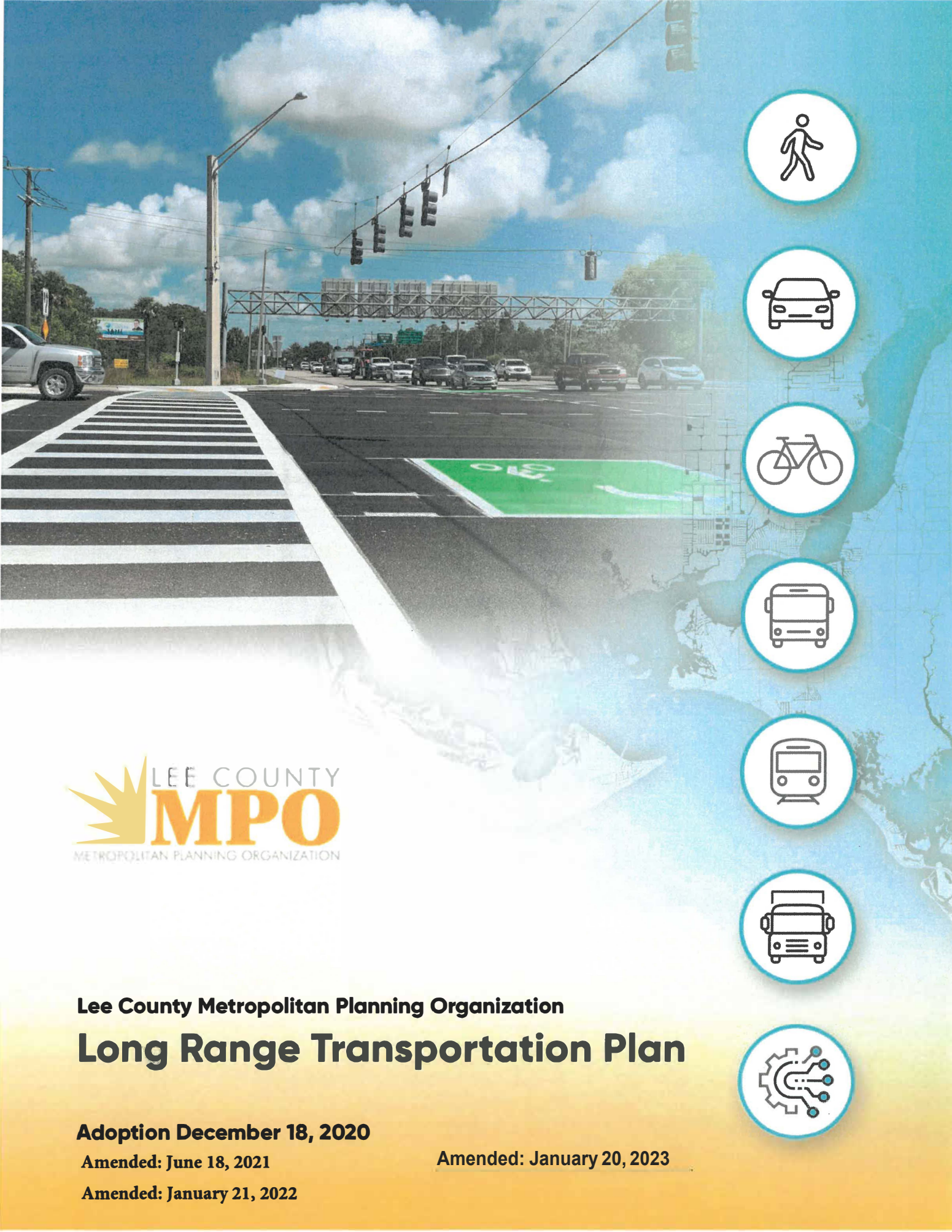
Contact Name and Title: Don Scott, Executive Director

Email: DScott@LeeMPO.com

Phone: 239-244-2220

Signature: _____ **Date:** _____

Your signature confirms the request project is consistent with all MPO/TPO plans and documents, is eligible, and indicates MPO/TPO support for the project.



Lee County Metropolitan Planning Organization
Long Range Transportation Plan

Adoption December 18, 2020

Amended: June 18, 2021

Amended: January 21, 2022

Amended: January 20, 2023



GOAL 1: Enhance the **safety and security** of the transportation system for both motorized and non-motorized users.



GOAL 2: A transportation system that offers meaningful **transportation choices** for existing and future residents, visitors and businesses.



GOAL 3: A transportation system that is **financially feasible** and uses the best available technology to improve the efficiency of the system.



GOAL 4: A transportation system that is sensitive to the community's **health**, the community **character** and the changing **environment**.



GOAL 5: A sustainable transportation system that supports the **economic competitiveness** of the region.



GOAL 6: A transportation system that manages congestion, enhances **connectivity between modes** and improves the resiliency and reliability of the system to keep people and goods moving.



GOAL 7: A transportation system that is **coordinated** through local, regional and state agencies and encourages quality growth and sustainable land development practices.



GOAL 8: A transportation system that supports the development and implementation of **Autonomous, Connected and Mobility on Demand** options for our residents and visitors.

3.2 Consistency with State and Local Plans

Consistency with the National Planning Factors and Goals of the Florida Transportation Plan (FTP) are critical components of the Lee County MPO 2045 LRTP. Demonstrating this consistency is a major milestone in conducting the LRTP and ensuring that the planning conducted by the Lee County MPO meets and supports the expectations of the Federal and State requirements. The following section demonstrates consistency with the local Comprehensive Plans, the Metropolitan Planning Factors included in the Fixing America's Surface Transportation (FAST) Act and the Florida Transportation Plan (FTP) Policy Element. **Table 3-1** provides the correlation between the Goals of the FTP and the Goals of the Lee County MPO 2045 LRTP.



SANIBEL PLAN

the Comprehensive Land Use Plan of the
City of Sanibel, Florida



Initially Adopted
July 19, 1976 - Ordinance no. 76-21

Extensively Revised
November 27, 1985 - Ordinance no. GA-85-04

Extensively Revised
February 8, 1989 - Ordinance no. 89-04

Extensively Revised
August 15, 1997 - Ordinance no. 97-16

Extensively Revised
September 18, 2007 - Ordinance no. 07-005

Extensively Revised
May 7, 2013 - Ordinance 12-010

Recipient of the



American Planning Association
2007 National Planning Landmark Award

Causeway Boulevard, Periwinkle Way from Causeway Boulevard to Tarpon Bay Road and portions of Casa Ybel Road operate at level of service “E” and “F” under peak season, peak hour existing conditions. The other arterial and collector roadways within Sanibel operate at level of service “D” or better under peak season, peak hour existing conditions.

Police Department personnel typically control the intersection of Periwinkle Way with Causeway Boulevard during the midday and afternoon peak hour time periods. Police also control the intersections of Periwinkle Way with Casa Ybel Road and Gulf Drive with Tarpon Bay Road during the afternoon peak hour time period. Therefore, the LOS at these intersections during the time periods when they are police controlled experience a higher, better level of service.

There is a diversion of traffic flow that presently exists along Gulf Drive/Casa Ybel Road to avoid the congestion of Periwinkle Way. The magnitude of this cannot be fully determined without an origin/destination survey along Gulf Drive/Casa Ybel Road. Significant increases along the diversion route indicate that traffic is seeking alternative routes to the congestion of Periwinkle Way. As traffic on the Island continues to grow, the traffic on the diversion routes can be expected to increase during the peak season.

Origin/Destination

In March 2002, an origin/destination roadside survey was conducted on the Sanibel Causeway. The purpose of that study was to determine and identify the travel characteristics of trips entering the City of Sanibel that will aid in the future identification and evaluation of trip reduction strategies.

On winter weekdays and weekends, the immediate destination for most motorists was Sanibel, approximately 82 percent to 83 percent with the higher percentage found during the weekday. However, considering those motorists who travel on to Captiva Island after first stopping in Sanibel, approximately 31 percent to 29 percent would be destined for Captiva Island.

The vast majority of the Sanibel destined trips were day trips that did not involve an overnight stay.

Sanibel Traffic Component		
	Weekday	Weekend
Resident & Overnight Visitor Trips	31%	36%
Day Visitor Trips	69%	64%
<i>Source: 2002 Origin Destination Survey</i>		

Volume Projections

Historic growth trends from the toll facility on the Sanibel Causeway and land use projections for the City of Sanibel and Captiva Island are used in projecting future traffic conditions. One of the principle criteria for the Transportation Element of the Plan is consistency with the Land Use Element. The City of Sanibel does not use traffic projections for purposes of deciding how much vehicle capacity is needed for the future. The City’s decisions with respect to transportation planning are not dictated by traffic projections.

With this in mind, the City of Sanibel has recognized that both the City’s residential and commercial components are already developed at well over 90 percent and the City is approaching

Goals, Objectives and Policies

Goal Statement

Provide a safe, convenient and efficient motorized and non-motorized transportation system for all residents and visitors to the City of Sanibel while preserving the natural beauty and unique atmosphere of the Island.

Objective 1

The location and design of Sanibel streets and roads, as well as the traffic control techniques used, should take into consideration the non-urban, tropical, barrier island environment of the community to ensure, within the limits of safety, that this character is maintained.

Policy 1.1. Conventional traffic control techniques such as traffic signals are not desired on the island and the City of Sanibel has determined that they should not be implemented even if signal warrants as defined in the Manual on Uniform Traffic Control Devices are met. Manual traffic control is the desired technique.

Policy 1.2. The City will implement street and roadway design techniques that are intended to produce traffic calming, appropriate for the City's classification of the street or roadway segment.

Policy 1.3. To facilitate the manual control of intersections and to provide a measure of protection for the City's police officers, ensure that each intersection has clear and legible intersection marking with safety lighting for the officer, as necessary.

Policy 1.4. The City will continue to implement current standards, as identified in the Land Development Code, for safe and efficient ingress and egress to adjoining properties, as well as encouraging safe and convenient on-site traffic circulation.

Objective 2

A balanced transportation system is desired which is compatible with other elements of the *Sanibel Plan*. It should provide, to the extent possible, transportation alternatives to the automobile, compatible with the City's character, that create the higher level of service through reduced traffic demand rather than increased roadway capacity.

Policy 2.1. Due to scenic, historic, environmental and aesthetic characteristics and consideration, the City of Sanibel has determined that roadways and roadway segments will not be widened. Therefore, reduced peak hour and daily (peak season and off-season) levels of service will be accepted on those constrained roadways and roadway segments as a tradeoff for the preservation of the scenic, historic, environmental and aesthetic character of the City.

Standard for Roadways

Given the other policies of the Plan,

it is the intent of the City that
Level of Service "F"

is the accepted standards for roadways

CITY OF SANIBEL
RESOLUTION 24-026

A RESOLUTION APPROVING BUDGET AMENDMENT 2024-007 TO APPROPRIATE FUNDING FOR A TRAFFIC INTERSECTION STUDY AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, at its April 2024 meeting, the City Council approved Staff to enter into an agreement with a consultant to study traffic flow at the intersection of Periwinkle Way, Lindgren Boulevard and Causeway boulevard; and

WHEREAS, the consultant's work will include traffic counts, turning movement counts, review of past intersection study recommendations and an analysis of the Sanibel Causeway (capacity); and

WHEREAS, the City desires to amend the fiscal year 2024 budget to appropriate the funding necessary to complete this approved project.


NOW, THEREFORE, BE IT RESOLVED by City Council of the City of Sanibel, Florida:

SECTION 1. The revised fund budget for fiscal year 2024, Budget Amendment 2024-007, a true copy of which is attached hereto as Exhibit A and incorporated herein by this reference, is hereby approved and accepted.


SECTION 2. This resolution shall take effect immediately upon adoption.

PASSED IN OPEN AND REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF SANIBEL, FLORIDA THIS 7th DAY OF MAY 2024.

Attest:



Scotty Lynn Kelly, City Clerk



Richard Johnson, Mayor

Approved as to form and legality:



John D. Agnew, City Attorney

Date filed with City Clerk: May 7, 2024

Vote of Council Members:

Johnson	<u>Aye</u>
Miller	<u>Aye</u>
DeBruce	<u>Aye</u>
Henshaw	<u>Aye</u>
Smith	<u>Aye</u>

CAUSEWAY BOULEVARD AND PERIWINKLE WAY INTERSECTION EVALUATION

January 30, 2025

The following report summarizes the findings from the Causeway Boulevard and Periwinkle Way Intersection Evaluation performed by Kimley-Horn and Associates, Inc. from April through December 2024 for the City of Sanibel. The purpose of this study was to provide recommendations for improvements to this intersection as part of a multifaceted approach to reduce travel times and congestion on/off the island, enhance vehicular and pedestrian safety, and improve infrastructure resiliency. This intersection study included:

- Traffic Count Data Collection
- Evaluation of Potential Intersection Improvements
- Microsimulation Traffic Modeling
- Stakeholder Meetings and Public Workshops
- Photorealistic Representation of the Preferred Design Alternative
- City Council and Planning Commission Presentations and Feedback
- Intersection Improvement Recommendations

A timeline of the evaluation process can be found on page 2 of Appendix J.

As noted in the presentations and discussions with stakeholders and elected officials, implementation of this improvement alone will not completely alleviate congestion on Causeway Boulevard and Periwinkle Way, however, this is an important step in improving travel times on/off island while preserving Sanibel as a barrier island sanctuary. A summary of the data collection and analysis process, townhall and stakeholder meeting minutes, and Planning Commission and City Council presentation and minutes follows.



CAUSEWAY BOULEVARD AND PERIWINKLE WAY INTERSECTION EVALUATION

Kimley»Horn

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January 2025

148466002

Traffic Operations Analysis

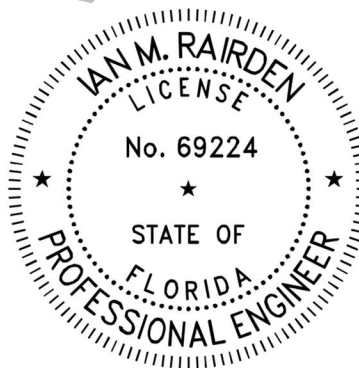
CAUSEWAY BOULEVARD AND PERIWINKLE WAY INTERSECTION EVALUATION

Prepared for:

The City of Sanibel

Prepared by:

Kimley-Horn and Associates, Inc.



This item has been digitally signed and sealed by Ian M. Rairden, PE, on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Kimley»Horn

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January 2025
148466002

Ian Rairden, P.E.
Florida Registration Number 69224
Kimley-Horn and Associates, Inc.
8201 Peters Road, Suite 2200
Plantation, FL 33324
Registry 00035106

EXECUTIVE SUMMARY

The City of Sanibel is proposing to make intersection improvements at the intersection of Causeway Boulevard/Lindgren Boulevard and Periwinkle Way. Periwinkle Way and Causeway Boulevard are two-lane roadways that serve as the primary evacuation routes for the island. Currently, the residents of Sanibel are experiencing heavy delays and congestion entering and leaving the island via the Causeway Boulevard/Lindgren Boulevard and Periwinkle Way intersection and Sanibel Causeway bridge. This study, consistent with the City's vision statement, will aim to address the study area's traffic needs to accommodate increased traffic flow while protecting and enhancing its unique sanctuary characteristics.

The crash analysis indicates that a total of 34 crashes occurred within the study area for the five year period for which complete crash data was available (2019-2023) with ten (10) crashes occurring in 2019, five (5) in 2020, eight (8) in 2021, five (5) in 2022, and six (6) in 2023.

A Traffic Signal Warrant Analysis (TSWA) was conducted to determine if the existing traffic volumes warranted the installation of a traffic signal at the Causeway Boulevard/Lindgren Boulevard and Periwinkle Way intersection. The TSWA indicates that the intersection satisfies vehicular volume Warrant 1-A and Warrant 2. As a result, a traffic signal was considered in the analysis for the study intersection.

An Intersection Control Evaluation (ICE) was conducted, analyzing various intersection configurations in addition to the traffic signal to maximum traffic flow through the Causeway Boulevard/Lindgren Boulevard and Periwinkle Way intersection. The CAP-X results showed multiple alternatives with similar acceptable v/c ratios; however, several alternatives with v/c ratios under 1.0 are not applicable due to the lack of right-of-way and are not consistent with protecting and enhancing the City's unique sanctuary characteristics. Ultimately, the traffic signal and roundabout were moved forward for a more detailed analysis.

A VISSIM micro-simulation traffic model was developed to provide a more detailed analysis of the traffic signal and roundabout alternatives in comparison to existing traffic officer control conditions to determine the change in travel speed and delay anticipated as a result of the proposed improvements and to determine a preferred alternative. The VISSIM results showed

that both the traffic signal and roundabout are anticipated to increase the average vehicle speed within the study area from 6.0 miles per hour (mph) to 12.6 mph and 13.2 mph, respectively. The average travel time per vehicle for all vehicles in the network is also anticipated to be reduced by approximately 5 minutes and 31 seconds for the roundabout and 5 minutes and 17 seconds for the traffic signal. Additionally, the traffic signal and roundabout alternatives are anticipated to reduce the total delay experienced by all vehicles within the study area from 439.8 hours to 151.4 hours and 145.5 hours, respectively.

Recommendations

Both the traffic signal and roundabout showed comparable increases in travel speed and reductions in total delay at the Causeway Boulevard/Lindgren Boulevard and Periwinkle Way intersection compared to the existing traffic officer control conditions. However, the roundabout does show a more significant reduction in latent demand. Additionally, based on discussion with City staff and the public, a traffic signal is not consistent with the island's unique sanctuary characteristics. There are currently no traffic signals on the island and a City Resolution, and possibly a Comprehensive Plan amendment, could be required to install a traffic signal. Therefore, it is recommended to construct a roundabout at the Causeway Boulevard/Lindgren Boulevard and Periwinkle Way intersection to improve traffic flow on the island.

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APPENDIX J:	Presentation to City Council – December 3, 2024

INTRODUCTION

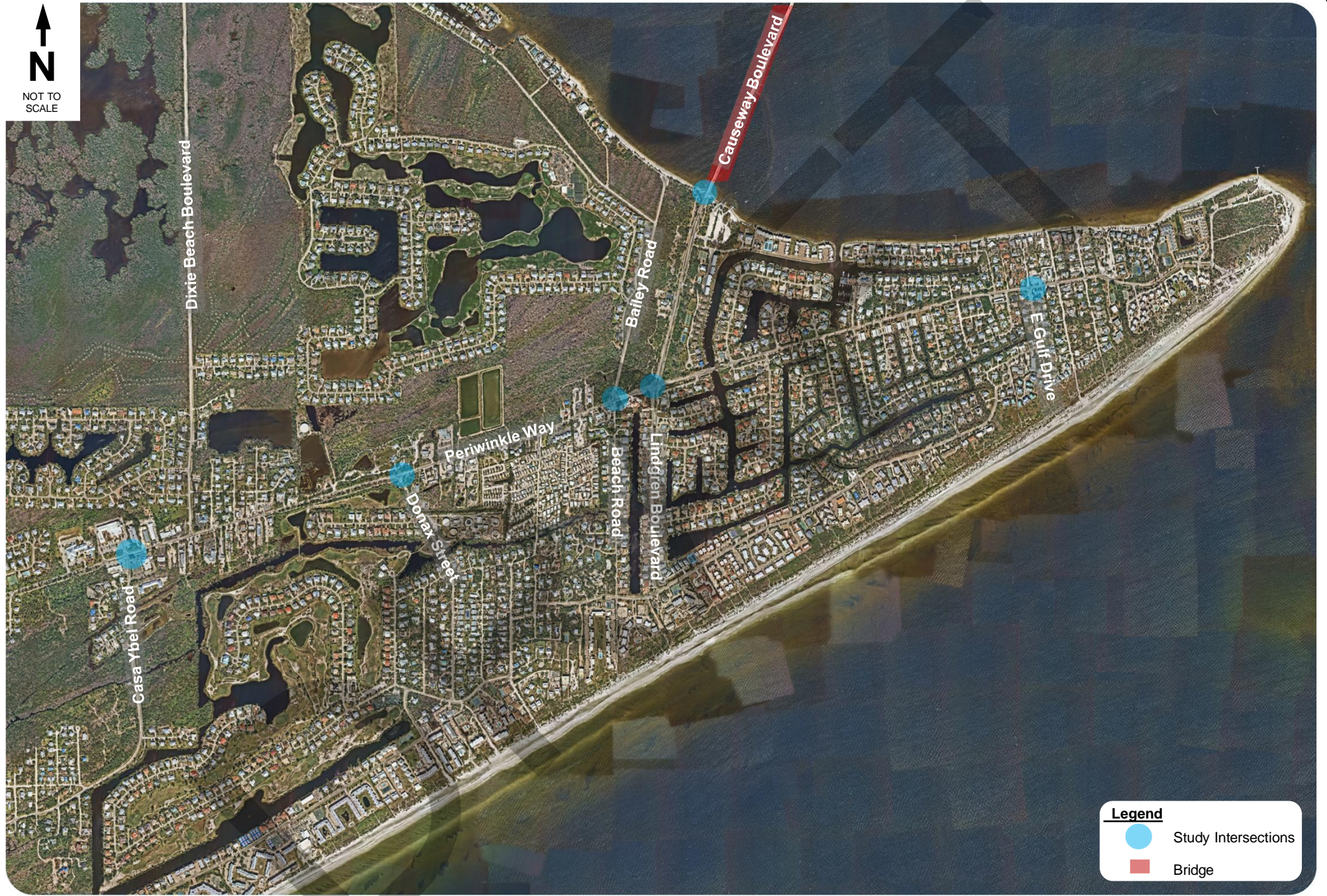
The City of Sanibel is proposing to make intersection improvements at the intersection of Causeway Boulevard/Lindgren Boulevard and Periwinkle Way. Periwinkle Way and Causeway Boulevard are two-lane roadways that serve as the primary evacuation routes for the island. Currently, the residents of Sanibel are experiencing heavy delays and congestion entering and leaving the island via the Causeway Boulevard/Lindgren Boulevard and Periwinkle Way intersection and Sanibel Causeway bridge. This study, consistent with the City's vision statement, will aim to address the study area's traffic needs to accommodate increased traffic flow while protecting and enhancing its unique sanctuary characteristics.

Figure 1 presents the location of the subject intersection and overall study area.



This report summarizes the data collection, traffic signal warrant analysis, intersection control evaluation (ICE), and intersection improvement recommendations.



NOT TO
SCALE



Legend

-  Study Intersections
-  Bridge

DATA COLLECTION

A weekday 12-hour turning movement count (7:00 A.M. – 7:00 P.M.) and weekday A.M. peak period (7:00 A.M. to 9:00 A.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.) turning movement counts were collected on April 17, 2024 (Wednesday) at the following intersections:

- Periwinkle Way and Causeway Boulevard/Lindgren Boulevard (12-hour)
- Periwinkle Way and Casa Ybel Road (2-hour A.M. and 2-hour P.M.)
- Periwinkle Way and Donax Street (2-hour A.M. and 2-hour P.M.)
- Periwinkle Way and Bailey Road (2-hour A.M. and 2-hour P.M.)
- Periwinkle Way and E Gulf Drive (2-hour A.M. and 2-hour P.M.)

Seven-day (ADT) tube counts were conducted along the Causeway Boulevard between the Sanibel Causeway Bridge & Sextan Drive/Yacht Haven Driveway from Saturday April 13, 2024 to Friday, April 19, 2024.

All traffic volumes were collected in 15-minute intervals. Turning movement counts also included pedestrian, bicycle data, and heavy vehicle data. The traffic data is included in **Appendix A**.

HURRICANE IAN CORRECTION FACTOR

Due to damage caused by Hurricane Ian in the fall of 2022 traffic volumes for pre- and post-Hurricane Ian were compared to determine the highest traffic volumes anticipated in the study area when conditions return to “normal” on the island. The City provided traffic counts for 2021, 2022, 2023 and through April of 2024 when the existing traffic data was collected. Based on this data, it was determined that March 2022 had the highest daily volume of 363,863 vehicles compared to current volumes collected in April 2024 which showed a daily volume of 259,576 vehicles. To accurately portray pre-hurricane Ian conditions current data was increased by 40 percent (40%) which was provided through a peak season correction factor (PSCF) of 1.40. Figure 2 graphically depicts the raw A.M. and P.M. turning movement volumes. Figure 3 graphically depicts the adjusted A.M. and P.M. turning movement volumes.



NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

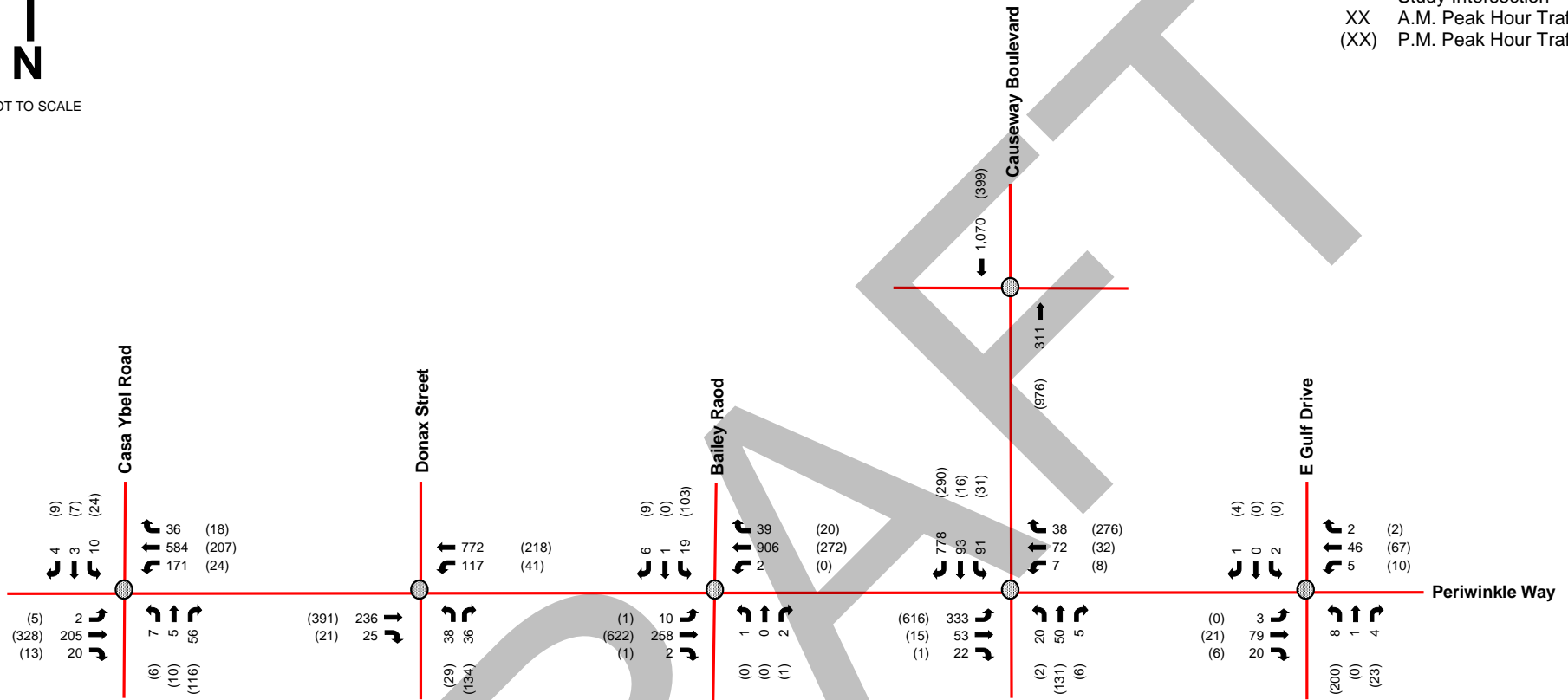


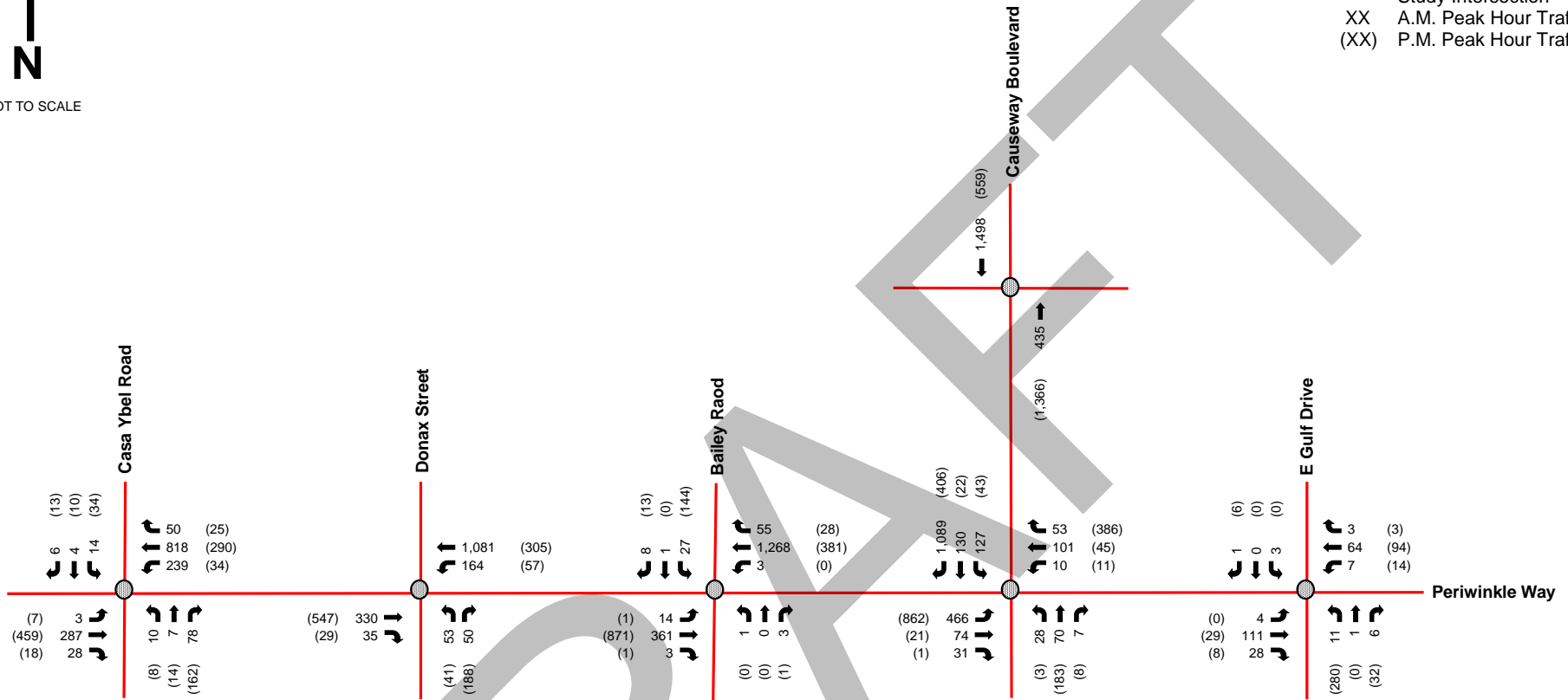
Figure 2
Raw Unadjusted Peak Study Hour Traffic
Sanibel Causeway
Sanibel, Florida



NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic



PROGRAMMED ROADWAY IMPROVEMENTS

Local transportation plans were reviewed in order to gather information about planned and programmed transportation improvements in the vicinity of the bridge. The following transportation plans were examined as part of the background research.

- The Sanibel Plan
- Florida Department of Transportation's (FDOT's) Five-Year Work Program 2024-2029
- Lee County Capital Improvement Projects

THE SANIBEL PLAN

The most recent Sanibel Plan was reviewed to identify planned roadway improvements in the vicinity of the study corridor. Currently, no roadway projects or capacity improvement projects were identified. The Sanibel Plan states that the city does not intend to increase roadway capacity by adding lanes to the roadway system, due to its policy to encourage use of alternatives to motor vehicles. The city however has identified future planned path routes and recommended shared use path routes at the following locations:

Future Planned path routes

- Bowmans Beach Road, south of Sanibel Captiva Road

Recommended Shared Use Path Routes:

- Dixie Beach Boulevard north of Periwinkle Way on the northeastern side of the island
- West of Bowmans Beach Road, on the north side of Sanibel Captiva Road
- Western terminus of Sanibel Captiva Road

FLORIDA DEPARTMENT OF TRANSPORTATION'S (FDOT'S) WORK PROGRAM

FDOT's Five Year Work Program specifies state regulated roadway improvements to be implemented over the next five (5) years (2024-2029). Based on the review of FDOT's Work Program, the following projects were identified:

- FM 452819-1 (Bridge Replacement) City of Sanibel East Periwinkle Bridge replacement design.

- FM 451936-1 (Emergency Operations) Hurricane Ian Sanibel Island Access – Permanent Repairs
- FM 451936-2 (Emergency Operations) Hurricane Ian Sanibel Island Access – Emergency Repairs
- FM 451936-4 (Emergency Operations) Hurricane Ian Sanibel Island Access DB Owner's Representative Contract – Emergency Repairs
- FM 452829-1 (Bridge Repair/Rehabilitation) Sanibel Causeway Corridor Repairs
- FM 452816-1 (Bike Path/Trail) City of Sanibel Shared Use Path Repair

Lee County Capital Improvement Program

The most recent Lee County Capital Improvement Program (CIP) was reviewed to identify planned roadway improvements in the vicinity of the study corridor. Currently, no roadway projects or capacity improvement projects were identified.

CRASH ANALYSIS

Crash data for the most recent five years from January 1, 2019 to December 31, 2023, including partial data from January 1, 2024 to March 22, 2024 was obtained from the City of Sanibel Police Department database for the study intersection of Periwinkle Way and Causeway Boulevard/Lindgren Boulevard. A summary of the crash analysis is provided below. Additional information is included in **Appendix B**.

Crashes by Year

A total of 34 crashes occurred within the study area for the five year period with ten (10) crashes occurring in 2019, five (5) in 2020, eight (8) in 2021, five (5) in 2022, and six (6) in 2023. No crashes were reported in 2024 at the time the data was provided. As shown in **Table 1**, the leading crash type was rear end with 21 rear end crashes (62% of all crashes) followed by other, with five (5) crashes (15% of all crashes). Additionally, there were three fixed object crashes (9% of all crashes), two (2) sideswipe crashes (6% of all crashes), one (1) left turn crash (3% of all crashes), one (1) bicycle crash (1% of all crashes), and one (1) turn over crash (1% of all crashes) that occurred within the five year period.

Table 1 Crash Summary (2019-2024)		
Crash Type	Total	%
Rear End	21	62%
Sideswipe	2	6%
Left Turn	1	3%
Bicycle	1	3%
Fixed Object	3	9%
Others	5	15%
Turn over	1	3%

Note: Due to rounding to percentage may not add to 100%.

The other crash types are summarized below:

- 10/20/2019 (4:05 PM) The crash occurred at Lindgren Boulevard and Periwinkle Way under daytime conditions. The crash occurred due to driver error with the driver failing to yield right of way.

- 12/08/2019 (5:57 PM) The crash occurred at Lindgren Boulevard and Periwinkle Way under nighttime conditions. The crash occurred due to a vehicle/brake malfunction.
- 2/17/2020 (4:46 PM) The crash occurred during daytime conditions at the Causeway Boulevard and Periwinkle Way. There is not enough information to provide a crash description.
- 12/05/2021 (11:11 AM) The crash occurred at Lindgren Boulevard and Periwinkle Boulevard under daytime conditions. The crash occurred due to driver error, with the driver failing to obey the traffic control officer.
- 02/11/2022 (6:26 PM) The crash occurred at Lindgren Boulevard and Periwinkle Way under nighttime conditions. There is not enough information to provide a crash description.

TRAFFIC SIGNAL WARRANT ANALYSIS

A Traffic Signal Warrant Analysis (TSWA) was performed at the Causeway Boulevard/Lindgren Boulevard and Periwinkle Way intersection with the existing roadway geometry. The signal warrant analysis was performed based upon criteria contained in the Federal Highway Administration's (FHWA's) Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition. **Appendix C** includes the signal warrant analysis data.

Traffic volumes for major and minor street approach movements were obtained from the peak season adjusted existing turning movement counts.

The peak season adjusted existing volumes at the proposed signal were compared to criteria contained in the MUTCD for the following volume warrants:

- Warrant Number 1: Eight-Hour Vehicular Volume Warrant
 - Condition A: Minimum Vehicular Volume
 - Condition B: Interruption of Continuous Traffic
- Combination: Combination of Conditions A & B
- Warrant Number 2: Four-Hour Vehicular Volume Warrant

Right-turn volume reductions based on ITE documents from the Alabama Department of Transportation (ADOT) were considered to provide for a conservative volume analysis. This theorem stipulates various right-turn volume reductions for minor-street approaches based on the ratio of the right-turn volume to approach volume and minor street laneage configuration. **Table 2** summarizes the right-turn volume reductions. The reductions were applied to the major-street and minor-street right-turn volumes on an hourly basis.

Table 2: Pagones Theorem Hourly Right-Turn Volume Reduction			
Situation	Minor-Street Approach Configuration	Right-Turn Percentage	Right-Turn Reduction
1	Shared left/through right	$R > 0.7A$	60%
		$0.7A \geq R \geq 0.35A$	30%
		$R \leq 0.35A$	20%
2	Exclusive left, shared through/right lane	$R > 3T$	60%
		$3T \geq R \geq T/3$	30%
		$\leq T/3$	20%
3	Any configuration with an exclusive right turn lane (usually ≥ 600 feet long)	-	75%
4	Shared left/through and shared through/right lane	$R > (T + L)$	65%
		$L > (T + R)$	Use Situation 2
		$L = T = R$	40%
		$L = T > 3R$	20%
		$R = T > 3L$	50%
		All other cases	30%
5	Exclusive left, exclusive through, and shared through/right	$R > T$	75%
		$T \geq R \geq T/2$	50%
		$T/2 \geq R > T/4$	30%
		$R \leq T/4$	15%

As a result of applying the Pagones Theorem to the A.M. and P.M. peak hour volume information, a 75 percent (75%) reduction was applied to the northbound right-turn volumes at the proposed intersection of Causeway Boulevard at Periwinkle Way as an exclusive right-turn lane is present without channelized free flow, which satisfies Situation 3. The MUTCD, 2009 Edition states that engineering judgement and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. As this geometry is present at this intersection, a 100% right-turn lane reduction was given to the eastbound, westbound, and southbound movements to account for the channelized free flow of the right-turn lanes.

The total population for Sanibel City is approximately 6,382 people according to the U.S. Census Bureau. "RACE." Decennial Census, DEC Redistricting Data (2020). The MUTCD states that if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the 70% factor can be used for Warrants 1-3. The signal warrant analysis was evaluated

using this threshold. However, to be conservative the study was also conducted without this criterion.

The signal warrant analysis is summarized in **Table 3** and the detailed signal warrant calculations are included in **Appendix C**. As **Table 3** indicates, the intersection satisfies vehicular volume Warrant 1-A and Warrant 2. As a result, a traffic signal is warranted at the intersection Causeway Boulevard and Periwinkle Way.

Table 3: Signal Warrant Analysis Summary	
MUTCD Warrant	Analysis Results
Warrant No. 1, Condition A – Eight-Hour Vehicular Volume	Satisfied
Warrant No. 1, Condition B – Eight-Hour Vehicular Volume	Satisfied ⁽¹⁾
Warrant No. 1, Combination of Condition A & B	Not Satisfied
Warrant No. 2 – Four-Hour Vehicular Volume	Satisfied

Note: (1) Warrant is not fulfilled if evaluated without considering the built-up area of an isolated community with a population of fewer than 10,000 people.

INTERSECTION CONTROL EVALUATION (ICE) ANALYSIS

A Stage 1 ICE Analysis was conducted using the Federal Highway Administration's (FHWA) *Capacity Analysis for Planning of Junctions* (CAP-X) tool. CAP-X and SPICE analyses were conducted for the following two (2) scenarios:

- 2024 Existing A.M. Peak hour Traffic Conditions
- 2024 Existing P.M. Peak Hour Traffic Conditions

Table 4 and **Table 5** summarizes the results of the CAP-X analysis for the Causeway Boulevard and Periwinkle Way intersection. It should be noted that the CAP-X spreadsheet provides the limiting v/c by lane for each approach; therefore, for multilane approaches the failure listed may be for only one (1) lane; detailed results are provided in **Attachment D**. The CAP-X results showed multiple alternatives with similar acceptable v/c ratios; however, several alternatives with v/c ratios under 1.0 are not applicable due to the lack of right-of-way.

Table 4 –Build Alternative CAP-X Results	
A.M. Peak Hour v/c Ratio / (P.M. Peak Hour v/c Ratio)	
Type Of Intersection	V/C
Traffic Signal	0.91 / (0.97)
Two-Way Stop Control	>10 / (>10)
All-Way Stop Control	1.35 / (1.38)
Quadrant Roadway (NE)	0.96 / (1.16)
Quadrant Roadway (NW)	0.87 / (0.90)
Partial Displaced Left Turn	0.89 / (0.81)
Displaced Left Turn	0.80 / (0.76)
Signalized Restricted Crossing U-Turn	1.28 / (0.73)
Unsignalized Restricted Crossing-U-turn	0.72 / (1.12)
Median U-turn	1.18 / (1.28)
Signalized ThruCut	0.90 / (0.88)
Unsignalized ThruCut	3.30 / (513.48)
Bowtie	1.30 / (1.40)

Table 5 –Build Alternative CAP-X Roundabout Results	
<i>A.M. Peak Hour v/c Ratio / (P.M. Peak Hour v/c Ratio)</i>	
Type Of Intersection	V/C
Roundabout (50 ICD)	1.56 / (1.23)
Roundabout (75 ICD)	1.53 / (1.23)
Roundabout (1 X 1)	1.28 / (1.06)
Roundabout (2NS X 1EW)	0.98 / (0.88)
Roundabout (2 X 2)	0.98 / (0.88)

Table 6 summarizes the results of the SPICE analysis for the Causeway Boulevard/Lindgren Boulevard and Periwinkle Way intersection. It should be noted that the Quadrant Roadway alternative was not moved forward to SPICE due to limitations in available right-of-way. Detailed SPICE results are provided in **Attachment D**.

Table 6 – SPICE Results		
Type Of Intersection	Crash Prediction Rank	SSI Rank
Traffic Signal	10	11
Displaced / Partial Displaced Left Turn	8	14
Signalized ThruCut	N/A	7
Roundabout (1-Lane)	1	1
Roundabout (2-Lane)	9	2

VISSIM ANALYSIS

The study area intersection operating schedules were analyzed for four (4) scenarios (Existing [Stop Only], Existing [Managed], Proposed [Roundabout], and Proposed [Signal]) using VISSIM (a microsimulation modeling software). Calibration of the existing conditions (2024) was performed based on field data for the entire study area. Note that the focus is on the intersection of Causeway Boulevard/Lindgren Boulevard and Periwinkle Way intersection which is where vehicles enter/exit the island. The results from the VISSIM analysis are provided in **Appendix E** and are summarized in the follow sections.

EXISTING (STOP ONLY) RESULTS

The existing roadway geometry and the existing year (2024) peak hour traffic were evaluated in VISSIM 2024. Table 7 summarizes the network performance for the PM peak hour. Based on the network performance, on average the delay was 785.7 seconds with a speed of 4.2 miles per hour. The maximum average delay observed in the model was 817.9 seconds with a speed of 4.5 miles per hour. Additionally, the latent demand (i.e. vehicles that cannot enter the system due to delay and/or queuing) is an average of 1,271 vehicles and maximum 1,353 vehicles.

EXISTING (MANAGED) RESULTS

The existing roadway geometry and the existing year (2024) peak hour traffic was also evaluated under traffic control officer managed conditions at the intersection of Causeway Boulevard/Lindgren Boulevard and Periwinkle Way . Based on the network performance, on average the delay was 544.5 seconds with a speed of 6.0 miles per hour. The maximum average delay observed in the model was 554.7 seconds with a speed of 6.3 miles per hour. Note that when managed by police, the average delay reduces by approximately 30 percent (30%) and the maximum average delay reduces by approximately 32 percent (32%). Additionally, the latent demand is an average of 551 vehicles and maximum 585 vehicles.

PROPOSED (ROUNDABOUT) RESULTS

The proposed roundabout alternative was also evaluated at the intersection of Causeway Boulevard/Lindgren Boulevard and Periwinkle Way. Based on the network performance, on average the delay was 193.6 seconds with a speed of 13.2 miles per hour. The maximum average delay observed in the model was 270.1 seconds with a speed of 16.5 miles per hour. Note that

when compared to existing conditions, the average delay is reduced by approximately 75 percent (75%) and the maximum average delay is reduced by approximately 67 percent (67%). The average travel time per vehicle for all vehicles in the network also reduces from 11.28 minutes to 5.77 minutes (5 minutes and 31 seconds reduction) compared to the managed results. Additionally, the latent demand is an average of 47 vehicles and maximum 87 vehicles.

PROPOSED (SIGNAL) RESULTS

The proposed signalized alternative was also evaluated at the intersection of Causeway Boulevard/Lindgren Boulevard and Periwinkle Way. Based on the network performance, on average the delay was 210.2 seconds with a speed of 12.6 miles per hour. The maximum average delay observed in the model was 247.6 seconds with a speed of 13.7 miles per hour. Note that when compared to existing conditions, the average delay is reduced by approximately 73 percent (73%) and the maximum average delay is reduced by approximately 70 percent (70%). The average travel time per vehicle for all vehicles in the network also reduces from 11.28 minutes to 5.99 minutes (5 minutes and 17 seconds reduction) compared to the managed results. Additionally, the latent demand is an average of 221 vehicles and maximum 257 vehicles.

Table 7: Overall Network Performance - PM Peak Hour

Scenario	Result	Average Delay (sec)	Average Speed (mph)	Total Travel Time all vehicles (min per veh)	Vehicles Processed	Latent Delay (sec)	Latent Demand (veh)	Total Delay (sec)	Total Delay (hour)
Existing (Stop Only)	Average	785.7	4.2	15.12	1,780	2,881,400	1,271	1,868,104	518.9
	Maximum	817.9	4.5	14.64	1,872	3,084,647	1,353	1,908,644	530.2
Existing (Managed)	Average	544.5	6.0	11.28	2,393	1,875,050	551	1,583,231	439.8
	Maximum	554.7	6.3	10.99	2,462	2,048,501	585	1,605,225	445.9
Alternative 1 (Roundabout)	Average	193.6	13.2	5.77	2,438	191,863	47	523,738	145.5
	Maximum	270.1	16.5	6.83	2,486	375,935	87	741,015	205.8
Alternative 2 (Signal)	Average	210.2	12.6	5.99	2,357	579,666	221	544,890	151.4
	Maximum	247.6	13.7	6.38	2,402	659,064	257	632,526	175.7

CONCLUSION

The results of the analysis indicated that the vehicle speed, delay, and latent demand are anticipated to be improved for both the traffic signal and roundabout alternatives compared to the existing traffic officer controlled conditions. The proposed roundabout alternative decreases average delay by 350.9 seconds per vehicle and maximum delay by 284.5 seconds per vehicle when compared to existing conditions. The average travel time per vehicle for all vehicles in the network also reduces by 5 minutes and 31 seconds compared to the traffic officer controlled results. Additionally, the proposed roundabout is anticipated to reduce the average latent demand by 504 vehicles and maximum latent demand by 498 vehicles. The proposed signal alternative decreases average delay by 334.3 seconds per vehicle and maximum delay by 307.1 seconds per vehicle when compared to existing (stop only) conditions. The average travel time per vehicle for all vehicles in the network also reduces by 5 minutes and 17 seconds compared to the traffic officer controlled results. Additionally, the proposed traffic signal is anticipated to reduce the average latent demand by 504 vehicles and maximum latent demand by 498 vehicles.


RECOMMENDATIONS

Both the traffic signal and roundabout showed comparable increases in travel speed and reductions in total delay at the Causeway Boulevard/Lindgren Boulevard and Periwinkle Way intersection compared to the existing traffic officer control conditions. However, the roundabout does show a more significant reduction in latent demand. Additionally, based on discussion with City staff and the public a traffic signal is not consistent with the island's unique sanctuary characteristics. There are currently no traffic signals on the island and a City Resolution, and possibly a Comprehensive Plan amendment, could be required to install a traffic signal. Therefore, it is recommended to construct a roundabout at the Causeway Boulevard/Lindgren Boulevard and Periwinkle Way intersection to improve traffic flow on the island.

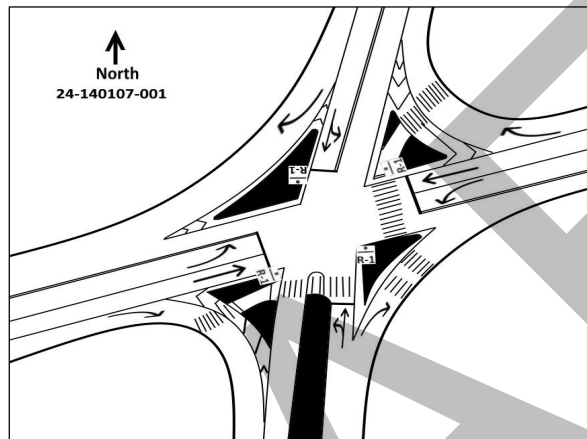
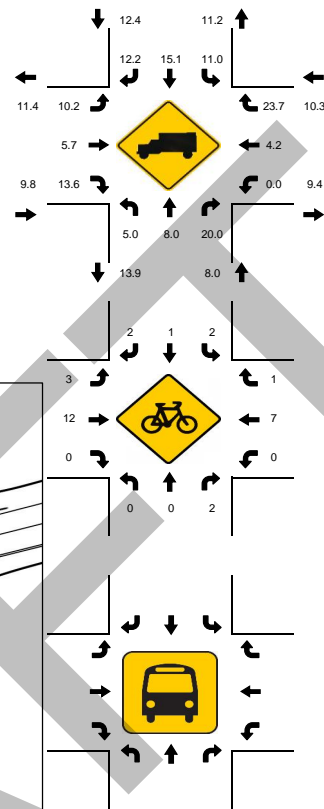
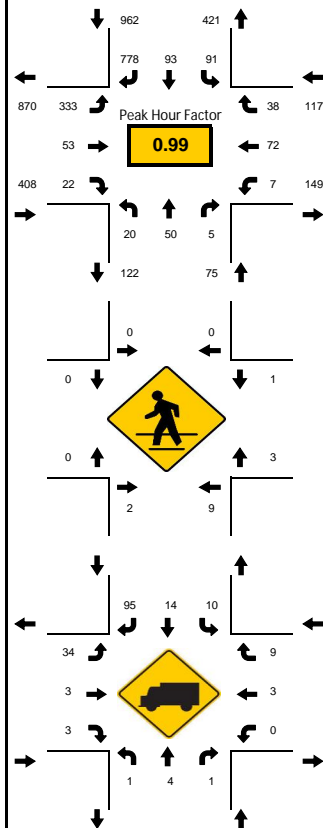
APPENDIX A

Traffic Data

PROJECT ID: 24-140107-001
DATE: Wed, Apr 17, 2024



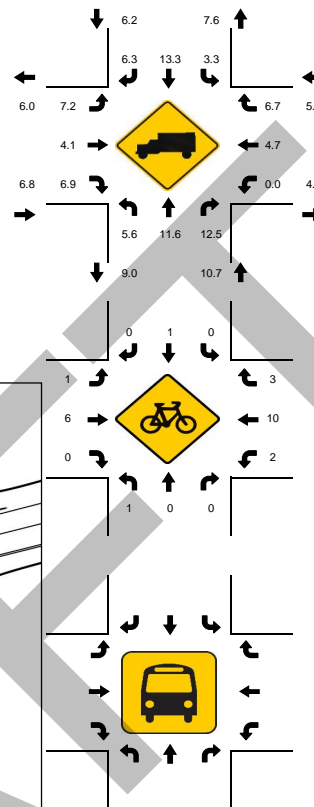
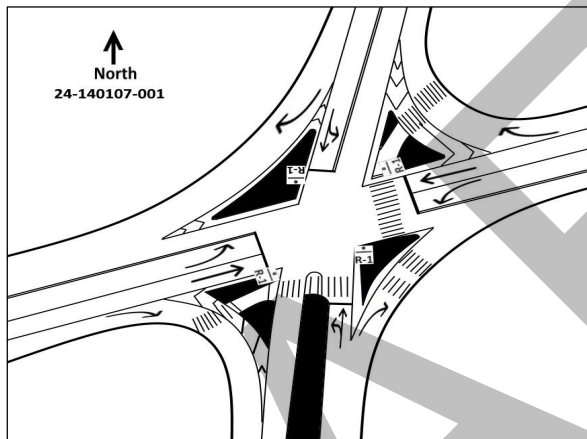
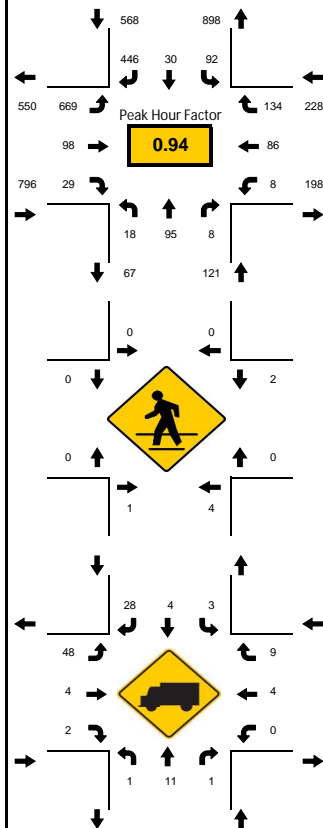
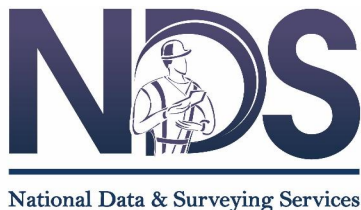
NDS
National Data & Surveying Services



15-Min Count Period Beginning At	Causeway Blvd/Lindgren Blvd Northbound					Causeway Blvd/Lindgren Blvd Southbound					Periwinkle Way Eastbound					Periwinkle Way Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	4	1	2	0		25	32	249	0		46	4	6	0		1	5	5	0		380	1485
7:15 AM	4	7	1	0		27	18	220	0		64	3	6	0		3	10	9	0		372	1440
7:30 AM	2	8	3	0		17	24	231	0		59	7	3	0		0	9	9	0		372	1443
7:45 AM	3	6	0	0		25	30	202	0		69	10	4	0		0	8	4	0		361	1423
8:00 AM	3	1	1	0		29	17	195	0		53	8	8	0		1	12	7	0		335	1446
8:15 AM	5	7	1	0		23	15	217	0		61	11	5	0		2	19	9	0		375	1497
8:30 AM	5	4	1	0		21	20	205	0		52	13	7	0		0	13	11	0		352	1516
8:45 AM	6	8	2	0		23	26	212	0		71	9	4	0		0	17	6	0		384	1550
9:00 AM	5	8	0	0		28	15	199	0		89	10	5	0		1	15	11	0		386	1562
9:15 AM	3	16	3	0		23	19	198	0		78	18	8	0		3	19	6	0		394	1176
9:30 AM	6	9	2	0		17	27	189	0		86	12	4	0		2	23	9	0		386	782
9:45 AM	6	17	0	0		23	32	192	0		80	13	5	0		1	15	12	0		396	396
Peak 15-Min Flows	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	24	68	12	0		112	128	796	0		356	72	32	0		12	92	48	0		1752	
Heavy Trucks	4	8	4	0		20	20	132	0		44	8	8	0		0	4	12	0		264	
Pedestrians		24						0				0					8				32	
Bicycles	0	0	8	0		8	4	8	0		8	16	0	0		0	12	4	0		68	
Buses																						
Stopped Buses																						

PROJECT ID: 24-140107-001
DATE: Wed, Apr 17, 2024

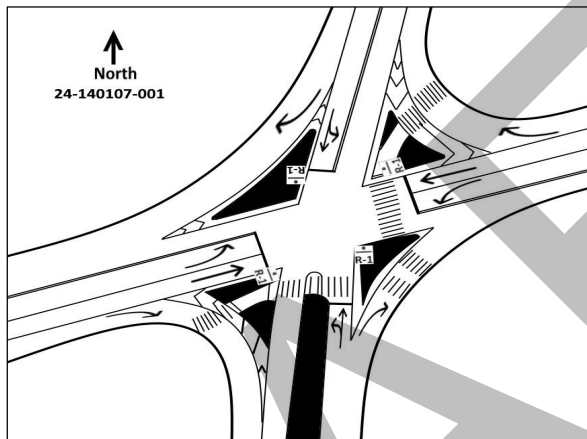
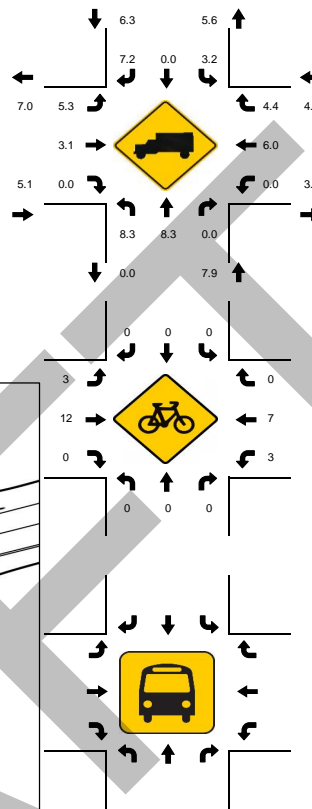
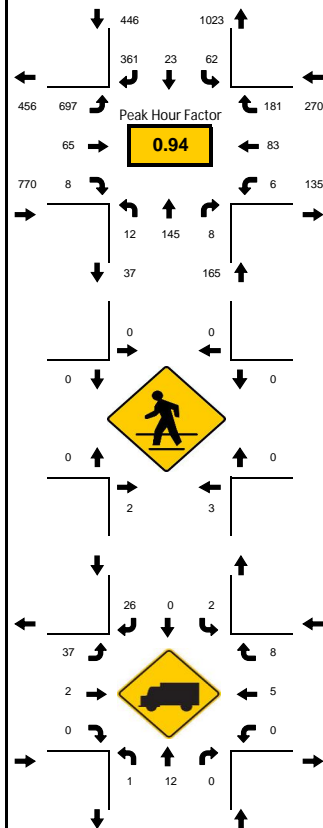
Peak-Hour: 01:00 PM - 02:00 PM
Peak 15-Minute: 01:15 PM - 01:30 PM



15-Min Count Period Beginning At	Causeway Blvd/Lindgren Blvd Northbound					Causeway Blvd/Lindgren Blvd Southbound					Periwinkle Way Eastbound					Periwinkle Way Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 AM	8	14	2	0		25	24	196	0		88	15	7	0		2	20	11	0		412	1636
10:15 AM	9	13	3	0		36	20	196	0		99	14	8	0		4	15	8	0		425	1653
10:30 AM	9	10	1	0		40	17	175	0		101	16	11	0		2	20	20	0		422	1626
10:45 AM	7	8	3	0		36	10	129	0		117	21	11	0		4	18	13	0		377	1596
11:00 AM	11	23	4	0		33	15	147	0		127	27	6	0		0	15	21	0		429	1653
11:15 AM	7	17	3	0		28	5	146	0		117	24	14	0		2	22	13	0		398	1619
11:30 AM	7	14	3	0		30	13	138	0		102	24	10	0		4	20	27	0		392	1633
11:45 AM	7	17	3	0		29	15	157	0		125	24	8	0		5	20	24	0		434	1650
12:00 PM	15	9	0	0		21	12	107	0		127	26	22	0		2	30	24	0		395	1620
12:15 PM	5	17	5	0		25	11	116	0		137	20	12	0		3	38	22	1		412	1642
12:30 PM	7	16	3	1		25	5	120	0		132	30	12	0		1	17	40	0		409	1688
12:45 PM	2	17	2	0		29	11	111	0		140	20	12	0		1	29	30	0		404	1679
1:00 PM	3	15	3	0		21	11	108	0		154	33	7	0		4	21	37	0		417	1713
1:15 PM	9	26	3	0		25	6	130	0		178	15	8	0		0	28	30	0		458	1296
1:30 PM	3	27	2	0		22	5	93	0		160	26	5	0		1	24	32	0		400	838
1:45 PM	3	27	0	0		24	8	115	0		177	24	9	0		3	13	35	0		438	438
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	36	108	12	0		100	44	520	0		712	132	36	0		16	112	148	0		1976	
Heavy Trucks	4	16	4	0		8	8	48	0		60	12	4	0		0	8	20	0		192	
Pedestrians		8						0				0					8				16	
Bicycles	4	0	0	0		0	4	0	0		4	12	0	0		8	24	12	0		68	
Buses																						
Stopped Buses																						

PROJECT ID: 24-140107-001
DATE: Wed, Apr 17, 2024

Peak-Hour: 02:00 PM - 03:00 PM
Peak 15-Minute: 02:30 PM - 02:45 PM

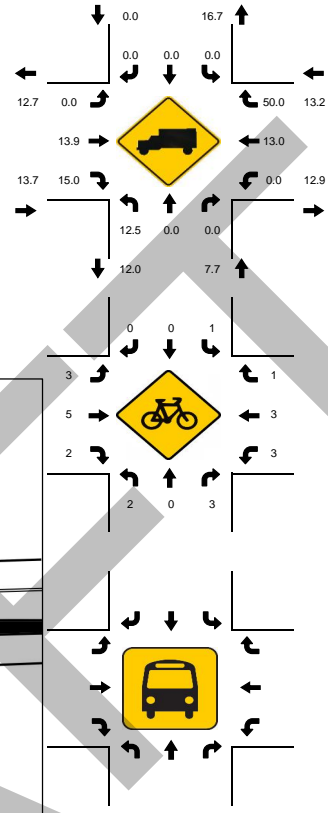
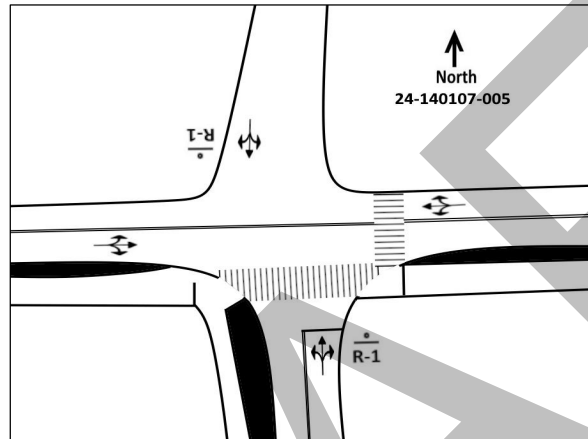
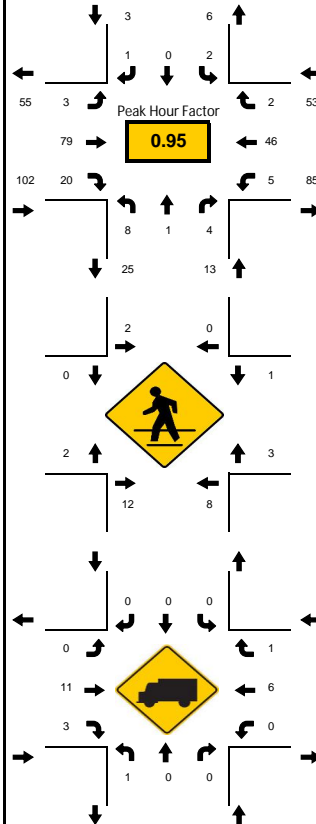
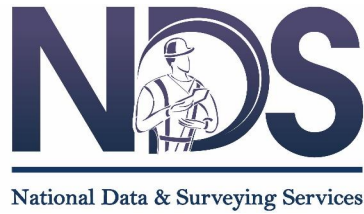


15-Min Count Period Beginning At	Causeway Blvd/Lindgren Blvd Northbound					Causeway Blvd/Lindgren Blvd Southbound					Periwinkle Way Eastbound					Periwinkle Way Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
2:00 PM	4	20	3	0		20	7	79	0		196	23	1	0		1	16	30	0		400	1651
2:15 PM	3	40	4	0		13	8	106	0		165	18	4	0		1	31	31	0		424	1632
2:30 PM	1	43	0	0		12	4	91	0		187	17	3	0		3	16	62	0		439	1598
2:45 PM	4	42	1	0		17	4	85	0		149	7	0	0		1	20	58	0		388	1549
3:00 PM	1	46	4	0		8	7	90	0		140	10	0	0		1	7	67	0		381	1520
3:15 PM	0	51	0	0		13	3	98	0		156	4	3	0		1	12	49	0		390	1496
3:30 PM	3	58	0	0		15	7	96	0		121	6	2	0		1	8	73	0		390	1467
3:45 PM	2	50	0	0		13	9	80	0		95	4	1	0		2	13	90	0		359	1434
4:00 PM	1	29	3	0		6	7	79	0		158	6	0	0		2	7	59	0		357	1424
4:15 PM	0	26	2	0		8	2	82	0		130	2	1	0		2	12	94	0		361	1418
4:30 PM	0	34	1	0		7	1	57	0		174	5	0	0		1	7	70	0		357	1405
4:45 PM	1	42	0	0		10	6	72	0		154	2	0	0		3	6	53	0		349	1385
5:00 PM	2	26	0	0		11	2	66	0		178	4	1	0		1	11	49	0		351	1281
5:15 PM	3	41	3	0		8	2	46	0		192	5	2	0		3	5	38	0		348	1179
5:30 PM	6	24	2	0		17	4	55	0		183	8	4	0		0	15	19	0		337	1056
5:45 PM	6	23	3	0		12	3	45	0		101	12	3	0		0	10	27	0		245	949
6:00 PM	9	20	1	0		9	4	33	0		127	12	1	0		1	6	26	0		249	886
6:15 PM	5	7	1	0		12	3	40	0		114	7	4	0		3	9	20	0		225	637
6:30 PM	7	8	2	0		5	4	50	0		99	14	5	0		0	20	16	0		230	412
6:45 PM	4	5	2	0		5	1	44	0		86	7	3	0		2	14	9	0		182	182
Peak 15-Min Floratres	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	16	172	16	0		80	32	424	0		784	92	16	0		12	124	248	0		2016	
Heavy Trucks	4	20	0	0		8	0	36	0		64	4	0	0		0	12	12	0		160	
Pedestrians		8					0					0					0				8	
Bicycles	0	0	0	0		0	0	0	0		12	24	0	0		12	16	0	0		64	
Buses																						
Stopped Buses																						

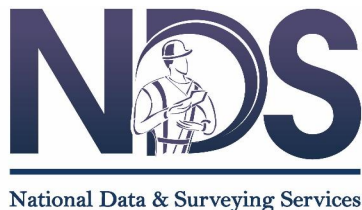
LOCATION: E Gulf Dr & Periwinkle Way
CITY/STATE: Sanibel, FL

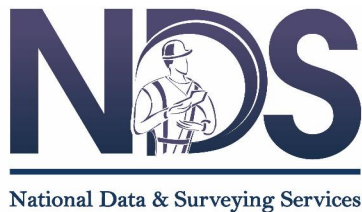
PROJECT ID: 24-140107-005
DATE: Wed, Apr 17, 2024

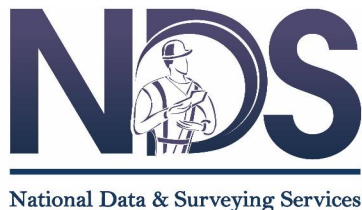
Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

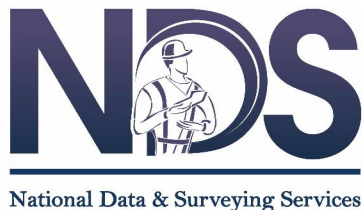



15-Min Count Period Beginning At	E Gulf Dr Northbound					E Gulf Dr Southbound					Periwinkle Way Eastbound					Periwinkle Way Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	3	0		0	0	0	0		0	18	1	0		1	4	0	0		27	117
7:15 AM	2	0	4	0		0	0	0	0		0	11	3	0		4	10	0	0		34	134
7:30 AM	1	0	0	0		0	0	1	0		0	11	0	0		1	8	0	0		22	144
7:45 AM	0	0	3	0		0	0	0	0		0	22	5	0		1	3	0	0		34	160
8:00 AM	1	0	2	0		0	0	0	0		1	24	5	0		1	10	0	0		44	171
8:15 AM	2	0	1	0		2	0	0	0		2	15	3	0		1	17	1	0		44	127
8:30 AM	2	0	0	0		0	0	0	0		0	19	8	0		0	8	1	0		38	83
8:45 AM	3	1	1	0		0	0	1	0		0	21	4	0		3	11	0	0		45	45
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	12	4	8	0		8	0	4	0		8	96	32	0		12	68	4	0		256	
Heavy Trucks	4	0	0	0		0	0	0	0		0	16	4	0		0	8	4	0		36	
Pedestrians		32						4				4					12				52	
Bicycles	4	0	8	4		4	0	0	0		12	8	8	0		8	8	4	0		64	
Buses																						
Stopped Buses																						

[illegible]

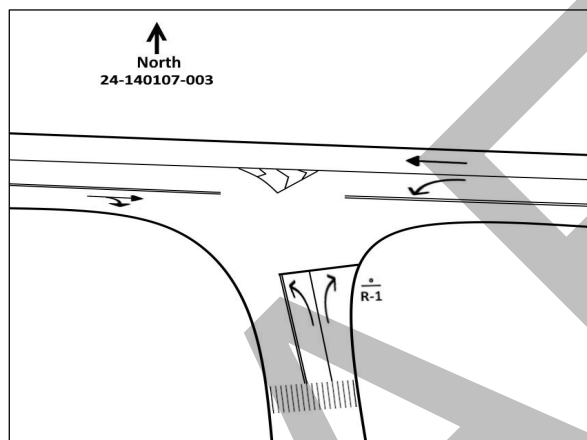
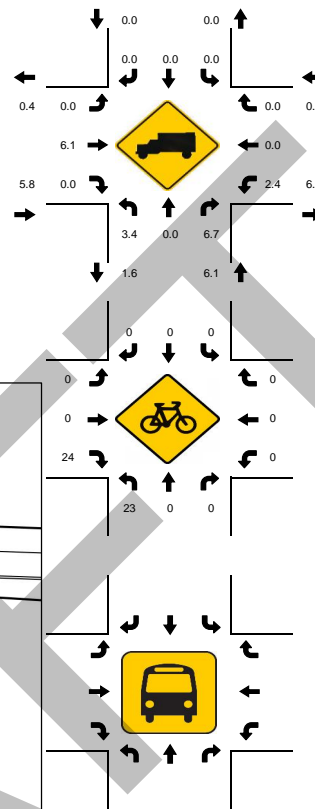
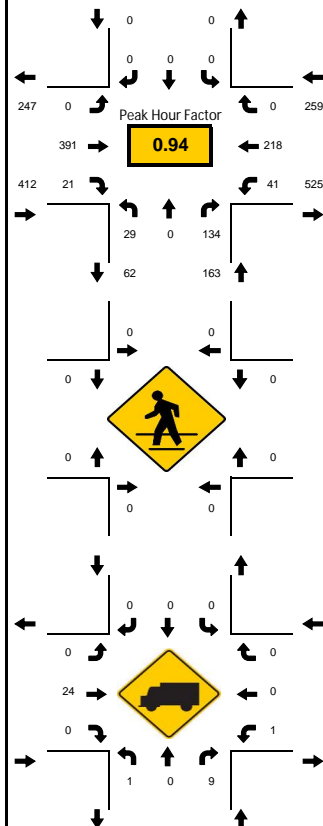
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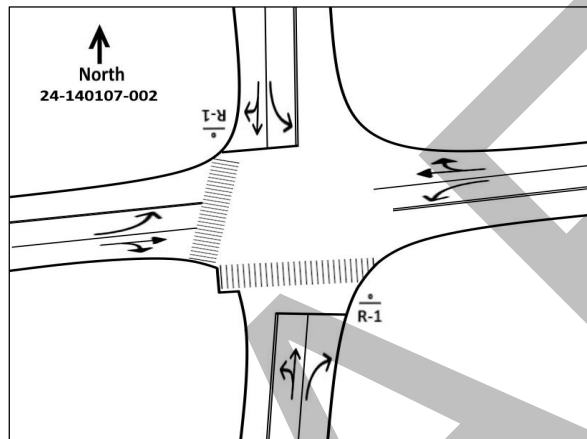
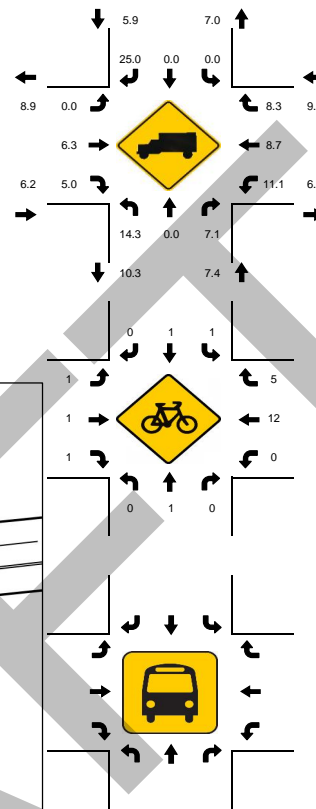
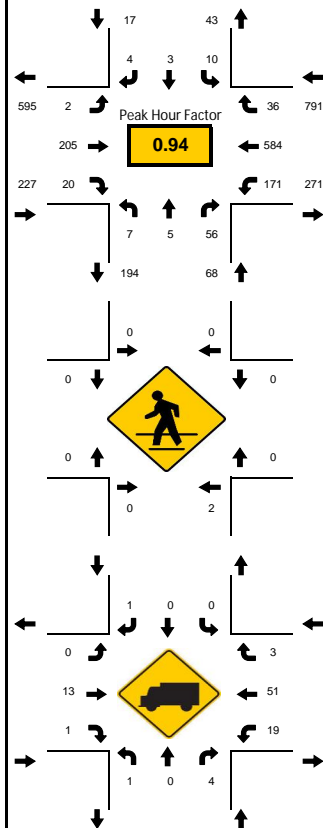
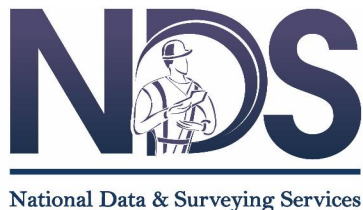


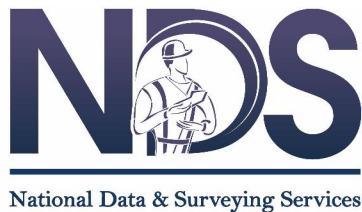
NDS
National Data & Surveying Services

[illegible]

PROJECT ID: 24-140107-002
DATE: Wed, Apr 17, 2024

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:30 AM - 07:45 AM

[illegible]

[illegible]

VOLUME

Causeway Blvd Bet Sanibel Causeway Bridge & Sextan Dr/Yacht Haven Dwy

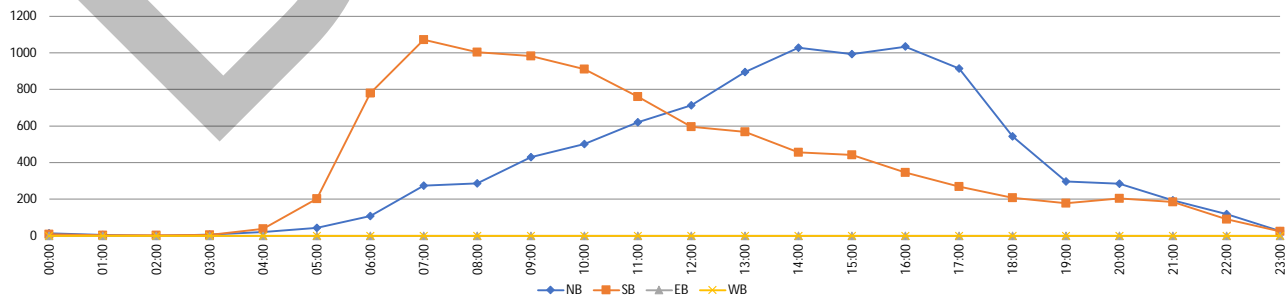
Day: Wednesday

Date: 4/17/2024

City: Sanibel

Project #: FL24_140108_001

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS							
						9,343		9,330		0		0		18,673									
15-Minutes Interval												Hourly Intervals											
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL						
0:00	5	3			8	12:00	160	149			309	00:00	01:00	13	8		21						
0:15	3	2			5	12:15	182	157			339	01:00	02:00	4	3		7						
0:30	3	0			3	12:30	193	148			341	02:00	03:00	1	3		4						
0:45	2	3			5	12:45	178	141			319	03:00	04:00	6	4		10						
1:00	0	1			1	13:00	200	150			350	04:00	05:00	20	38		58						
1:15	1	1			2	13:15	251	158			409	05:00	06:00	43	202		245						
1:30	1	1			2	13:30	220	112			332	06:00	07:00	108	780		888						
1:45	2	0			2	13:45	223	147			370	07:00	08:00	274	1072		1346						
2:00	0	2			2	14:00	251	116			367	08:00	09:00	287	1003		1290						
2:15	0	0			0	14:15	238	127			365	09:00	10:00	429	983		1412						
2:30	1	1			2	14:30	281	108			389	10:00	11:00	501	911		1412						
2:45	0	0			0	14:45	257	105			362	11:00	12:00	620	760		1380						
3:00	0	0			0	15:00	253	106			359	12:00	13:00	713	595		1308						
3:15	0	0			0	15:15	249	108			357	13:00	14:00	894	567		1461						
3:30	2	1			3	15:30	250	126			376	14:00	15:00	1027	456		1483						
3:45	4	3			7	15:45	241	101			342	15:00	16:00	993	441		1434						
4:00	2	9			11	16:00	247	98			345	16:00	17:00	1034	346		1380						
4:15	6	5			11	16:15	259	95			354	17:00	18:00	914	269		1183						
4:30	9	11			20	16:30	274	71			345	18:00	19:00	544	208		752						
4:45	3	13			16	16:45	254	82			336	19:00	20:00	297	178		475						
5:00	10	22			32	17:00	257	76			333	20:00	21:00	285	204		489						
5:15	10	29			39	17:15	268	63			331	21:00	22:00	193	185		378						
5:30	9	52			61	17:30	230	78			308	22:00	23:00	118	91		209						
5:45	14	99			113	17:45	159	52			211	23:00	00:00	25	23		48						
6:00	23	108			131	18:00	172	52			224	STATISTICS											
6:15	24	181			205	18:15	144	53			197		NB	SB	EB	WB	TOTAL						
6:30	32	242			274	18:30	129	57			186	Peak Period	00:00	to 12:00									
6:45	29	249			278	18:45	99	46			145	Volume	2306	5767			8073						
7:00	41	274			315	19:00	68	50			118	Peak Hour	11:00	7:00			9:45						
7:15	77	279			356	19:15	86	49			135	Peak Volume	620	1072			1455						
7:30	73	266			339	19:30	73	35			108	Peak Hour Factor	0.891	0.961			0.970						
7:45	83	253			336	19:45	70	44			114												
8:00	64	250			314	20:00	74	41			115	Peak Period	12:00	to 00:00									
8:15	76	249			325	20:15	83	53			136	Volume	7037	3563			10600						
8:30	67	246			313	20:30	67	46			113	Peak Hour	16:30	12:30			13:45						
8:45	80	258			338	20:45	61	64			125	Peak Volume	1053	597			1491						
9:00	108	248			356	21:00	44	49			93	Peak Hour Factor	0.961	0.945			0.958						
9:15	112	243			355	21:15	58	49			107												
9:30	102	240			342	21:30	38	43			81	Peak Period	07:00	to 09:00									
9:45	107	252			359	21:45	53	44			97	Volume	561	2075			2636						
10:00	113	255			368	22:00	44	49			93	Peak Hour	7:15	7:00			7:00						
10:15	123	252			375	22:15	37	20			57	Peak Volume	297	1072			1346						
10:30	129	224			353	22:30	19	10			29	Peak Hour Factor	0.895	0.961			0.945						
10:45	136	180			316	22:45	18	12			30												
11:00	164	209			373	23:00	10	5			15	Peak Period	16:00	to 18:00									
11:15	147	177			324	23:15	8	3			11	Volume	1948	615			2563						
11:30	135	187			322	23:30	4	7			11	Peak Hour	16:30	16:00			16:00						
11:45	174	187			361	23:45	3	8			11	Peak Volume	1053	346			1380						
TOTALS	2306	5767	0	0	8073	TOTALS	7037	3563	0	0	10600	Peak Hour Factor	0.961	0.883			0.975						
SPLIT %	29%	71%	0%	0%	43%	SPLIT %	66%	34%	0%	0%	57%												



City Council Traffic Data

Month	2021	2022	2023	2024
January	282,778	311,596	190,919	252,892
February	293,554	317,584	207,699	260,436
March	352,029	363,863	246,296	285,946
April	330,664	332,323	226,212	259,576
May	323,157	303,569	226,250	
June	300,788	279,042	212,373	
July	307,599	299,834	212,189	
August	252,803	257,717	210,811	
September	233,764	199,312	200,549	
October	269,353		223,326	
November	281,379		213,918	
December	307,355	130,165	208,065	
Total Year	3,535,223	2,795,005	2,578,607	1,058,850

Existing Count (April 2024)	259,576
Highest Count (March 2022)	363,863
Factor	1.40

APPENDIX B

Crash Data

Incident #	Reported Date	Location	Weather Conditions (Sun, Rain, etc.)	Rear End, Left Turn, Side Swipe, etc.
S19-09468	03/30/2019 11:56	LINDGREN BLVD / PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Rear end
S19-09517	03/30/2019 23:16	CAUSEWAY BLVD / PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Rear end
S19-11917	04/22/2019 16:02	LINDGREN BLVD / PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Rear end/merge lane on Periwinkle Way to Causeway Blvd
S19-17627	06/22/2019 12:47	CAUSEWAY BLVD / PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Rear end
S19-29924	10/20/2019 16:05	LINDGREN BLVD / PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Driver failed to yield right of way
S19-31274	11/01/2019 22:32	LINDGREN BLVD / PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Driver fell asleep and struck stop sign
S19-34602	12/04/2019 13:26	LINDGREN BLVD / PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Rear end
S19-34957	12/08/2019 17:57	LINDGREN BLVD / PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Brake malfunction caused crash
S19-35012	12/09/2019 11:14	LINDGREN BLVD / PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Rear end
S19-35718	12/16/2019 13:03	LINDGREN BLVD / PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Single vehicle/truck with heavy load turned over on side when making turn
S20-00180	01/02/2020 13:28	CAUSEWAY BLVD / LINDGREN BLVD, SANIBEL, FL, 33957	Weather not a factor	Rear end
S20-02159	01/21/2020 09:27	CAUSEWAY BLVD / PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Side swipe
S20-04674	02/13/2020 17:12	LINDGREN BLVD / PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Rear end /Driver distracted
S20-05133	02/17/2020 16:46	CAUSEWAY BLVD & PERIWINKLE WAY, SANIBEL, FL, 33957		Call cancelled before officers arrived
S20-36190	07/14/2020 20:52	PERIWINKLE WAY & CAUSEWAY BLVD, SANIBEL, FL, 33957	Weather not a factor	Rear end/merge lane on Periwinkle Way to Causeway Blvd
S21-16858	03/19/2021 13:37	LINDGREN BLVD & PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Rear end/merge lane on Periwinkle Way to Causeway Blvd
S21-16860	03/19/2021 14:37	PERIWINKLE WAY & CAUSEWAY BLVD, SANIBEL, FL, 33957	Weather not a factor	Rear end
S21-36556	06/29/2021 14:13	PERIWINKLE WAY & CAUSEWAY BLVD, SANIBEL, FL, 33957	Weather not a factor	Driver failed to stop at a stop sign
S21-61898	11/03/2021 22:06	PERIWINKLE WAY & CAUSEWAY BLVD, SANIBEL, FL, 33957	Weather not a factor	Rear end
S21-68066	12/05/2021 11:11	PERIWINKLE WAY & LINDGREN BLVD, SANIBEL, FL, 33957	Weather not a factor	Periwinkle Way/Lindgren Blvd/Driver failed to obey traffic control officer
S21-68452	12/07/2021 08:43	LINDGREN BLVD & CAUSEWAY BLVD, SANIBEL, FL, 33957	Weather not a factor	Periwinkle Way/Lindgren Blvd/Bicyclist struck in crosswalk
S21-72936	12/27/2021 18:19	CAUSEWAY BLVD & PERIWINKLE WAY, SANIBEL, FL, 33957	Weather not a factor	Rear end/merge lane on Periwinkle Way to Causeway Blvd
S21-73298	12/29/2021 12:48	PERIWINKLE WAY & CAUSEWAY BLVD, SANIBEL, FL, 33957	Weather not a factor	Side swipe/merge lane on Periwinkle Way to Causeway Blvd
S22-031791	06/01/2022 18:06	PERIWINKLE WAY/LINDGREN BLVD, SANIBEL, FL, 33957	Weather not a factor	Rear end
S22-035599	06/23/2022 08:53	PERIWINKLE WAY/LINDGREN BLVD, SANIBEL, FL, 33957	Weather not a factor	Rear end /merge lane on Causeway Blvd to West Periwinkle
S22-041613	7/23/2022 14:34	Periwinkle Way/Lindgren Blvd		Vehicle drove on the Shared Use Path/NO traffic crash
S22-043214	08/01/2022 12:50	PERIWINKLE WAY/CAUSEWAY BLVD, SANIBEL, FL, 33957	Weather not a factor	Rear end/Periwinkle Way and Lindgren Blvd merge lane
S22-10051	02/11/2022 18:26	LINDGREN BLVD & PERIWINKLE WAY, SANIBEL, FL, 33957		Call cancelled before officers arrived
S23-017182	03/16/2023 16:40	PERIWINKLE WAY/LINDGREN BLVD, SANIBEL, FL, 33957	Weather not a factor	Rear end
S23-020672	03/28/2023 15:53	PERIWINKLE WAY/LINDGREN BLVD, SANIBEL, FL, 33957	Weather not a factor	Rear end /Driver distracted
S23-022407	04/03/2023 17:04	PERIWINKLE WAY/LINDGREN BLVD, SANIBEL, FL, 33957	Weather not a factor	Rear end /Driver distracted
S23-026372	04/19/2023 16:03	PERIWINKLE WAY/LINDGREN BLVD, SANIBEL	Weather not a factor	Left turn from Lindgren to PW/Trailer of vehicle struck other front of other vehicle
S23-073913	11/28/2023 14:57	PERIWINKLE WAY/LINDGREN BLVD, SANIBEL	Weather not a factor	Rear end /Driver distracted
S23-074119	11/29/2023 15:09	PERIWINKLE WAY/LINDGREN BLVD, SANIBEL	Weather not a factor	Rear end stopped vehicle

APPENDIX C

Traffic Signal Warrant Analysis Worksheets

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
10/15

City: **Sanibel**
County: **12 – Lee**
District: **One**

Engineer: **Ian Rairden, P.E.**
Date: **June 6, 2024**

Major Street: **Periwinkle Way**
Minor Street: **Causeway Boulevard**

Lanes: **2** Major Approach Speed: **35**
Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☐ Yes ☒ No
☒ Yes ☐ No

"70%" volume level **may** be used if Question 1 or 2 above is answered "Yes"

☒ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours.

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems).

☐ Yes ☒ No
☐ Yes ☒ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☒ Yes ☐ No
80% Satisfied: ☒ Yes ☐ No
70% Satisfied: ☒ Yes ☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Major	778	921	1,054	1,205	1,191	814	939	1,020
Minor	291	235	195	171	228	300	192	192

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
10/15

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable: ☒ Yes ☐ No

100% Satisfied: ☐ Yes ☒ No

80% Satisfied: ☒ Yes ☐ No

70% Satisfied: ☒ Yes ☐ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Major	778	921	1,054	1,205	1,191	814	939	1,020
Minor	291	235	195	171	228	300	192	192

Existing Volumes

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
10/15

City: **Sanibel**
County: **12 - Lee**
District: **One**

Engineer: **Ian Rairden, P.E.**
Date: **June 6, 2024**

Major Street: **Periwinkle Way**
Minor Street: **Causeway Boulevard**

Lanes: **2** Major Approach Speed: **35**
Lanes: **1** Minor Approach Speed: **30**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☐ Yes ☒ No

☒ Yes ☐ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☒ Yes ☐ No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

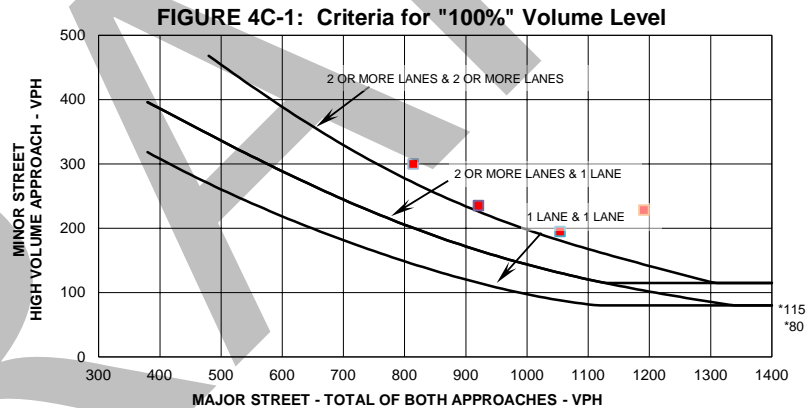
Applicable: ☒ Yes ☐ No

Satisfied: ☒ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

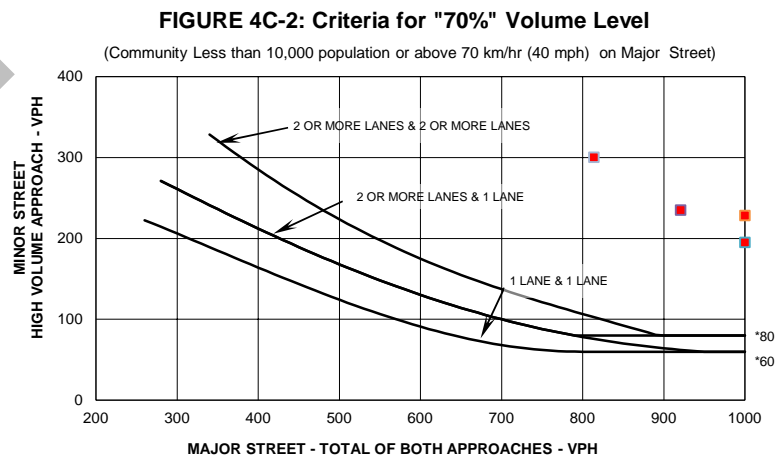
Four Highest Hours	Volumes	
	Major Street	Minor Street
11:00 AM	921	235
12:00 PM	1054	195
2:00 PM	1191	228
3:00 PM	814	300



* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
11:00 AM	921	235
12:00 PM	1054	195
2:00 PM	1191	228
3:00 PM	814	300



* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

Hour	Existing 2024 TMCs											
	Eastbound (Periwinkle Way)			Westbound (Periwinkle Way)			Northbound (Lindgren Blvd)			Southbound (Causeway Blvd)		
Start - End	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:00 AM - 8:00 AM	238	24	19	4	32	27	13	22	6	94	104	902
8:00 AM - 9:00 AM	237	41	24	3	61	33	19	20	5	96	78	829
9:00 AM - 10:00 AM	333	53	22	7	72	38	20	50	5	91	93	778
10:00 AM - 11:00 AM	405	66	37	12	73	52	33	45	9	137	71	696
11:00 AM - 12:00 PM	471	99	38	11	77	85	32	71	13	120	48	588
12:00 PM - 1:00 PM	536	96	58	7	114	116	29	59	10	100	39	454
1:00 PM - 2:00 PM	669	98	29	8	86	134	18	95	8	92	30	446
2:00 PM - 3:00 PM	697	65	8	6	83	181	12	145	8	62	23	361
3:00 PM - 4:00 PM	512	24	6	5	40	279	6	205	4	49	26	364
4:00 PM - 5:00 PM	616	15	1	8	32	276	2	131	6	31	16	290
5:00 PM - 6:00 PM	654	29	10	4	41	133	17	114	8	48	11	212
6:00 PM - 7:00 PM	426	40	13	6	49	71	25	40	6	31	12	167

Hour	Existing 2024 TMCs, Factor=1.4											
	Eastbound (Periwinkle Way)			Westbound (Periwinkle Way)			Northbound (Lindgren Blvd)			Southbound (Causeway Blvd)		
Start - End	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:00 AM - 8:00 AM	333	34	27	6	45	38	18	31	8	132	146	1,263
8:00 AM - 9:00 AM	332	57	34	4	85	46	27	28	7	134	109	1,161
9:00 AM - 10:00 AM	466	74	31	10	101	53	28	70	7	127	130	1,089
10:00 AM - 11:00 AM	567	92	52	17	102	73	46	63	13	192	99	974
11:00 AM - 12:00 PM	659	139	53	15	108	119	45	99	18	168	67	823
12:00 PM - 1:00 PM	750	134	81	10	160	162	41	83	14	140	55	636
1:00 PM - 2:00 PM	937	137	41	11	120	188	25	133	11	129	42	624
2:00 PM - 3:00 PM	976	91	11	8	116	253	17	203	11	87	32	505
3:00 PM - 4:00 PM	717	34	8	7	56	391	8	287	6	69	36	510
4:00 PM - 5:00 PM	862	21	1	11	45	386	3	183	8	43	22	406
5:00 PM - 6:00 PM	916	41	14	6	57	186	24	160	11	67	15	297
6:00 PM - 7:00 PM	596	56	18	8	69	99	35	56	8	43	17	234

Hour			Existing 2024 TMCs, Factor=1.4, Pagone's Reduction 100% for EBR, WBR, SBR, and 75% for NBR													Including Pagone's Reduction			
			Eastbound (Periwinkle Way)			Westbound (Periwinkle Way)			Northbound (Lindgren Blvd)			Southbound (Causeway Blvd)			Major Street	Highest Minor	Pagone's Reduction	Major Street	Highest Minor
Start	-	End	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
7:00 AM	-	8:00 AM	333	34	27	6	45	38	18	31	8	132	146	1,263	483	1,541	100%, 75%	418	278
8:00 AM	-	9:00 AM	332	57	34	4	85	46	27	28	7	134	109	1,161	558	1,404	100%, 75%	478	243
9:00 AM	-	10:00 AM	466	74	31	10	101	53	28	70	7	127	130	1,089	735	1,346	100%, 75%	651	257
10:00 AM	-	11:00 AM	567	92	52	17	102	73	46	63	13	192	99	974	903	1,265	100%, 75%	778	291
11:00 AM	-	12:00 PM	659	139	53	15	108	119	45	99	18	168	67	823	1,093	1,058	100%, 75%	921	235
12:00 PM	-	1:00 PM	750	134	81	10	160	162	41	83	14	140	55	636	1,297	831	100%, 75%	1,054	195
1:00 PM	-	2:00 PM	937	137	41	11	120	188	25	133	11	129	42	624	1,434	795	100%, 75%	1,205	171
2:00 PM	-	3:00 PM	976	91	11	8	116	253	17	203	11	87	32	505	1,455	624	100%, 75%	1,191	228
3:00 PM	-	4:00 PM	717	34	8	7	56	391	8	287	6	69	36	510	1,213	615	100%, 75%	814	300
4:00 PM	-	5:00 PM	862	21	1	11	45	386	3	183	8	43	22	406	1,326	471	100%, 75%	939	192
5:00 PM	-	6:00 PM	916	41	14	6	57	186	24	160	11	67	15	297	1,220	379	100%, 75%	1,020	192
6:00 PM	-	7:00 PM	596	56	18	8	69	99	35	56	8	43	17	234	846	294	100%, 75%	729	97





APPENDIX D





ICE Worksheets

Capacity Analysis for Planning of Junctions

Input Worksheet 1

Project Name	Sanibel Causeway
Project Number	
Location	Causeway Boulevard and Periwinkle Way - AM
Date	September 1, 2024
Number of Legs	4
Major Street Direction	North-South

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	466	74	31	9.80%	0.00%
Westbound	0	10	101	53	10.30%	0.00%
Southbound	0	127	130	1089	12.40%	0.00%
Northbound	0	28	70	7	8.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C2-Rural				
Critical Lane Volume Threshold	2-phase signal			Suggested = 1800	1800	
	3-phase signal			Suggested = 1750	1750	
	4-phase signal			Suggested = 1700	1700	

Equivalent Passenger Car Volume				
	Volume (Veh/hr)			
	U-Turn 	Left 	Thru 	Right 
Eastbound	0	512	81	34
Westbound	0	11	111	58
Southbound	0	143	146	1224
Northbound	0	30	76	8

Notes:	
Left-Turn Adjustment Factor	Conversion of left-turning vehicles to equivalent through vehicles
Right-turn Adjustment Factor	Conversion of right-turning vehicles to equivalent through vehicles
U-turn Adjustment Factor	Conversion of U-turning vehicles to equivalent through vehicles
Truck to PCE Factor	1 truck = X Passenger Car Equivalents
Critical Lane Volume Sum Limit	Saturation Value for Critical Lane Volume Sum at an intersection

Capacity Analysis for Planning of Junctions

Results Worksheet

Project Name	Sanibel Causeway	<u>Estimated Volume-to-Capacity Ratio</u>			
Project Number	0	Number of Configurations			
Location	Causeway Boulevard and Periwinkle Way - AM	< 0.750	0.750 - 0.875	0.875 - 1.00	≥ 1.00
Date	September 1, 2024	1	2	6	9

Results for Non-roundabout Intersections

TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Pedestrian Accom. Score	Bicycle Accom. Score
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			
Traffic Signal	FULL									1551	0.91	0.91	5.40	4.67
Two-Way Stop Control	N-S									--	≥10	>10	3.16	3.91
All-Way Stop Control	FULL									2434	1.35	1.35	4.12	4.67
Quadrant Roadway	N-E	1205	0.69			745	0.43			1737	0.96	0.96	4.82	4.42
	N-W	1507	0.86					1530	0.87	147	0.08	0.87	4.82	4.67
Partial Displaced Left Turn	N-S	739	0.41	189	0.10					1551	0.89	0.89	3.19	3.33
Displaced Left Turn	FULL	739	0.41	189	0.10	236	0.13	680	0.38	1440	0.80	0.80	3.30	3.33
Signalized Restricted Crossing U-Turn	N-S	1666	0.93	855	0.48	800	0.44	2308	1.28			1.28	3.30	4.25
Unsignalized Restricted Crossing U-Turn	N-S	1513	0.36	114	0.49	588	0.36	157	0.72			0.72	2.99	3.17
Median U-Turn	N-S	1564	0.87	933	0.52					2118	1.18	1.18	3.31	4.67
Bowtie	N-S	632	0.45	1306	0.92	180	0.20	75	0.06	2344	1.30	1.30	5.40	4.58
Signalized ThruCut	N-S									1573	0.90	0.90	5.55	4.67
Unsignalized ThruCut	N-S									--	3.30	3.30	4.90	4.33

Capacity Analysis for Planning of Junctions

Results Worksheet

Results for Roundabouts

TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Pedestrian Accom. Score	Bicycle Accom. Score
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3			
50 ICD	<u>1.56</u>			<u>0.78</u>			<u>0.31</u>			<u>0.39</u>			1.56	5.32	4.58
75 ICD	<u>1.53</u>			<u>0.77</u>			<u>0.27</u>			<u>0.34</u>			1.53	5.32	4.58
1 X 1	<u>1.28</u>			<u>0.62</u>			<u>0.18</u>			<u>0.24</u>			1.28	5.32	4.58
2NS X 1EW	<u>0.25</u>	<u>0.98</u>		<u>0.57</u>			<u>0.08</u>	<u>0.08</u>		<u>0.21</u>			0.98	4.93	4.50
2 X 2	<u>0.25</u>	<u>0.98</u>		<u>0.11</u>	<u>0.11</u>		<u>0.08</u>	<u>0.08</u>		<u>0.50</u>	<u>0.10</u>		0.98	4.71	4.42





Results for Ramp Terminal Intersections





TYPE OF RAMP TERMINAL INTERSECTION	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr. 1)		Zone 4 (Ctr. 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)		Overall v/c Ratio	Pedestrian Accom. Score	Bicycle Accom. Score
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			

Capacity Analysis for Planning of Junctions

Input Worksheet 1

Project Name	Sanibel Causeway
Project Number	
Location	Causeway Boulevard and Periwinkle Way - AM
Date	September 1, 2024
Number of Legs	4
Major Street Direction	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	976	91	11	6.80%	0.00%
Westbound	0	8	116	253	5.70%	0.00%
Southbound	0	87	32	505	10.70%	0.00%
Northbound	0	17	203	11	6.20%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C2-Rural				
Critical Lane Volume Threshold	2-phase signal			Suggested = 1800	1800	
	3-phase signal			Suggested = 1750	1750	
	4-phase signal			Suggested = 1700	1700	

Equivalent Passenger Car Volume				
	Volume (Veh/hr)			
	U-Turn 	Left 	Thru 	Right 
Eastbound	0	1042	97	12
Westbound	0	8	123	267
Southbound	0	96	35	559
Northbound	0	18	216	12

Notes:	
Left-Turn Adjustment Factor	Conversion of left-turning vehicles to equivalent through vehicles
Right-turn Adjustment Factor	Conversion of right-turning vehicles to equivalent through vehicles
U-turn Adjustment Factor	Conversion of U-turning vehicles to equivalent through vehicles
Truck to PCE Factor	1 truck = X Passenger Car Equivalents
Critical Lane Volume Sum Limit	Saturation Value for Critical Lane Volume Sum at an intersection

Capacity Analysis for Planning of Junctions

Results Worksheet

Project Name	Sanibel Causeway	<u>Estimated Volume-to-Capacity Ratio</u>			
Project Number	0	Number of Configurations			
Location	Causeway Boulevard and Periwinkle Way - AM	< 0.750	0.750 - 0.875	0.875 - 1.00	≥ 1.00
Date	September 1, 2024	1	2	5	10

Results for Non-roundabout Intersections

TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Pedestrian Accom. Score	Bicycle Accom. Score
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			
Traffic Signal	FULL									1645	0.97	0.97	5.40	4.67
Two-Way Stop Control	E-W									--	≥10	>10	2.84	3.91
All-Way Stop Control	FULL									2485	1.38	1.38	4.12	4.67
Quadrant Roadway	N-E	2033	1.16			1420	0.81			1797	1.00	1.16	5.11	4.58
	N-W	1580	0.90					1411	0.81	548	0.30	0.90	5.11	4.83
Partial Displaced Left Turn	E-W					201	0.11	1238	0.69	1414	0.81	0.81	3.19	3.33
Displaced Left Turn	FULL	1359	0.76	62	0.03	201	0.11	1238	0.69	1313	0.73	0.76	3.29	3.33
Signalized Restricted Crossing U-Turn	E-W	1238	0.69	482	0.27	691	0.38	1315	0.73			0.73	3.17	4.25
Unsignalized Restricted Crossing U-Turn	E-W	624	1.12	193	0.29	398	0.25	1151	0.27			1.12	2.98	3.52
Median U-Turn	E-W					1723	0.96	1281	0.71	2311	1.28	1.28	3.33	4.67
Bowtie	E-W	577	0.42	126	0.25	914	0.68	1160	0.86	2516	1.40	1.40	5.40	4.67
Signalized ThruCut	E-W									1544	0.88	0.88	5.47	4.67
Unsignalized ThruCut	E-W									--	513.48	513.48	4.67	4.33

Capacity Analysis for Planning of Junctions

Results Worksheet

Results for Roundabouts

TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Pedestrian Accom. Score	Bicycle Accom. Score
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3			
50 ICD	<u>0.73</u>			<u>1.23</u>			<u>-1.40</u>			<u>-1.65</u>			1.23	5.32	4.58
75 ICD	<u>0.71</u>			<u>1.23</u>			<u>-3.59</u>			<u>-3.21</u>			1.23	5.32	4.58
1 X 1	<u>0.58</u>			<u>0.96</u>			<u>0.63</u>			<u>1.06</u>			1.06	5.32	4.58
1NS X 2EW	<u>0.55</u>			<u>0.88</u>	<u>0.09</u>		<u>0.49</u>			<u>0.31</u>	<u>0.56</u>		0.88	5.02	4.50
2 X 2	<u>0.11</u>	<u>0.45</u>		<u>0.31</u>	<u>0.56</u>		<u>0.27</u>	<u>0.26</u>		<u>0.88</u>	<u>0.09</u>		0.88	4.72	4.42

Results for Ramp Terminal Intersections

TYPE OF RAMP TERMINAL INTERSECTION	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr. 1)		Zone 4 (Ctr. 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)		Overall v/c Ratio	Pedestrian Accom. Score	Bicycle Accom. Score
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			

Florida Department of Transportation Safety Performance for Intersection Control Evaluation Tool											
Results											
Summary of crash prediction results for each alternative											
Project Information											
Project Name:					Intersection Type	At-Grade Intersection					
Intersection:					Opening Year	2035					
Agency:					Design Year	0					
Project Reference:					Facility Type	On Urban and Suburban Arterial					
City:					Number of Legs	4-leg					
State:					1-Way/2-Way	2-way Intersecting 2-way					
Date:					# of Major Street Lanes (both directions)	5 or fewer					
Analyst:					Major Street Approach Speed	Less than 50 mph					
Crash Prediction Summary											
Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?		Source of Prediction	Opening Year	Design Year	Rank
						(Open Year)	(Design Year)				
Traffic Signal	Total	7.58	--	--	10	Yes	Yes	Calibrated SPF	92		11
	Fatal & Injury	2.53	--	--							
Traffic Signal (Alt)	Total	7.58	--	--	10	Yes	Yes	Calibrated SPF	92		11
	Fatal & Injury	2.53	--	--							
Minor Road Stop	Total	3.44	--	--	3	No	Yes	Calibrated SPF	88		13
	Fatal & Injury	1.46	--	--							
All Way Stop	Total	4.25	--	--	4	No	Yes	Uncalibrated SPF	94		8
	Fatal & Injury	1.50	--	--							
1-lane Roundabout	Total	3.28	--	--	1	No	Yes	Uncalibrated SPF	98		1
	Fatal & Injury	0.69	--	--							
2-lane Roundabout	Total	13.17	--	--	9	Yes	Yes	Uncalibrated SPF	97		2
	Fatal & Injury	2.41	--	--							
Displaced Left Turn (DLT)	Total	6.67	--	--	8	N/A	N/A	CMF	88		14
	Fatal & Injury	2.22	--	--							
Median U-Turn (MUT)	Total	4.78	--	--	7	N/A	N/A	CMF	95		6
	Fatal & Injury	1.92	--	--							
Signalized RCUT	Total	6.63	--	--	5	No	Yes	Uncalibrated SPF	97		3
	Fatal & Injury	1.65	--	--							
Unsignalized RCUT	Total	5.45	--	--	2	No	Yes	Uncalibrated SPF	96		5
	Fatal & Injury	1.02	--	--							
Signalized Thru-Cut	Total	No SPF	--	--	--	N/A	N/A	N/A	94		7
	Fatal & Injury	No SPF	--	--							
Unsignalized Thru-Cut	Total	No SPF	--	--	--	N/A	N/A	N/A	92		10
	Fatal & Injury	No SPF	--	--							
Bowtie	Total	No SPF	--	--	--	N/A	N/A	N/A	96		4
	Fatal & Injury	No SPF	--	--							
Jughandle	Total	5.61	--	--	6	N/A	N/A	CMF	92		9
	Fatal & Injury	1.87	--	--							

Legend	
	AADT >= 75%
	AADT >= 50%
	AADT >= 25%
	AADT >= 10%
	AADT > 0%

APPENDIX E

VISSIM Results

VISSIM Volume Comparison and Delay										
Intersection	Lane	Existing (Managed)			Alternative 1 (Roundabout)			Alternative 2 (Signal)		
		Delay (s)	Volume		Delay (s)	Volume		Delay (s)	Volume	
			Demand	Simulated		Demand	Simulated		Demand	Simulated
Periwinkle Ave. @ Sanibel Causeway/Lindgren	NB Left	415	3	2	29	3	2	46	3	2
	NB Through	372	183	181	24	183	185	40	183	183
	NB Right	323	8	9	12	8	10	19	8	9
	SB Left	87	43	41	2	43	43	65	43	43
	SB Through	89	22	24	1	22	25	62	22	25
	SB Right	1	406	408	2	406	408	1	406	408
	EB Left	43	862	797	19	862	903	38	862	813
	EB Through	10	21	21	2	21	24	39	21	21
	EB Right	1	1	1	2	1	1	1	1	1
	WB Left	91	11	10	297	11	10	4	11	10
	WB Through	102	45	48	265	45	46	46	45	48
	WB Right	9	386	404	202	386	389	9	386	404

VISSIM Volume Comparison							
Intersection	Lane	Existing (Managed)		Alternative 1 (Roundabout)		Alternative 2 (Signal)	
		Volume		Volume		Volume	
		Demand	Simulated	Demand	Simulated	Demand	Simulated
Periwinkle Ave. @ E Gulf St.	NB Left	280	290	280	290	280	290
	NB Through	0	0	0	0	0	0
	NB Right	32	32	32	32	32	32
	SB Left	0	0	0	0	0	0
	SB Through	0	0	0	0	0	0
	SB Right	6	6	6	6	6	6
	EB Left	0	0	0	0	0	0
	EB Through	29	29	29	30	29	29
	EB Right	8	7	8	8	8	8
	WB Left	14	14	14	14	14	14
	WB Through	94	100	94	100	94	100
	WB Right	3	3	3	3	3	3
Periwinkle Ave. @ Bailey Rd.	NB Left	0	0	0	0	0	0
	NB Through	0	0	0	0	0	0
	NB Right	0	0	0	0	0	0
	SB Left	283	231	283	284	283	158
	SB Through	0	0	0	0	0	0
	SB Right	8	6	8	9	8	4
	EB Left	4	4	4	3	4	4
	EB Through	612	590	612	641	612	678
	EB Right	1	2	1	1	1	2
	WB Left	1	2	1	2	1	2
	WB Through	413	416	413	413	413	416
	WB Right	41	41	41	40	41	41
Periwinkle Ave. @ Donax St.	NB Left	25	7	25	24	25	25
	NB Right	221	56	221	228	221	242
	EB Through	335	511	335	342	335	351
	EB Right	17	26	17	17	17	17
	WB Left	60	55	60	56	60	55
	WB Through	346	349	346	351	346	349
Periwinkle Ave. @ Casa Ybel	NB Left	11	12	11	12	11	12
	NB Through	14	14	14	14	14	14
	NB Right	92	96	92	93	92	93
	SB Left	17	17	17	17	17	17
	SB Through	18	19	18	19	18	19
	SB Right	6	4	6	4	6	4
	EB Left	7	11	7	8	7	8
	EB Through	400	606	400	408	400	408
	EB Right	35	48	35	35	35	35
	WB Left	81	78	81	83	81	82
	WB Through	298	285	298	300	298	298
	WB Right	28	27	28	29	28	28

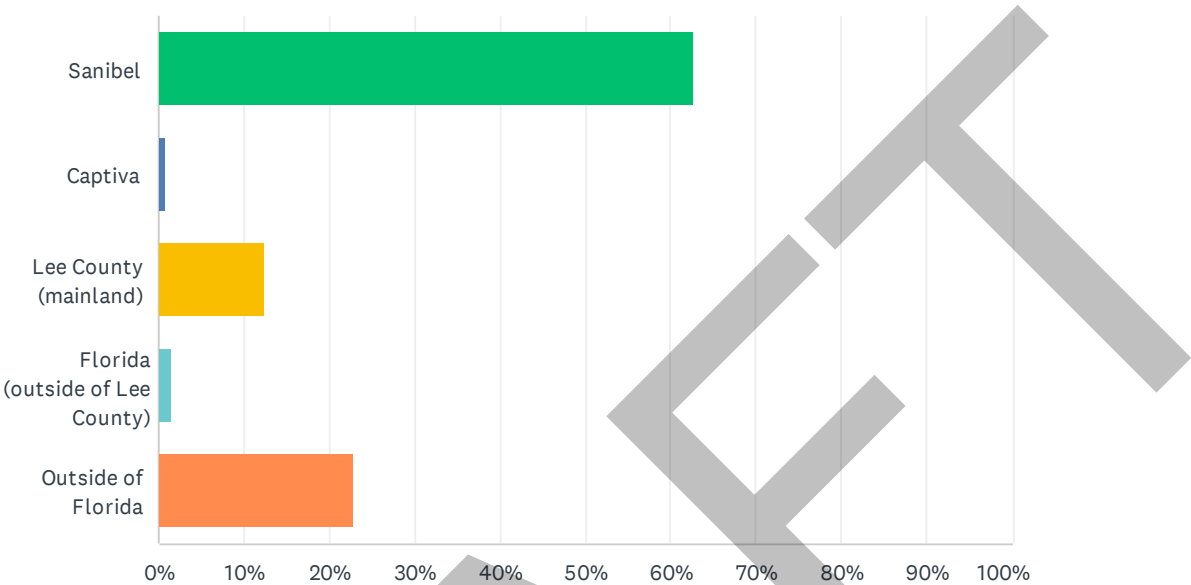
Network Performance - PM Peak																
Scenario	Result	Average Delay (sec)	Average Stops	Average Speed (mph)	Average Stop Delay (sec)	Total Distance	Total Travel Time (sec)	Total Delay	Total Stops	Total Stop Delay	Active vehicles	Vehicles Processed	Latent Delay	Latent Demand	Avg. Delay (min)	Avg. Delay (Hours)
Existing (Stop Only)	Average	785.7	57.8	4.2	431.0	2,499	2,158,598	1,868,104	137519	1,024,717	599	1,780	2,881,400	1271.0	13.1	0.2
	Maximum	817.9	62.6	4.5	467.6	2,646	2,194,765	1,908,644	146274	1,114,671	626	1,872	3,084,647	1353.0	13.6	0.2
Existing (Managed)	Average	544.5	28.0	6.0	351.5	3,287	1,968,934	1,583,231	81541	1,021,928	515	2,393	1,875,050	551.0	9.1	0.2
	Maximum	554.7	30.1	6.3	369.8	3,404	1,995,708	1,605,225	88861	1,053,438	564	2,462	2,048,501	585.0	9.2	0.2
Alternative 1 (Roundabout)	Average	193.6	19.9	13.2	55.8	3,347	933,503	523,738	53700	151,086	260	2,438	191,863	47.0	3.2	0.1
	Maximum	270.1	26.3	16.5	96.4	3,432	1,149,510	741,015	71919	264,476	317	2,486	375,935	87.0	4.5	0.1
Alternative 2 (Signal)	Average	210.2	14.9	12.6	105.2	3,259	932,470	544,890	38622	272,615	236	2,357	579,666	221.0	3.5	0.1
	Maximum	247.6	17.0	13.7	133.6	3,354	1,019,311	632,526	43889	341,426	262	2,402	659,064	257.0	4.1	0.1

APPENDIX F

Community Feedback Survey Results

Q1 Where is your primary residence?

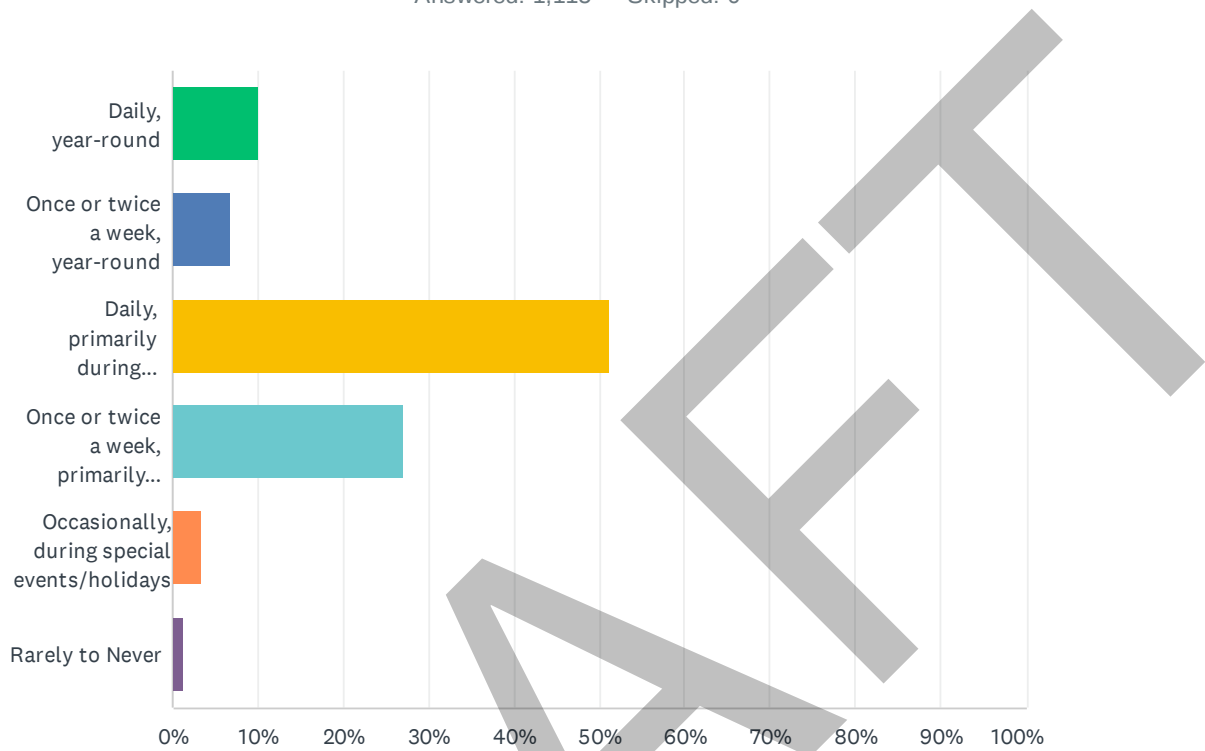
Answered: 1,115 Skipped: 0



ANSWER CHOICES		RESPONSES	
Sanibel		62.60%	698
Captiva		0.90%	10
Lee County (mainland)		12.29%	137
Florida (outside of Lee County)		1.43%	16
Outside of Florida		22.78%	254
TOTAL			1,115

Q2 How often do you experience traffic delays at the Causeway Blvd. and Periwinkle Way intersection?

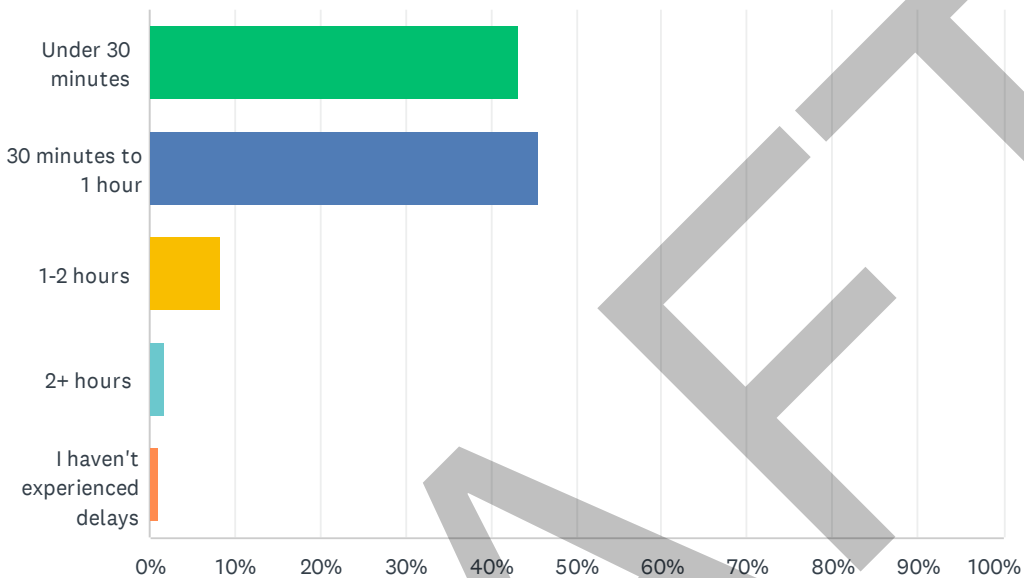
Answered: 1,115 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily, year-round	10.04%	112
Once or twice a week, year-round	6.91%	77
Daily, primarily during winter/spring season	51.21%	571
Once or twice a week, primarily during winter/spring season	27.17%	303
Occasionally, during special events/holidays	3.41%	38
Rarely to Never	1.26%	14
TOTAL		1,115

Q3 If you have experienced delays travelling through the Causeway Blvd. and Periwinkle Way intersection, what is the average duration of the delay?

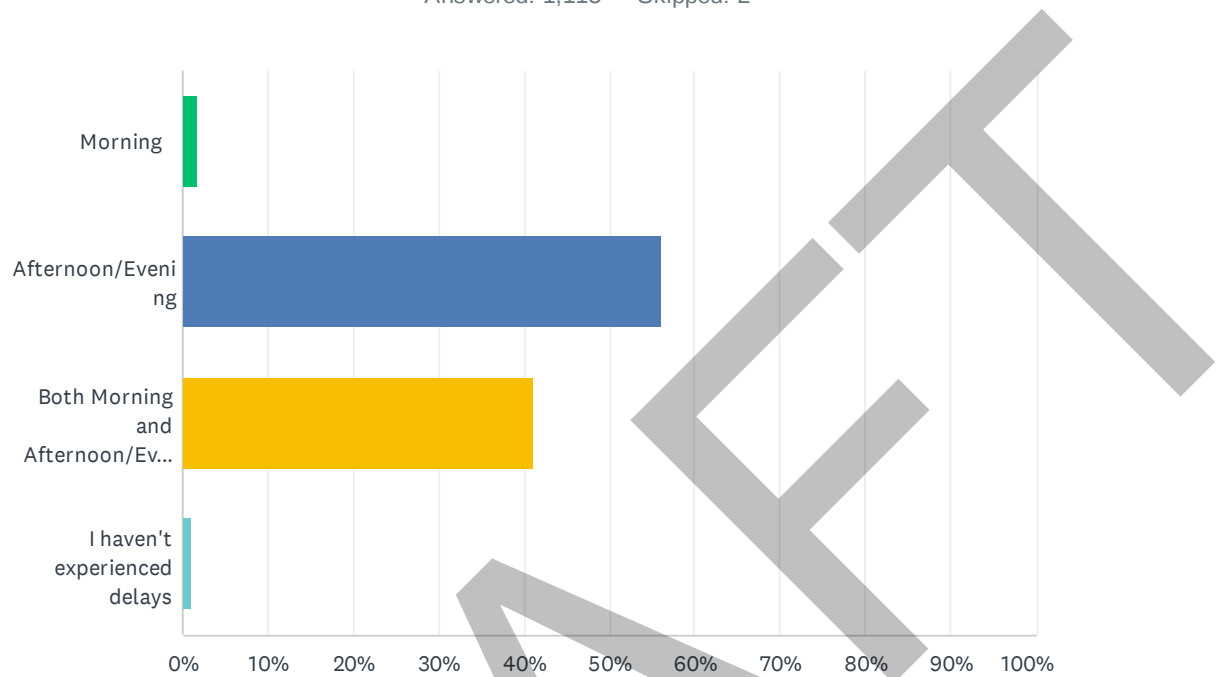
Answered: 1,113 Skipped: 2



ANSWER CHOICES	RESPONSES	
Under 30 minutes	43.31%	482
30 minutes to 1 hour	45.73%	509
1-2 hours	8.36%	93
2+ hours	1.62%	18
I haven't experienced delays	0.99%	11
TOTAL		1,113

Q4 If you have experienced delays travelling through the Causeway Blvd. and Periwinkle Way intersection, what time of day does the delay occur?

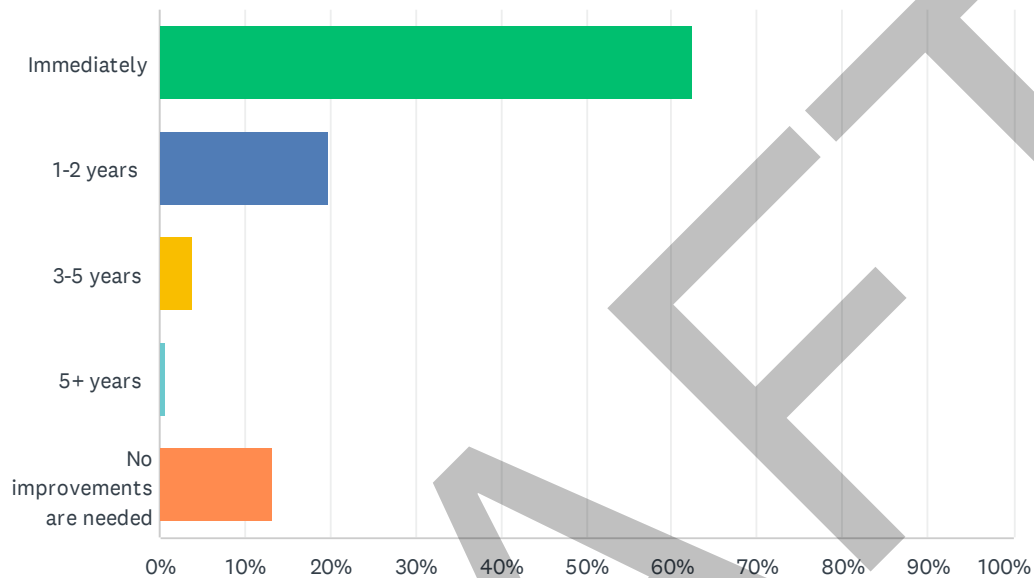
Answered: 1,113 Skipped: 2



ANSWER CHOICES	RESPONSES	
Morning	1.62%	18
Afternoon/Evening	56.06%	624
Both Morning and Afternoon/Evening	41.24%	459
I haven't experienced delays	1.08%	12
TOTAL		1,113

Q5 If you have experienced traffic delays at this intersection, and believe improvements should be made, when do you think changes should be implemented?

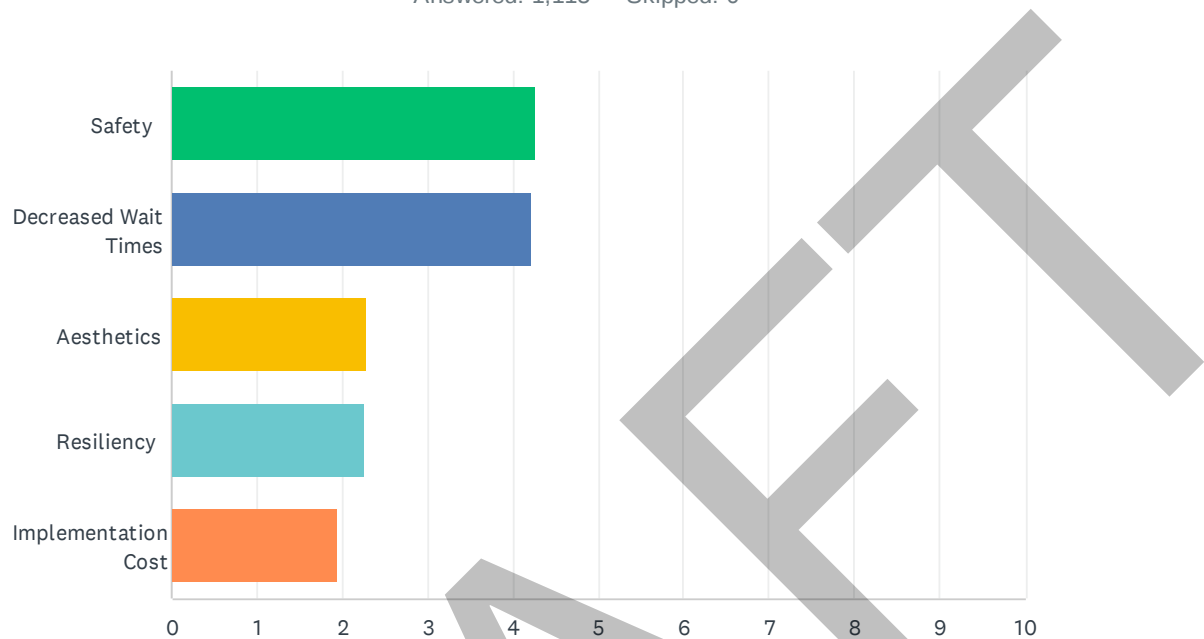
Answered: 1,115 Skipped: 0



ANSWER CHOICES	RESPONSES	
Immediately	62.51%	697
1-2 years	19.91%	222
3-5 years	3.77%	42
5+ years	0.63%	7
No improvements are needed	13.18%	147
TOTAL		1,115

Q6 Please rank the priorities for this intersection as alternative roadway designs are considered. (1 =most important, 5=less important)

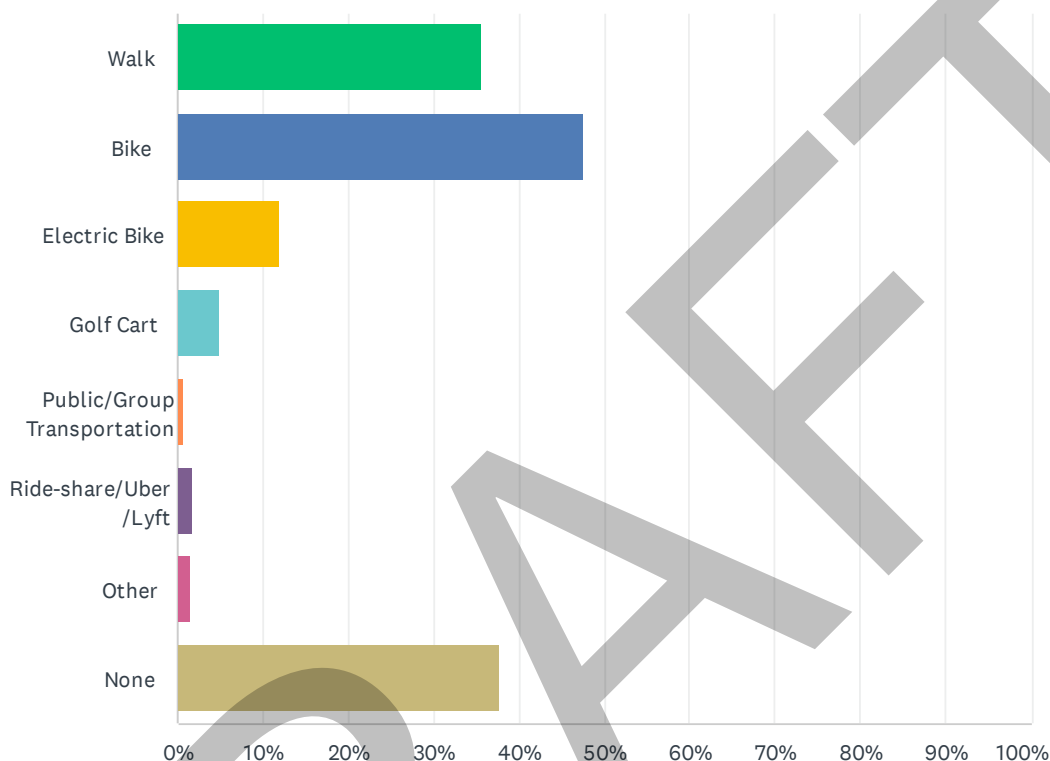
Answered: 1,115 Skipped: 0



	1	2	3	4	5	TOTAL	SCORE
Safety	46.82% 522	38.12% 425	10.40% 116	3.23% 36	1.43% 16	1,115	4.26
Decreased Wait Times	47.00% 524	37.49% 418	8.97% 100	4.04% 45	2.51% 28	1,115	4.22
Aesthetics	2.42% 27	9.87% 110	31.39% 350	27.35% 305	28.97% 323	1,115	2.29
Resiliency	1.26% 14	7.35% 82	29.15% 325	41.70% 465	20.54% 229	1,115	2.27
Implementation Cost	2.51% 28	7.17% 80	20.09% 224	23.68% 264	46.55% 519	1,115	1.95

Q7 What transportation methods do you use other than a personal automobile on a weekly basis for mobility? (NOT for leisure, recreation, fitness, etc.) Please select all that apply.

Answered: 1,115 Skipped: 0



ANSWER CHOICES	RESPONSES	
Walk	35.70%	398
Bike	47.44%	529
Electric Bike	11.93%	133
Golf Cart	4.93%	55
Public/Group Transportation	0.72%	8
Ride-share/Uber/Lyft	1.70%	19
Other	1.52%	17
None	37.67%	420
Total Respondents: 1,115		

Q8 Are there other traffic or mobility issues that we should be aware of which may influence traffic flows through the Causeway Blvd. and Periwinkle Way intersection or the ability to get on or off the island?

Answered: 554 Skipped: 561

DRAFT

Q8 Are there other traffic or mobility issues that we should be aware of which may influence traffic flows through the Causeway Blvd. and Periwinkle Way intersection or the ability to get on or off the island?

Answered: 554 Skipped: 561

#	RESPONSES	DATE
1	I am concerned for the safety of the city employees directing traffic off the island. I feel that at least one emergency vehicle with flashing blue / red lights should be at or near intersection to put drivers on notice to drive slow and carefully.	9/2/2024 7:14 PM
2	Put in a roundabout	9/2/2024 5:38 PM
3	When there is a traffic person at the merge lane from the east it blocks the natural "zipper" of the merge lane. This causes major backups from the east end as well. The "Periwinkle Flows" plan seemed to work but for those that live on the east end it caused major delays. I'm not talking about those that are going around the back way, but true east end residents. Since the storm we've lived all over the island. There was one day it was a full hour from essentially the Colony Beach estates to the stop sign at Lindgren. When you have to be somewhere for appointments it's truly frustrating. Flowing Periwinkle, but leaving the natural merge/zipper may help. When officer Royka did the merge lane he did do a good job of filling the gaps and helping the merge.	9/2/2024 5:15 PM
4	Ensure smooth traffic flow for evacuation	9/2/2024 4:51 PM
5	I'm not sure how accurate this survey will be until the Causeway & McGregor construction is completed? Consider increasing the speed on The Causeway. Not many people follow the 20 mph speed limit. It creates a dangerous situation for those of us who drive 25 - 30 mph. People are passing, trying to pass or on your bumper and it is very dangerous. Make it 30 mph on The Causeway and slow it down to 20 before the toll booth.	9/2/2024 2:45 PM
6	The merge lane exiting the island needs to remain a merge lane and not stopped by traffic cops	9/2/2024 1:10 PM
7	I thought the changes made to move periwinkle faster were great. Keeps some cars off the neighborhood roads	9/2/2024 12:24 PM
8	install a roundabout	9/2/2024 12:08 PM
9	The problem isn't just the intersection getting onto the island - it's the throughput along Periwinkle. Too many on/off possibilities; cut that down. Getting off the island is the hardest part as that should be a priority during rental season high points (likely Friday or Saturday). That can be a several hour back up and the traffic leaks into other areas like the Dunes Golf Course neighborhood. This should be the absolute top priority of the study/implementation - taking the left hand turn off Periwinkle to the causeway should be almost continuous and other routes discouraged	9/2/2024 11:12 AM
10	It's not complicated. Install traffic lights at Periwinkle and the Causeway and at Periwinkle and Casa Ybel and that will likely have a very positive impact on the overall flow of traffic all year round. Thank you for allowing us to have the opportunity to do this survey.	9/1/2024 9:03 PM
11	Installing a roundabout could be a big help to traffic problems and avoid having to staff the intersection daily	9/1/2024 8:44 PM
12	Ticket and fine people on bikes who ignore the no pedestrian or bikes signs and ticket people speeding and passing on the left.	9/1/2024 1:18 PM
13	I just think all major road work should be done in off season. Ofcourse I'm not talking about current causeway work due to lan damage but once the causeway is fixed it would be good to limit road work in season.	9/1/2024 12:06 PM
14	Allow merge during traffic from east end! NO round about...no one uses it safely when more	9/1/2024 10:54 AM

Causeway Blvd. & Periwinkle Way Intersection - Community Feedback Form

than two vehicles in the round. They are more dangerous. We adjust our priorities and times when busy...Tourists and contractors allow us to live on island. Be patient and courteous!

15	Easy emergency vehicle access off the island	9/1/2024 8:25 AM
16	The traffic has improved significantly thru the summer. It is rare that we hit traffic even between 2:00PM-5:00PM.	8/31/2024 10:02 PM
17	Pedestrian & Bicycle Conflicts	8/31/2024 9:34 PM
18	Periwinkle has a finite capacity; a traffic circle would have a continuous flow into Periwinkle which often is clogged heading east esp in the a.m. And bicycles and pedestrians would have safety concerns attempting to cross. Humans directing traffic at that intersection have the ability to think, see all directions and reason as to maximize traffic flow and allow for the safe crossing of bikes and pedestrians . Not fancy or the newest thing, but it works!	8/31/2024 8:11 PM
19	It has been difficult to get contractors who are willing to come help residents with hurricane recovery because they tell us they're paying their employees up to 3 hours/day to sit in traffic. They can't get onto the island in the morning or off the island in the evening. And we see outbursts of traffic frustration from residents and contractors alike. While currently much of the traffic is related to contractors, once recovery of homes & tourist accommodations are more complete, we will also have that traffic to contend with. It is incredibly difficult for those of us living on the Captiva end of Sanibel to get to afternoon appointments, or to go off-island (which we currently must do for even the most basic errands). And we cannot get back home if we have a morning appointment or necessary errand. NOTE: Personally, I believe the traffic study should have occurred during Season. I believe you would have encountered drastically different numbers.	8/31/2024 5:26 PM
20	I believe a good solution would be a roundabout with an intermittent traffic control signal in the afternoon to control southbound traffic into the roundabout on Periwinkle. The periodic signal would allow traffic to enter the roundabout from other directions.	8/31/2024 3:52 PM
21	Allow parking at boat ramp to access rental e-bikes. Expand shared use path to allow more road bikes and e-bikes. Convert intersection to a roundabout with right turn lanes avoiding flow of roundabout traffic.	8/31/2024 3:34 PM
22	Constantly worry about bicycles and riders crossing the street and their safety.	8/31/2024 2:02 PM
23	Let's get the roundabouts going! There were need to be more than just the one at Periwinkle and Causeway Blvd - I know folks are skeptical but I have worked in the road & bridge industry in Florida for 30 years and I know they do IF done correctly and with the proper radius ...	8/31/2024 1:50 PM
24	This is the only space for explanation..... I have experienced excessive delays outbound, East bound Periwinkle in the 3-6pm time frame, 3 hours one day that I went to Palm Ridge to pick up pizzas. I think this is a temporary problem due to increased hurricane reconstruction, and does not need a permanent fix, but does need immediate attention. I think the traffic should flow one way (West AM) with both lanes utilized westbound until 10:30am, or 3pm. Then reversed, Eastbound 2 lanes. A loop from causeway to Tarpon Bay, around the gulf drives. The biggest problem is the cars that merge onto periwinkle from the side streets. Disallow any merging during the heaviest times. For example, 3-6pm, vehicles must enter Periwinkle at Tarpon Bay to exit the island. Lots of cities have these flexible traffic lanes to handle rush hours.	8/31/2024 1:35 PM
25	Build more worker housing and reduce tourism to an a targeted optimal number.	8/31/2024 1:06 PM
26	Stop overbuilding! We dont need anymore homes.	8/31/2024 12:55 PM
27	Make it easier together on and off the Island and more people will come, therefore, more traffic problems. That person direction traffic just off the Causeway is part of the charm of Sanibel.	8/31/2024 12:23 PM
28	I'm a resident on the east end of the island. I felt trapped this past winter/spring because if I left my house to go anywhere on the island I couldn't get back without dealing with traffic. I also think the traffic officers should give more consideration to east end residents going through that intersection to go somewhere on the island in the late afternoon early evening. I can't tell you how many times the traffic was stopped to get on the causeway while I had to wait to travel through the intersection. It's like their just trying to get as many people off as soon as possible without regard to the opposite direction.	8/31/2024 11:59 AM
29	People biking and walking on the Causeway.	8/31/2024 11:57 AM

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30	Traffic is horrible in season. It is ridiculous to sit in traffic for 45 minutes and only move 10 feet, and then another 1/2 hour to finally be off island. Lots of visitors are frustrated as well as workers. Some visitors not returning due to traffic	8/31/2024 11:51 AM
31	How do we stop people driving on Gulf Dr (residential) to avoid Periwinkle? Side issue.... It's almost impossible to walk our dog on the SUPs and our dog heels on the left in control.... Without fast quiet bikes making us all dive quickly onto the grass! Wish walking & biking could go together better. Maybe more painted lines?	8/31/2024 11:45 AM
32	Put FEMA trailers on vacant land, e.g. Baile, rent them for workers overnight to cut down traffic. Restaurants will love it too. Rebuilds will be faster. Walt Gangl	8/31/2024 11:09 AM
33	Increase speed on causeway to 30 mph	8/31/2024 9:48 AM
34	I would have preferred that off island access be expanded to an additional lane on the causeway. The major downside to owning a home and staying on the island is the fear of needing to get to the hospital in case of an emergency and being stuck in traffic.	8/31/2024 8:55 AM
35	no miracle available 3 lanes to one will never change. any other change would be a terrible traffic back up	8/31/2024 8:24 AM
36	Construction trucks are the principal issue.	8/31/2024 7:39 AM
37	Crosswalk signage should be much more highlighted and penalties increase with cameras present.	8/31/2024 7:31 AM
38	The problem is not the intersection. It is Causeway Boulevard from toll booth to the island. They should consider 2 Lane traffic going off island or a barrier fence on the bridges that doesn't allow people to see the water. People slowing down to take pictures and the toll booth are the main culprits. You can sit in traffic for an hour or more getting off the island but if you got rid of the outbound part of the toll plaza building it may increase the flow of traffic coming off the island. The second you get through the toll booth while leaving the island, it is like a ghost town because of the two Lanes. It is amazing how a huge line of traffic can disappear with 2 lanes. I don't recommend a roundabout. People can not figure out the 4 way intersection alone a roundabout with pedestrian traffic. Maybe the diamond pattern like they are doing at the over passes and on/off ramps near 75 would be better. The city owns the north west corner of the intersection and should have plenty of room to come up with a solution. I can't believe how many studies have been done over the years on this continuous problem and how much money has been spent on studies to do nothing. Great use of tax payers dollars. Fix the problem and stop worrying about the cost. Raise taxes and search for grants or other assistance to construct. Furthermore, increase parking spaces at parks to accommodate more vehicles. There are a lot of people driving around because they can't find a place to park. Visitors come to the island to go to the beach. Everything else is incidental.	8/31/2024 7:04 AM
39	Control drivers from cutting through the Dunes when exiting the island. Bailey Rd becomes a clogged nightmare for Dunes residents.	8/31/2024 6:39 AM
40	We need a round about	8/31/2024 12:52 AM
41	You need to focus on the source of traffic and how to manage that. It's the transient flow and not an issue caused by residents/home owners.	8/30/2024 11:29 PM
42	Same issues for over 30 years that no signal, roundabout or traffic control officer will fix. Not until the powers to be realize that the necessity for two off island lanes, all the way from Periwinkle Way to just beyond the toll facility, is the answer. Because you simply cannot press three lanes of off island traffic down to one lane for three miles without incident. The space and property are there, the bridges need to be designed & marked with two off island lanes period. Test it with the use of cones for a couple weeks... Thanks for asking, GK	8/30/2024 11:00 PM
43	Please NO roundabout. Put it up for a vote and I hope it fails!	8/30/2024 10:21 PM
44	Roundabouts are terrible for pedestrians.	8/30/2024 9:21 PM
45	*please* do not consider putting a roundabout at the intersection. My other residence is in Siesta Key/Sarasota, where we have roundabouts popping up everywhere. They do *not* increase traffic flow. If anything they slow things down, because nobody knows how to use them correctly.	8/30/2024 9:15 PM
46	There are no major issues at this intersection. We as islanders just need to exercise patience.	8/30/2024 9:12 PM

Causeway Blvd. & Periwinkle Way Intersection - Community Feedback Form

47	Consider a rotary ? Consider restarting a ferry to disembark at Dixie Beach road?	8/30/2024 9:09 PM
48	We summer in a town where the main access is over a bridge into a roundabout. Over 50% of the drivers do not negotiate the circle correctly which makes using it stressful and dangerous. My husband and brother's cars have both been hit by cars not giving right of way to the car in the circle and one has to be on guard against people turning into or from the wrong lane. During the summer there are many tourists in this town, but even in winter, when most drivers are experienced in using the roundabout, extreme care must be taken. Sanibel has an even greater number of tourists and day trippers who do not know how to navigate a traffic circle which will increase the risk of accidents and, therefore, traffic delays. If a roundabout is the chosen solution, it must have a circumference adequate for the volume of traffic. A roundabout that is too small will make the situation worse than it is now.	8/30/2024 9:02 PM
49	None	8/30/2024 8:39 PM
50	Bikers on periwinkle can often be a safety issue. Traffic counts in 2023 and 2024 are very low compared to 2021 and 2022. Be realistic please	8/30/2024 7:59 PM
51	No	8/30/2024 7:56 PM
52	Round About?? Why can't we have one now?.	8/30/2024 7:45 PM
53	No that's the biggest problem	8/30/2024 7:45 PM
54	The way I see it, the only way to improve is to have a dedicated continuous lane from periwinkle to the causeway. (Blue sky idea here) Like an elevated lane. For the causeway to accept such a flow it would have to be divided into three lanes. Two lanes would be utilized for on-island in the AM and two lanes for off island in the PM. Traffic lights or roundabouts will not make as significant an impact as an additional lane. Face it, a mile long backlog can only be emptied by accepting more vehicles per unit time, and our current one lane quickly maxes out.	8/30/2024 7:39 PM
55	Getting to stores & restaurants on Periwinkle, not wanting to leave island, but get stuck in traffic leaving the island.	8/30/2024 7:35 PM
56	Cars coming off Bailey road onto periwinkle during season cause they come out the back way through the neighborhood	8/30/2024 7:28 PM
57	Nothing will change until Lee county changes the causeway speed and traffic can enter/exit the island faster. It seems like the speed limit should be increased during peak morning and afternoon hours since contractors are already decreasing work during those time. The causeway has never been safer since there is no on and off of personal vehicles on the islands and there are barricades. I just don't see how anyone can't see the issue is increasing the speed during peak hours. Signs could set speeds at peak times higher. Also it is ridiculous to keep the 20 MPH because everyone is going faster except a few visitors who insist on going 20 miles an hour!!	8/30/2024 7:01 PM
58	The speed limit of the bridge is way to low and is going on 2 years at 20 MPH this needs to be raised back to 35MPH	8/30/2024 6:37 PM
59	Traffic Control Issue - Do Not Install a Traffic Signal! Signals only serve to stack up traffic. It simply becomes a "controlled traffic jam" The best way, in my opinion and experience elsewhere in major cities at high traffic intersections, to keep traffic MOVING is a well designed Round-A-Bout. From an environmental standpoint, moving traffic causes far fewer emission impacts to air quality. It should be well marked with adequate width lanes and easy egress and ingress into the circle. Huge numbers of cars can be moved - and kept moving. This is the goal after all! They are also esthetically pleasing. And one at this intersection will help "keep Sanibel, Sanibel!" Another point to consider is that round-a-bouts have been used in major cities in Europe and Latin America and Mexico for many, many years. Maybe we in the USA should take a lesson.	8/30/2024 5:57 PM
60	Regarding the round about option...I'm concerned coming from the east end and trying to get around two lanes of traffic to head west down Periwinkle	8/30/2024 5:40 PM
61	Cars going through Dunes. When it backs up, travel becomes challenging through out the island.	8/30/2024 5:32 PM
62	Traffic also backs up on Periwinkle because there are few left hand turn lanes near the causeway. Need a traffic study to determine the best placement	8/30/2024 5:31 PM

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63	stop promoting the island as a tourist destination	8/30/2024 5:27 PM
64	Dunes speeders cutting through on sand castle is frightening to walk anymore!	8/30/2024 4:41 PM
65	you should implement a shared ride mandate to reduce number of vehicles during peak travel times.	8/30/2024 4:39 PM
66	Florida drivers?.....	8/30/2024 4:27 PM
67	Begin no left turn from Bailey Rd. This creates the biggest congestion, the back way through the Dunes is common knowledge and since the Dunes won't become a gated community the city should step in and eliminate left turns as an option. Research the Michigan left or have restricted hours with cones or like island where there is a gate. This will help with entering and leaving the island. Unfortunately, this intersection as is will cause issues for years to come. Since arriving on the island it has been the kind drivers who let people out and they can't go anywhere so traffic behind gets backed up. 90% of drivers do not live or work on island before the hurricane. With google and maps it will suggest routes which include the dunes. Close baily Rd. From 7 am to 10 am and again at 3pm to 7pm	8/30/2024 4:26 PM
68	No	8/30/2024 4:22 PM
69	Causeway speed limit is ridiculous and is causing most of the current problem	8/30/2024 4:22 PM
70	Increase the speed limit!	8/30/2024 4:19 PM
71	As a resident of the East End we rarely had traffic near our house, and we used to enjoy a quick exit off the island. Since the storm with all the cars coming around East Gulf we can't leave our house in the afternoon, and the traffic coming on the island is so intense in the morning we have to plan our off island appointments around that. We would just like to get back to the way it was before the storm.	8/30/2024 4:17 PM
72	Crossing the intersection on a bike is physically challenging and time-consuming.	8/30/2024 4:02 PM
73	Middle gulf and donax backing up constantly. Need a regular traffic attendant at donax and periwinkle to make sure this flows smoothly and fairly as well. Eliminate the traffic from Lindgren Blvd that crosses periwinkle so the traffic heading off the island from the west does not have to stop as often. Only periwinkle traffic from the west and east could use causeway blvd from 3pm to 5pm.	8/30/2024 4:00 PM
74	I have lived in or visited many communities where roundabouts have been installed and not only alleviated traffic issues but also helped pedestrians and cyclists.	8/30/2024 3:54 PM
75	Has a roundabout been considered?	8/30/2024 3:39 PM
76	vehicles that detour through the Dunes and then slow traffic down as they have to cut into traffic from Bailey Road to Periwinkle Way	8/30/2024 3:36 PM
77	Increased traffic on the bike paths due to permitting ebikes on the walkways/bike paths	8/30/2024 3:32 PM
78	Left turns	8/30/2024 3:30 PM
79	Ridiculous tourist bikers who ride around oblivious to traffic, pedestrians and wildlife.	8/30/2024 3:21 PM
80	You should be asking where we are coming from on sanibel to nbetter understand the wait times. that affects wait time responses I am only coming out of the dunes neighborhood and that is 30 minute wait in season	8/30/2024 3:19 PM
81	During extreme traffic let lindgren traffic go more frequently... it's upsetting to live here and during visitor times we have to wait 20 minutes so you can empty periwinkle. Train the traffic cops to be aware of the wait time we endure	8/30/2024 3:10 PM
82	Post lan speeding. Our island used to be know for low speeds and enforcement now I get passed daily on SanCap or on the Gulfs if I am doing the speed limit.	8/30/2024 3:05 PM
83	Traffic safety staff are a huge asset even in front of Jerrys	8/30/2024 2:58 PM
84	Just concerned about emergency vehicles being able to get through	8/30/2024 2:56 PM
85	During peak rental season, It is especially difficult getting on island on Saturday mornings and traveling periwinkle near dinner time / rush hour	8/30/2024 2:54 PM
86	Causeway still somewhat tricky to maneuver, especially in heavy traffic	8/30/2024 2:50 PM

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87	The speeding drivers on the bridge, morning and afternoon.	8/30/2024 2:47 PM
88	Bikers and walkers crossing on crosswalks	8/30/2024 2:46 PM
89	The increase in construction traffic, especially large trucks carrying equipment and supplies for rebuilding is not going away any time soon so this needs to be addressed ASAP!	8/30/2024 2:40 PM
90	Not that I can think of. Excited for the possibility of a round about as that sounds like the perfect solution.	8/30/2024 2:37 PM
91	A ferry to Captiva and/or mid island Tarpon Bay Explorers.	8/30/2024 2:35 PM
92	Better way for police to move traffic 1: Periwinkle southbound to causeway given most turn time. 2. Periwinkle northbound exiting restricted traffic by cones and traffic police so drivers don't go the back way to avoid Periwinkle backup. 3. No roundabouts. Won't work with heavy traffic. 4. Make causeway a one way during weekday 5-6 to platoon the traffic off.	8/30/2024 2:34 PM
93	on entering Sanibel left turns on Periwinkle.	8/30/2024 2:30 PM
94	A roundabout would be a nightmare. People can hardly follow directions of the traffic aides.	8/30/2024 2:30 PM
95	Keeping the Sanibel Plan of 1976 in mind as well as the fact that I own two properties on the island since 1974 and 2018 (yet I don't get to come as often as I would like) I trust the permanent residents(who I hope live there because they enjoy the vision of the 1976 Sanibel Plan and if not should move elsewhere!). I, also, trust the City officials whose advice is not to use the roads during peak traffic times if at all possible. For these reasons, I did not feel qualified to respond to every question. Thank you for considering my input. Respectfully, Toni Canino Kordell P.S. The survey would not let me submit unless I answered all the questions. Therefore, I answered them according to 1)my time on the island, the majority of which has been the summer months or 2) the potential of retirement there and how I imagine using that intersection or transportation.	8/30/2024 2:19 PM
96	They should let a few cars at a time going off island from Lindgren, rather than 10 minutes for the Periwinkle traffic and then a handful of cars from Lindgren which takes the half hour time period I mentioned earlier.	8/30/2024 2:18 PM
97	There is enough room to support two lanes going off the island with some adjustments on Causeway Blvd. Why are these not being considered?	8/30/2024 2:09 PM
98	No. The backup at the island access/egress is by far the primary issue.	8/30/2024 2:01 PM
99	Difficult to exit out of harbor cottages.	8/30/2024 1:59 PM
100	Check-in/Check-out times of the ever increasing rental market.	8/30/2024 1:55 PM
101	None that I can think of. It's something we have to accept living where we do, if we want the keep the island as it is. Learn to put up with the delays.	8/30/2024 1:54 PM
102	Have to assume that the number of contractor vehicles will decrease as the island is repaired post-hurricane. Traffic during this year's high season (Winter 2023 & Spring 2024) was horrible on the island.	8/30/2024 1:54 PM
103	Emergency vehicles	8/30/2024 1:54 PM
104	Zoning changes on Captiva that would increase the population density and put more traffic on Sanibel.	8/30/2024 1:51 PM
105	My name is Ron Welke. I was the Traffic Engineer for Montgomery County, MD for 30+ years and worked with Ed Papazian t Kinley Horn. I owned a home on Sanibel for 15 years prior to Hurricane Ian. I am familiar with the options being considered and will follow the study as it progresses.	8/30/2024 1:51 PM
106	The backup at the Causeway and Periwinkle affects the entire Island. I used to live on Sand Dollar and could not get home at night in a timely manner. Before the hurricane it could take me 45 minutes to get to the lighthouse from my East end location if it was rush hour. Now I live in the Dunes and deal with the same issue just further up on Periwinkle.	8/30/2024 1:51 PM
107	the intersection at Periwinkle and Donax	8/30/2024 1:47 PM
108	Build a roundabout - not a traffic signal!	8/30/2024 1:44 PM

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109	Large 2-lane round-a-bout at Causeway/Periwinkle intersection. Consider deleting bike lanes on Causeway (Safety), increase traffic lanes to 3 on full-length including causeway islands and spans, add red/green over-lane lights spaced along length, for 2-lanes onto island in the morning and 2-lanes off-island in the afternoon	8/30/2024 1:43 PM
110	I am a big fan of roundabouts and have seen them work successfully in many locations. It also would be in keeping with the Sanibel harmony (ie, avoiding a traffic light).	8/30/2024 1:42 PM
111	Bike riders on the street between Tarpon Rd. and Blind Pass Bridge, especially on weekends. These bike clubs need to use the bike path along with recreational riders.	8/30/2024 1:42 PM
112	People who live here want to use the back way up Lindgren for off Island, Now priority is for Periwinkle we have to wait much longer on Lindgren. No roundabout please, how would 18-wheelers and delivery box trucks navigate?!	8/30/2024 1:40 PM
113	None	8/30/2024 1:39 PM
114	When working on the east end of the island you should not have to go past Lingren go to Donax to get to Periwinkle. Nor should you have to wait an hour to go Lingren because on 4 cars at a time get to go through the stop.	8/30/2024 1:38 PM
115	Get a roundabout	8/30/2024 1:37 PM
116	Surge pricing is a well established method to control traffic flows. We should have surge pricing during busy times with exceptions or discounts for long term employees, students, and residents.	8/30/2024 1:37 PM
117	I have no idea what could make this better. I am concerned for the traffic directors' safety both from cars, breathing exhaust all day, and sun exposure all day. I love that we don't have traffic lights, but if we tried that, looking at historic downtown Charleston.., I noticed they have many on the corner posts that look old fashioned and quaint. I think it would be an option to keep a quaint look. I hope there is a solution without them though. I've been here since birth, so this is not new to me. I don't plan much when it involves peak times off or onto the island. I feel beyond terrible for workers trying to get home for the evening. If there is a solution, it would be nice to have improvements.	8/30/2024 1:34 PM
118	Professional Engineering of a roundabout will solve all issues! Design can be aesthetically pleasing allowing artwork, seasonal decorations etc. This is overdo to enhance safety, clear afternoon traffic jams spewing exhaust fumes. Also saves traffic guard costs which can contribute to the expense to cover bond issue costs for any costs not covered by grants.	8/30/2024 1:34 PM
119	If speed across causeway was increased backups might not be as difficult as they are down Periwinkle. 35 to 40 across is reasonable. Traffic is very slow at 15 to 20 which backs up traffic for miles on the island.	8/30/2024 1:34 PM
120	I have to comments to present. First, I know that a traffic circle was considered some years ago. I and everyone else in my neighborhood (Harbour Cottage Ct.) oppose a traffic circle that would irreversibly damage the esthetics of our barrier island. Common sense says that you find a way to decrease the # of people using that intersection, not re-engineering it to let MORE cars on. If we want more people to come to Sanibel, then let's build two more causeway bridge lanes and turn Periwinkle into a 4-lane expressway. Sanibel cannot sustain even more traffic without forever damaging what we now have. Accept that fact and consider a way to minimize the number of vehicles coming across the causeway. My second comment is to consider banning eBikes from the bike paths. The current signs CLEARLY state that no motorized vehicles allowed. The "e" in ebike stands for electric which means an electric motor (i.e. motorized). Most of those people who ride them at 20 MPH have never ridden one (they are rented locally) and put those of us who walk or ride traditional bikes in danger. Why not let motorcycles on the path as well and just tell them not to exceed 10 MPH? It's the same thing with eBikes. Thanks for reading. We've been loyal Sanibel/Captiva proponents for over 50 years and don't want to see some things change. Thank you also for trying to make things better. Sometimes making things better mean leaving things as they are. Respectfully, Dave Thein, 1126 Harbour Cottage Ct.	8/30/2024 1:30 PM
121	Really prefer a roundabout. We spend a lot of time in Sedona, AZ where most traffic lights have been replaced with roundabouts that positively work. Backups happen but move more quickly than traffic police can do on Sanibel	8/30/2024 1:28 PM
122	1) Increased density of Captiva resort will result in significant increase in traffic. 2) Cost /	8/30/2024 1:28 PM

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benefit analysis of Ferry services vs. changing intersection.

123	I've lived in Sanibel year-round since 2005. There's no doubt that the primary cause of congestion on Periwinkle, especially during the winter season, is the traffic volume of daytrippers, who visit the island for nonessential reasons. If daytripper traffic were regulated and reduced, I believe that no other alterations would be necessary to improve traffic conditions.	8/30/2024 1:28 PM
124	no	8/30/2024 1:27 PM
125	Flooding.	8/30/2024 1:26 PM
126	Identify solutions to/causes of delays: eg: peak tolling, preferred routing, turn restrictions, trolley routes or one-way traffic for peak travel periods, workforce transport, commercial or service vehicles.	8/30/2024 1:26 PM
127	I would suggest a round-about	8/30/2024 1:25 PM
128	The feeding in of traffic off the side streets is a disaster in the afternoon.	8/30/2024 1:23 PM
129	If there was a way to make a path for e-bikes and golf carts on the other side of periwinkle as the bike path then people could choose to get places with a golf cart and e-bike and not drive so less cars on the road	8/30/2024 1:23 PM
130	Need three lanes on causeway. Two one way in morning reversed in afternoon. Roundabout or flyover when exiting or entering the Island.	8/30/2024 1:22 PM
131	I don't think the use of traffic guards is working. A roundabout works but drivers in this country don't know how to use them. A smart traffic signal system is the best alternative.	8/30/2024 1:21 PM
132	Bikers and walkers on the path you have and build another lane on the other side for golf carts and electric bikes .	8/30/2024 1:21 PM
133	No, however. I think there should be strobe lights at every crosswalk for bikers and pedestrians to push.	8/30/2024 1:20 PM
134	Lack of center lane island-wide prevents behicles attempting to turn from blocking entire lane. Especially need that on Causeway BLVD from bridge and Periwinkle toward Tarpon Bay Rd.	8/30/2024 1:19 PM
135	My husband and I own property on Captiva and spend 2-3 months in the winter there. Last year in early January, it took us 2 1/2 hours to get off island for a dinner engagement - no accidents, just traffic. Change over days for rentals (usually Saturdays) are always bad for traffic. It's completely ridiculous that South Seas thinks they can add even more units and traffic to what is already unacceptable.	8/30/2024 1:18 PM
136	I don't know why you are asking the questions about delays that we experience. You are directing traffic daily at the key intersections and you know what problems exist. We don't experience many delays but we avoid the times of day that are more challenging. If I answered those questions, it would be misleading and not help you address the known problems. Now I am forced to answer those questions	8/30/2024 1:18 PM
137	This is a HUGE problem. We literally have to travel plans based on the inordinate delays on Periwinkle. It makes it hard to plan anything off island after 2 pm and it is a big problem for workers who live off island.	8/30/2024 1:13 PM
138	any intersection solution must account for movement of large 18-wheeler tractor trailers and 20ton dump trucks. Also, if a roundabout design is chosen, ideally elevated bike paths should be built, as this is a busy area for bike traffic...unless bike traffic is moved away from this intersection.	8/30/2024 1:13 PM
139	Bikers on periwinkle during peak hours	8/30/2024 1:13 PM
140	Get rid of golf carts clogging an already traffic problem!	8/30/2024 1:12 PM
141	I am not in favor of a round-about. East end traffic (heading towards the intersection) would have great difficulty entering the round-about due to high volume of nonstop Lindgren and Periwinkle traffic exiting the island.	8/30/2024 1:11 PM
142	N/A	8/30/2024 1:09 PM
143	I think this would be a great spot for a traffic circle/roundabout.	8/30/2024 1:07 PM

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144	In season traffic is basically a shit show. Lack of patience, passing, cutting thru side streets .. the stated price of paradise! People keep saying a traffic circle is needed, but we cannot successfully navigate a 4 way stop! A circle is not the answer.	8/25/2024 6:37 PM
145	Land Use! (too many destinations that maintain unsustainable traffic demand from off-island given the existing roadway network). Excessive curb cuts on Periwinkle Way.	8/20/2024 10:15 AM
146	Round about-would be difficult. Older drivers not educated enough.	8/20/2024 10:09 AM
147	Try implementing a ferry service to and from Captiva to reduce traffic at the causeway	8/19/2024 2:24 AM
148	I live in the Dunes & I think closing off the ingress/egress off Dixie Beach during season from 230-630 will also help a lot as it adds to the congestion to merge once motorists discover that Bailey Rd is backed up. Mostly I have sympathy for the workers who have to deal with the traffic Dec 26-April 15. What a drag to wait hours on Periwinkle from as early as 230p until as late as 645p. If you leave island in morning during season, you can't get back on until 12p when traffic clears bottleneck onto Causeway. I think the Traffic Division does an outstanding job during all the chaos. Even with nightmare traffic Jan-April, it is a minor inconvenience overall for the 8 months of smooth sailing. No traffic lights on island is part of the charm & a luxury. Also the few thoroughfares into Periwinkle keeps our island safe.	8/16/2024 8:25 PM
149	The addition of a roundabout with bike and pedestrian lanes should be considered. There are many examples of successful plans available.	8/16/2024 11:53 AM
150	1. Side road options besides Periwinkle are backing up in the afternoon sooner and sooner as well and extending back on Middle gulf past Sundial. The more people they put on Captiva, the worse traffic will be all the way from bridge to bridge. 2 lanes will not carry the load.	8/16/2024 8:07 AM
151	Nope! Side comment, I'm with EMS, and wanted to also provide my thanks to all the traffic control team members for their continual assistance with getting our ambulances through crowded intersections. We really appreciate it.	8/15/2024 7:25 PM
152	Tourist	8/14/2024 5:37 PM
153	This intersection has many bicycles and pedestrians coming through which should be considered in the analysis. The traffic measured in April is not as intense as at other times during the season. You should measure traffic through the intersection on other days during the season to get a true sense of the volume. Traffic volume is currently reduced as the Island recovers from hurricane Ian. Traffic will increase as condos and resorts reopen to visitors.	8/14/2024 4:27 PM
154	This survey does not address the primary problem, that the bridge requires at least 2 lanes off the island. Leaving just one lane on would still work as people could decide whether or not they wanted to come onto the island that day, but non-residents have no choice but to leave at the end of the day. As someone who has worked in traffic design engineering myself, lanes can only handle +/- 2000 cars per lane per hour, regardless of speed. The tie up occurs on the single lane of the causeway and causeway boulevard. \$300 million dollars later, the causeway has already failed from an engineering standpoint in that it can't handle the traffic. We like to consider ourselves an environment conscious island, but we probably pollute the most per capita of most towns in the nation in that thousands of cars sit an idle every day for an hour or 2 each afternoon.	8/14/2024 2:59 PM
155	no, overall the mislead does a good job	8/14/2024 9:56 AM
156	The roundabouts you are considering would be a huge mistake! I have encountered roundabouts my entire life and the only ones that are successful are the larger ones at freeway exchanges. They seem to work pretty well but it's only because of their larger size! The smaller ones like the one that would be placed at the periwinkle intersection would only cause more problems. They are too small especially for larger trucks! It would be far better to continue with a patrolman to direct traffic. Having a patrolman at the periwinkle intersection has worked quite well and we should continue stationing one there as needed! Many more areas of concern to spend money on than a roundabout!!	8/14/2024 8:53 AM
157	we need a ferry and a trolley system so we can move more people faster.	8/14/2024 8:23 AM
158	The flow of traffic is greatly influenced by the officer directing cars. Please install a roundabout or google traffic light	8/14/2024 7:42 AM
159	Build a bridge from Captiva to Pine Island	8/13/2024 7:46 PM

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160	There can be backups on Bailey Rd in late afternoon	8/13/2024 5:20 PM
161	I have lived here for 21 years, and I am sorry but a Roundabout will not help. Because it is the amount of cars not that they need to keep flowing. It is the number of cars trying to get either on or off the island. We need another land on the bridge, so coming on the island in the mornings you have two lanes and then leaving the island there are two lanes. Also, maybe a ferry from the toll area could bring guests over and have a bike, golf cart, and make cars all picked up right where the ferry comes into the island for them to get around. That would help with parking at the beaches and getting around town. Also, I bet a ton of guests would love that idea!	8/13/2024 5:07 PM
162	uneven and rough bike crossings	8/13/2024 12:28 PM
163	Recommend a two lane traffic circle at Causeway and Periwinkle	8/13/2024 12:23 PM
164	Please let's not have a roundabout. We don't have the real estate. It will negatively affect walkers, bikers	8/13/2024 11:52 AM
165	Construction	8/13/2024 3:37 AM
166	No roundabouts, please. It's a hassle for everybody. Sanibel is known for its paths for pedestrians and bicyclists. The engineered traffic solutions will make it more difficult for bicyclists and pedestrians. The problem is not the road, but the number of people/cars on it at a given time. Make coming to Sanibel less attractive for non-residents (without a change to residents). For example, increase toll for non-residents during the busiest times. Or charge non-residents a fee for coming to Sanibel during busy times. In general, Lee County must take measures. The number of residents in Lee County dramatically increased over the last decade, while the amount of beach space and parks remained the same or decreased (because of the hurricane Ian). Lee County must invest in recreational opportunities for all residents - create more public beaches and parks, build more public pools. When people have other opportunities for recreation than a beach on or a drive through Sanibel, fewer people will come, and the traffic will decrease.	8/12/2024 10:18 PM
167	The City should better utilize the merge lane. Stationing an officer there and letting a couple cars through at a time does NOTHING to relieve the traffic and in-fact it causes more delays on the east end. The City should install plastic bollards along the white merge line, this will passively let motorist know that they can proceed down this lane and merge into traffic. If the Chief of police is adamant about stationing an officer at the merge lane then that officer should encourage motorists to merge in a "zipper pattern" as heavily-trafficed slow-moving merges are intended to be used.	8/12/2024 4:24 PM
168	Congestion at Causeway Blvd/Periwinkle intersection causes congestion at Bailey Road/Periwinkle intersection. Turning south onto periwinkle from Bailey road can take time...	8/12/2024 3:00 PM
169	Getting on the Island in the afternoon is Not an issue. But, getting off the Island during the week is near impossible. If you don't leave by 2:00 during Season. I can only say it is a nightmare!	8/12/2024 11:11 AM
170	Please don't put in roundabouts! There are so many accidents with those due to rude people refusing to yield!	8/12/2024 10:08 AM
171	Please consider a traffic circle. And stand in the middle for a traffic officer (think Bermuda!). Effective and quaint!	8/12/2024 9:12 AM
172	Construction crews for hurricane repair are causing most of the back ups. This is temporary.	8/12/2024 8:55 AM
173	the 20mph speed limit on causeway. It bottlenecks everything if all other aspects are working well. Its a flow problem - if you have cars moving at 35-40mph on either side of causeway and then they all need to slow down to 25 mph - half as many cars can pass through that section.	8/12/2024 8:48 AM
174	Stop using excuses. Traffic light needed asap	8/12/2024 2:18 AM
175	Is a roundabout considered	8/11/2024 11:33 PM
176	Cyclists	8/11/2024 8:54 PM
177	Limit car travel by day tourists	8/11/2024 8:20 PM
178	Yes, due to traffic not flowing on Periwinkle in an efficient way you have everyone trying to beat the wait time by going around to all the feeder streets(Rabbit,Tarpon, Casa Ybel, Donna	8/11/2024 7:55 PM

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and Lindgren) because people are nice and likely to let you in. This causes a bigger backup on Periwinkle stagnating the main artery. Traffic must flow continuously on Periwinkle. In addition, if you are going to continue allowing E-bikes you better be planning to widen you bike paths. The speeds with everyone from babies in carriages to inexperienced children to road bikers (which you don't want riding on road) to old people who haven't been on a bike in years IS DANGEROUS AND YOU WILL HAVE MORE ACCIDENTS IN THE FUTURE once Sanibel is at full capacity again. I am an experienced bike rider for 40 years and have ridden nationally and internationally in many countries. This is too broad of a mix with our bumpy and narrow bike paths...especially again on Periwinkle. MOVE the BIKE PATH OFF PERIWINKLE and route it around to the back. It causes traffic delays too. Billy's bike rental is absolutely in the wrong location.....Move it to the new Bailey Center and get the congestion off of the middle of Periwinkle. Make a deal with him! It's for the safety of the community! If we are trying to fix Sanibel to be better...we need some proactive people making changes. There are still 2-4 years before Sanibel is rebuilt with more labor traffic, the county and city still advertising come visit Sanibel so now is the time to do some serious city planning....build the round about-widen the paths. If we are going to be in a disruption mode with bridge building and condo building then let's get it done together at the same time! The sooner you build it back right, the sooner you will get new tax revenue to help pay for it.

179	Build a roundabout at this intersection. It works!!	8/11/2024 6:16 PM
180	Please add a roundabout at this intersection. Please.	8/11/2024 5:12 PM
181	Build a separate bridge additionally	8/11/2024 5:08 PM
182	The current issue with construction workers is temporary. A longer term solution for visitor traffic when the hotels/resorts are back to full capacity is needed. Thank you	8/11/2024 4:15 PM
183	No	8/11/2024 2:57 PM
184	We are on the East End. This past winter season part on our delay was the holding of the traffic making the turn off island in the evening. It did get better late in the season.	8/11/2024 2:54 PM
185	Feeder roads onto Periwinkle cause bottle-necks for instance at Jerry's and Donax and Lindgren. A turnabout is indeed needed but will it majorly cause the bottleneck to move down to the feeder roads still causing major delays. This should be a primary goal of the study to answer. Also coming on island with a round about, but nothing else done to the feeder roads, will congestion still continue to occur??? Construction vehicles will add to this problem for the next 3-4 years in my opinion.	8/11/2024 1:35 PM
186	Make periwinkle and lindgren each one way during peak hours, in opposite directions (e.g., periwinkle on island in the morning & off in the afternoon, lighten the opposite). This works well elsewhere at low cost (no added lanes, etc.).	8/11/2024 12:37 PM
187	Public information to off Island drivers about allowing off Street entrance on periwinkle Way during the busy times. I make it a practice of letting a minimum of three drivers from off Street drivers	8/11/2024 12:11 PM
188	Why not 2 lanes on on the AM. And 2 lanes off in the PM	8/11/2024 10:26 AM
189	Please give highest priority to bicyclists' and pedestrians' safety. Consider off-island shuttle services with parking for visitors to and from Punta Rassa, using electric buses.	8/11/2024 10:20 AM
190	If considering a roundabout, please visit other locations that have roundabouts for review. As an example in the Meridian area of Idaho where I have a home they have installed many roundabouts in the last few years. They work well for autos however are too small for big trucks creating a hazard for all. Also I believe based on my experience in Idaho, that Sanibel traffic from the other 3 entrances especially the east end of Sanibel would never get a chance to blend in with outgoing traffic since the traffic from Periwinkle is non stop in the afternoons during season. One overly cautious driver could wait for several minutes to enter the traffic pattern.	8/11/2024 9:59 AM
191	Bicycles on roadway.	8/11/2024 9:12 AM
192	Slowing down and proceeding with caution to protect pedestrians and bicyclists.	8/11/2024 9:05 AM
193	Hoping that the reconstruction work ultimately being completed that some of the issues will abate ... and realizing that Sanibel only can control Sanibel's issues ... but possibly more work	8/11/2024 8:48 AM

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with Lee County and the construction work - even if in terms of communication about delays, wait times and recommendations would be helpful as the work continues

194	Blocking the merge lane from east end severely impacts those living on the east end in a very negative way.	8/11/2024 8:37 AM
195	Traffic director in intersection. Also once causeway construction. Stops traffic will flow much better	8/11/2024 8:12 AM
196	We understand there is a mid-term increase in traffic that will occur for the next 2 to 3 years as we rebuild the island. Once that transition is complete the primary traffic will be during high season. Having traveled extensively, we believe a roundabout would be the most effective means to increase traffic flow and reduce wait time. A roundabout can also be designed in such a way that it is a nice feature as people drive onto the island.	8/11/2024 7:51 AM
197	I think it's premature to do something permanent about the intersection until all of the construction has died down.	8/10/2024 7:01 PM
198	Studying the traffic now is not an example of typical traffic on the island.	8/10/2024 6:56 PM
199	Disappointed with the intersection evaluation presentation. Very limited in suggestions.	8/10/2024 2:28 PM
200	The problem would be significantly improved if the causeway could handle a lot more traffic. It is not the intersection per se but the backup of traffic on the causeway.	8/10/2024 10:27 AM
201	Cutting through The Dunes	8/10/2024 9:48 AM
202	Too many accessory commercial signs that distract drivers.	8/10/2024 1:35 AM
203	I think the city should consider making the causeway one way in during morning hours possibly but one way out definitely in the afternoon/evening. Coming in there would still be a bottleneck of sorts when getting on the island but in the afternoon if the causeway was allowed to run all outbound then there would be a much greater flow outbound and (when no construction) onto a two lane road (Summerlin) which would drastically reduce on island traffic.	8/9/2024 11:15 PM
204	Question 3 is a bad question without the correct possible answers. During peak season island traffic can be backed up from rabbit road to the causeway. Caused by the causeway and other traffic issues. Fixing the causway intersection will help other traffic from nearby streets and retail move without constant slow downs and stopping that we all experience during peak season, making it much safer for all and reducing aggravation.	8/9/2024 10:07 PM
205	Can Periwinkle be "one way" to get off island in afternoon in season??	8/9/2024 8:53 PM
206	Traffic Crashes and Disabled vehicles on the Causeway. Side road cut-ins, and the lack of knowledge to merge onto Causeway Blvd from Periwinkle.	8/9/2024 7:24 PM
207	Don't think there's anything	8/9/2024 4:28 PM
208	I think it's horrible to put an officer's life in risk just so he can waive on traffic all day long. Who would want to do that? Would you get some traffic circles installed please?	8/9/2024 3:05 PM
209	When a traffic officer is in place it flows better. When Periwinkle way was prioritized, like they did last season, it went much better. A traffic Circle there might be good if there is enough room for a big one.	8/9/2024 12:58 PM
210	ATVs and golf carts on the main road slow the traffic down and are dangerous when you have to wait behind them or try to move them	8/9/2024 11:08 AM
211	please consider a ferry for people and bikes from fort Myers to both Captiva and Sanibel. This is very effective in Toronto to go to the Toronto islands and the ride would be a tourist attraction as well as a way to significantly reduce traffic on and off the island.	8/9/2024 10:56 AM
212	The congestion by Jerry's . Terrible traffic control	8/9/2024 10:16 AM
213	I think much of the problem is because of slowdowns on causeway. Seems if the had three lanes (maybe one that is HOV or maybe that runs part way over bridge or maybe passing lane on islands along causeway to pass slow moving vehicles) and higher speed limit more flow off island and relieve slowdowns at intersections need to be done together. If you increase flow at the intersection traffic will just back up on the bridge. The issue seems to be people driving 20mph on causeway and slowing traffic then it turns into a stop and go and the system gets choked down. Could you have a rush hour lane that uses part of road shoulder so you do t	8/9/2024 9:06 AM

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need a new bridge and allow 2 in one direction and one in the other and still manage a bike lane? Not sure there is enough width. I've seen something like this in Vancouver BC on the bridge between north Vancouver and downtown. I guess what I'm saying is if you don't increase flow rate and speed on causeway don't bother improving intersection as your efforts will be in vain and only solve 10% of the problem.

214	Since traffic is mainly going on and off island I don't think a roundabout will work. I prefer the traffic control person. Basically the islanders know the traffic pattern and plan their trips going off island in AM and coming on island PM.	8/9/2024 8:44 AM
215	no	8/9/2024 8:43 AM
216	Sidewalks or bike lanes on both sides of the road.	8/9/2024 8:20 AM
217	The design of Bailey Road meeting Periwinkle is also important to consider in the context of vehicle and pedestrian traffic. The current design gives vehicles and cyclists trying to turn left on Periwinkle very few options when traffic is backed up late afternoon. There needs to be another way to get off of Bailey Road such as a direct connecting road to the Causeway Boulevard.	8/9/2024 7:44 AM
218	When I was there in February you were encouraging people to stay on Periwinkle and not use "Feeder" roads like Donax, Lingren and Casa Yubel, but instead of holding up those roads and clearing Periwinkle the vehicles were given priority. I literally sat for 45 minutes west of Casa Yubel because all the feeder roads were being emptied.	8/9/2024 7:28 AM
219	Please note extra safety. Dixie Beach Blvd. / Perrywinkle. Most cars do not yield to pedestrians and bikes. No pedestrian post in street. Close ped. bike crossing. Build new Bike path Dixie Beach to Billy's Bike shop. Use crossing at Bike shop. Build new bike path to Jerry's also opposite direction continuing west. Crossing option at Jerry's or new crossing at church. Thank Bill Baber Dixie beach Blvd.	8/9/2024 6:41 AM
220	A roundabout would be great, with special attention for bike/walker safety and usability.	8/9/2024 6:03 AM
221	I regularly walk through the Lindgren/ Periwinkle intersection. I have been in the middle of the intersection 3 times and was nearly hit by a car or truck. Once, I was barely able to jump out of the way...I saw the driver looking at his cell phone. Maybe signage reminding people not use phones while driving... or No Phone Usage Zone signs. Traffic is always heavy in high season but all of the build back construction traffic seems to be on the same schedule, making 3-5 p.m. especially challenging. But they it will not be on Sanibel forever!	8/8/2024 11:50 PM
222	It is difficult to answer without knowing alternatives. There is a trade off with any alternatives particularly with the bikes.	8/8/2024 10:57 PM
223	Increase the speed on the causeway to get more cars on and off the island quicker. Put a traffic circle at the intersection of Causeway and Periwinkle. Install a center turn lane on the entire Periwinkle Road. Having a policeman working at the Periwinkle Rd and Casa Yubel intersection makes it WORSE for folks on Periwinkle! Increase the speed limit on Sancap Rd to 45. Install a circle at Rabbit and Sancap, or at least right turn lanes on both.....it's very difficult to take a left from Rabbit onto Sancap. Heading East on West Gulf at Tarpon Bay Road should have a continuous moving lane since it a "T". Allow golf carts on bike paths. Thanks, Bill Rigsby 407-448-1430	8/8/2024 10:36 PM
224	Build a Roundabout	8/8/2024 10:36 PM
225	The delays cannot be corrected by modifying the intersection. The problems extend down Periwinkle for a mile. Periwinkle needs to be widened so once traffic is on the island and past the intersection it can move on and not back traffic trying to get on the island.	8/8/2024 10:31 PM
226	Morning and afternoon commutes are difficult for full time residents. I appreciate the traffic officers everyday! Very difficult job many take for granted!	8/8/2024 8:59 PM
227	None but maybe consider a rotary like they use frequently in Europe. Also need one at Rabbit road and Sanibel captiva road.	8/8/2024 7:49 PM
228	Any improvements should be 3-5 yrs out as it will only make things worse with so many contractors still on island. I would also suggest if south seas passes their increased density to put a toll at blind pass to help alleviate cost to sanibel residents. Residents of course would get a free pass!	8/8/2024 7:45 PM

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229	Bikers on roadways. They have a bike path!	8/8/2024 7:00 PM
230	Granted the hurricane changed many things with the traffic patterns experienced on the causeway but when the traffic control people are allowing up to 100 cars through (I counted) and holding off the remainder of the traffic was a problem - I am not really sure what is the answer whether it is a round about - traffic lights but since my experience from 1981 it hasn't gotten any better - only worse.	8/8/2024 6:43 PM
231	Consider the influence of contractors/workers in the mornings and evenings as a special case	8/8/2024 6:26 PM
232	You are too late for me/us after 40 years residency we are moving ... no more waste of time!!	8/8/2024 6:11 PM
233	I believe the crossing guard slows the traffic	8/8/2024 6:10 PM
234	Many people have been requesting a round about at this intersection. While it will help there, the unintended consequences will be further back ups down the road. Much more dangerous for users of the shared use paths.	8/8/2024 6:09 PM
235	It's a one lane road with no traffic lights. It's not hard to see what the issue is.	8/8/2024 6:05 PM
236	As long as tourist access is valued over the "mobility" of the tax paying residents of Sanibel on/off and around the island there are really no solutions other than constructing another causeway at the northwest end of the island. I know that seems a silly proposition but there's only one 2 lane road on the banana. Issue permits and limit construction and contractor traffic to 6am-2pm. Raise tolls for non-residents. Mass transit solutions for tourists on/off. Pick up at the old Outlets and drop at Finnemores.	8/8/2024 5:54 PM
237	Need constant movement off island. No stopping.	8/8/2024 5:50 PM
238	I'm always so thrilled and grateful to be on Sanibel, slow traffic, even if I am in a hurry, is not a big deal. I love seeing the police officers directing traffic.	8/8/2024 5:47 PM
239	Proactive not reactive plan such as adding a middle lane that can change direction for oncoming in the morning and off island in the afternoon.	8/8/2024 5:46 PM
240	Retrain the cop at Jerry's intersection so all the cars don't get so backed up on Casa Ybel road	8/8/2024 5:02 PM
241	It is especially long delays from Nov to May. We have to leave hide island by 2:00 in then afternoon to get to an appointment in Ft Meyers by 4:00 or later. It is crazy.	8/8/2024 5:00 PM
242	Shared Use Path goes East-West on Periwinkle & North-South on Causeway	8/8/2024 4:52 PM
243	since the hurricane traffic getting off the island in the afternoon has been terrible. to avoid the backups on Periwinkle (heading east) and Lundgren (heading north) people would take East Gulf to Periwinkle and travel west. So the police started "penalizing" that approach and would only let a few vehicles pass through from Periwinkle (heading west). Our problem is that we have a house on the east end of the island. So we pay the price for the people trying to find a short cut. The root issue is too many vehicles trying to leave at the same time - but it's frustrating living on the East end and facing traffic that is looking for a short cut. But for the last year or two traffic is so bad we have to change our schedule...and has me considering our long-term commitment to Sanibel if it isn't solved soon.	8/8/2024 4:50 PM
244	If the eastbound traffic was essentially allowed to flow approximately 80% of the time, the other directions would be held up and people would be forced to learn to go east on Periwinkle for a speedy exit. The alternating takes too much time.	8/8/2024 4:48 PM
245	Put a single signal for traffic exiting the island, controlled by the traffic person. If drivers could see they are going to be waved through they might not lag as much. You put in a stupid roundabout I'm outta here	8/8/2024 4:29 PM
246	Don't do roundabout! I live in Carmel, IN, the home of tons of roundabouts. Accidents all of the time which backs up traffic even longer. The age group on Sanibel won't know how to navigate.	8/8/2024 4:28 PM
247	Increase the causeway speed limit for vehicles leaving the island. Maybe increase the toll is decrease random visitors.	8/8/2024 4:22 PM
248	None	8/8/2024 4:02 PM
249	The end of day traffic during season in the winter is terrible and needs to be changed.	8/8/2024 4:00 PM
250	Bikers getting priority. Lingren and periwinkle should not go through from 4pm to 6pm Donack	8/8/2024 3:57 PM

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driver just plowing, block the flow

251	Use of side streets(Donax, etc) to cut ahead making Periwinkle and Casa Ybel times astronomical(5 hrs on Casa Ybel one day). Also, increased tourist activity.	8/8/2024 3:51 PM
252	Just traffic in general. Ideal would be to Create a parking lot for workers to use near the boat ramp. This would allow them to then scooter or bike to work after parking near the boat ramp in the morning and then they could bypass any seasonal traffic on Periwinkle by biking or scooting back to their car after work and would allow for easy exit off the island and reduce traffic on Periwinkle in the morning and afternoon from commuters.	8/8/2024 3:50 PM
253	Weekday vs weekend traffic patterns differ. Spring 2024 data collection means you saw high volume construction traffic entering and leaving islands on weekdays- future traffic especially in season is a different type of traffic	8/8/2024 3:47 PM
254	ENFORCE the speed limit and do a great job at that and people will bike more.	8/8/2024 3:42 PM
255	Jerry's entrance is a nightmare	8/8/2024 3:40 PM
256	It is perfect the way it is! Just much traffic! South Seas should not be allowed to increase living accommodations; it will only increase traffic.	8/8/2024 3:39 PM
257	I believe the restriction on traffic is the causeway itself, not the intersection.	8/8/2024 3:36 PM
258	No	8/8/2024 3:26 PM
259	No that's the worst merge point. Periwinkle and Casa Ybel can back up to Middle Gulf at times in season.	8/8/2024 3:20 PM
260	No	8/8/2024 3:13 PM
261	I have driven extensively in Europe, where traffic circles of all sizes are extremely (and increasingly) common. The smallest ones are much smaller than the Periwinkle/causeway intersection would accommodate. Even with heavy traffic, including trucks, bicyclists and pedestrians, those traffic circles definitely help speed traffic through safely. They are also used deliberately as a safety feature: they force people to slow down where there are intersections. When they were introduced there was some concern that the novelty would cause accidents, but that didn't happen, and even people who have never used them before adapt very quickly. The rule is: those already in the circle have the right of way. For normal circles there is usually an opening for incoming traffic to merge in, even when traffic is heavy. It is a good idea though to make the center of a small circle just a raised bump that can be driven over (in Europe they use paving stones for that) so that a very large truck can get through. I think they should also be used elsewhere on the island, wherever a traffic cop is stationed in season, or wherever it is especially difficult to make a left turn onto Periwinkle (e.g, Bailey Road), since it makes it much easier for people to enter safely and without delay into the traffic flow, without having to make a left turn across traffic.	8/8/2024 3:06 PM
262	Look at adjusting work schedules of employees who work on the island and live off island to reduce the traffic onto the island in the morning and off the island in the afternoon. Consider adjusting lanes on the causeway to offer 2 lanes leaving in the afternoon.	8/8/2024 2:52 PM
263	Obviously traffic is worse at the moment due to Hurricane Ian and rebuilding efforts. The speed limit on the causeway is soooo slow. I don't think it needs to be 20 mph. This causes worse congestion. There are so many businesses on Periwinkle that it is often unavoidable if you are trying to go to one of those places. It backs up very quickly. Having a stoplight would make it worse. I'm not sure a roundabout would help either. Maybe some kind of flyover ramp?	8/8/2024 2:52 PM
264	Any evacuation event--traffic flow should not be impeded then by any changes The eventual reduction in worker traffic--take into consideration that it may change when more properties are repaired	8/8/2024 2:44 PM
265	Well it's pretty bad today, in August, midday! I had trouble getting onto Periwinkle in the direction of the causeway. Driving has gotten to be terrible here year round. Also, please make the bike lanes safer.	8/8/2024 2:40 PM
266	NO TRAFFIC CIRCLE AT THIS INTERSECTION! THAT WOULD BE ABSOLUTELY RIDICULOUS AND WOULD ONLY MAKE MATTERS WORSE.	8/8/2024 2:39 PM
267	Reducing the traffic count by using incentives to promote mass transit for resort guests and residents.	8/8/2024 2:38 PM

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268	I realize that the traffic problem is complicated, and I would hope that the delays on and off the Island would lessen as the re-construction of Sanibel and Captiva progresses. If this does not take place, without any change to regulations or the roads, then it may be advisable to consider rules prescribing times of entry to, and exit from, the Island for contractors to reduce wait times for everyone? One, longer range response that should be considered relates to the proposed development of South Seas, and beyond that, the expected increase in the number of South Seas employees. Sanibel should be forward looking and diligent in trying to ensure that the daily influx of construction vehicles and, thereafter, South Seas employees does not overwhelm the causeway, Periwinkle Way and Sandcap Road.	8/8/2024 2:36 PM
269	Electric bikes not adhering to regulation vehicle laws	8/8/2024 2:28 PM
270	bikes need to stop at intersections, and if they are seen doing otherwise, ticket them. They ignore the stop signs on the bike path, and the painted STOP on the path	8/8/2024 2:28 PM
271	Not a roundabout. It would further delay the movement of traffic. Keeping the current structure with a traffic cop works best. It's just the volume.	8/8/2024 2:28 PM
272	Traffic backs up on Periwinkle Way from Tarpon Bay to East Gulf in season. As a result, Rabbit Rd. West Gulf, Middle Gulf, East Gulf, Donax and others back up causing hours of wait time of a 6 mile drive.	8/8/2024 2:27 PM
273	way too many contractor vehicles coming on and off all hours	8/8/2024 2:27 PM
274	Lack of multi-use paths on both sides of Periwinkle Way and Palm Ridge.	8/8/2024 2:24 PM
275	You have implemented a system that is useful to try to keep people on Periwinkle and off of the Dunes streets and off of middle gulf. Now just keep enforcing that system.	8/8/2024 2:20 PM
276	Don't let as many cars on island. Residents are priority	8/8/2024 2:20 PM
277	put up traffic lights with left turn arrows	8/8/2024 2:19 PM
278	no	8/8/2024 2:15 PM
279	Traffic trying to exit the island can really back up on Lindgren, which extends the back-up to East Gulf and beyond. Periwinkle isn't the only problem to consider. I hope last winter's horrible traffic was unusual because of hurricane reconstruction workers entering and leaving Sanibel. Thanks.	8/8/2024 2:14 PM
280	Did to restrict access to periwinkle from Donax	8/8/2024 2:12 PM
281	Get rid of the golf carts they are adding to the congestion problems. Go with the roundabout. Definitely do not add density on captiva or we will need a 2nd bridge!!!!	8/8/2024 2:07 PM
282	It's al aye been a destination Island. I've lived her 15 years and have learned to navigate the traffic. Leave this alone. Our traffic police do a fantastic job.	8/8/2024 1:52 PM
283	Add a third lane to the bridge that alternates two lanes on in the morning and two lanes off at night	8/8/2024 1:44 PM
284	Turning left from Bailey Rd. onto Periwinkle to get to Causeway Blvd. is hazardous. Dependent upon "Sanibel Nice" neighbors to let vehicles turn. Also, vehicles trying to turn right on Periwinkle have to wait behind backup of vehicles trying to turn left. Consider expanding a right turn lane on Bailey Rd.	8/8/2024 1:44 PM
285	What has been done to reduce time/issues Has Worked...Thanks	8/8/2024 1:40 PM
286	East Enders close to lindgren receive the worst options for getting across/to periwinkle or the causeway. As you improve the flow on periwinkle, Lingren is held at a stand still for EXTENDED periods of time. As Island owners, we need some type of advantage/access.	8/8/2024 1:38 PM
287	people driving down Donax cutting in or driving the wrong way down that street to go around others.	8/8/2024 1:36 PM
288	Due to flooding on west gulf drive west of rabbit road particularly at beach access 1 and at East Rocks Drive and in first block of East Rocks Drive I can't get out in heavy rain. Homes on west gulf drive in that area have no or inadequate water retention areas and dump all their water into the street. It's very apparent if you drive there and look at the very dense lawns (that	8/8/2024 1:36 PM

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don't absorb or retain water) and the impermeable driveways. The next blocks in East Rocks remain passable. But they have permeable vegetation and driveways.

289	The intersection of Causeway and Periwinkle does not seem to cause backups. The backup seems to be because of the volume of traffic which was not a problem until after Ian. The afternoon backups with the causeway construction and repairs to the island hurricane damage are similar to the backups back when the causeway had a drawbridge.	8/8/2024 1:34 PM
290	Nope	8/8/2024 1:32 PM
291	vehicles take the path of perceived least resistance. For example: traveling east using Donax to get to Periwinkle, or go use middle gulf to East gulf and return west to the corner of periwinkles and the causeway road. Or go through the Dunes.	8/8/2024 1:30 PM
292	NO TURN-A-BOU	8/8/2024 1:29 PM
293	Traffic police should take every opportunity to let a few cars go through in alternate directions when just stopped and not jam up the left turn off get stalled. Let other cars turn to other streets if there's a standstill! Takes paying attention a bit more!!!	8/8/2024 1:27 PM
294	High speed electric bikes should be banned and ENFORCED on the bike path. Bike paths need improvement, (holes, rough pavement, blind corners)	8/8/2024 1:27 PM
295	Just something I wanted to note: Throughout the spring, I (and my MANY visitors) can only dine on the West Side of the Island or Captiva. I hate that so many of our favorite restaurants are not an option due to the traffic during the weekdays. I don't know how this could be corrected other than reducing the amount of cars/commuters. - Park & Ride by the Bimini Bait Shack/Port Comfort Marina so people can carpool? - Parking with bikes for rent or storage at the start of the island? - A trolley - doing a loop (having 2-3 trolleys during peak times since the return trolley will get caught in traffic). This would allow locals to hop on and go to restaurants, and workers to hop on/off. Would also add a quaint island-y open air option. - Of course a ferry. Not all will like that option, but the tourists will think it is fun, with bike options waiting for them. Of course then we'll start complaining about too much bike traffic! :) It may be just "it is what it is" the price to pay for living in paradise!	8/8/2024 1:26 PM
296	bikers and golf carts; threatened new building codes in Captiva would be disastrous, especially if day passes and water park would be allowed	8/8/2024 1:16 PM
297	Get the bikers off the streets.	8/8/2024 1:12 PM
298	I think the Island needs to emphasize the importance of bikes being on the bike path not on Periwinkle. I travel to work, and yesterday for example, there was a bicyclist on Periwinkle with a long line of cars behind him...yet, there was the bicycle path on Periwinkle right across from him, reducing those occurrences would help, also, I'm not sure having a traffic director at each intersection helps, it feels like in the season the traffic gets bogged down at that intersection the most. Also, when I worked on the Island while they were building the new causeway, there were times of the day when certain trucks, depending in size were not allowed to Cross the causeway, that might help, early morning hours and late afternoon hours for large trucks and construction vehicles?	8/8/2024 1:10 PM
299	Yes, traffic on the causeway causes gridlock at the Causeway/Periwinkle intersection. I recommend changing the Causeway into three lanes thus allowing the middle lane to serve as a second lane on to the Island in the morning and then transition to an off-island lane in the afternoon.	8/8/2024 1:06 PM
300	We need a series of roundabouts whether people agree with that or not. It really is the best solution. I have worked in the road & bridge construction industry for over 30 years and have seen this done all over Florida and the difference it has made. They have to be done correctly and designed properly with proper radiuses and in the right locations. If done correctly they can be a huge help. The state of Florida did provide grants to cities and counties to do roundabouts. I don't know if they still do but they used to.b	8/8/2024 1:04 PM
301	Please do not install a Round About. I am on the island several months a year and Plan to move full time shortly. The lacking street lights and round abouts is part of the island charm and shouldn't be destroyed because of a burst in traffic due to Ian. Keep the bike paths in good condition and the traffic police on the job.	8/8/2024 1:02 PM
302	We are watching the e-bike progress. Not a fan of e-bikes on our walking/bike paths nor on our roads. Never should've been allowed. We could've been unique- like Mackinac Island Michigan	8/8/2024 12:58 PM

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which doesn't allow cars. We shouldn't allow anything with a motor on the paths except for truly handicapped people and their wheelchairs etc...

303	No. Thank you for asking. Appreciate the opportunity.	8/8/2024 12:55 PM
304	The long traffic lines on Lindgren Blvd during season block 3 roads into Shell Harbor cutting off neighborhoods to full time residents. People who live on Lindgren can be locked in their homes between traffic and islands in the middle of road. Please keep full time residents in mind when making changes. Do t block intersection signs would help.	8/8/2024 12:51 PM
305	We love Sanibel as it is! Traffic is just a part of life during season and once them a majority of the reconstruction is completed, the situation will improve. Please, no traffic circles! We have them in New York and all it does is cause more people to tailgate, not look for pedestrians and go faster! The method of controlling the traffic on Sanibel is perfect for the type of community it is. Having the eyes of a traffic police officer on the cars going on and off island make a huge difference. Our suggestion would be to create additional bike lanes and crosswalks in the area. And please, no throttle bikes! The speed limit on the bike paths is crazy as it is during season!	8/8/2024 12:50 PM
306	Either prohibit or provide off highway space for bikers	8/8/2024 12:46 PM
307	A simple but clear one page guide, online and or in hand, suggesting low traffic times for best causeway/periwinkle use. A suggestion, with local restaurant participation and cooperation, that tourists have dinner on the island before exiting the island in order to ease the traffic crunch.	8/8/2024 12:45 PM
308	Consider families that have their children's in school. We averaged 1.5 -2.5 hours home from school to our house last year. Normally the years before it was 50min-1hr10mins. Amazing school would hate to see more people leave.	8/8/2024 12:38 PM
309	Build a traffic circle. No signalization.	8/8/2024 12:34 PM
310	There is way too much traffic that goes from Rabbit road down west gulf in the evening. All traffic coming from Captiva should remain on San Cap Rd.	8/8/2024 12:28 PM
311	construction vehicles Accidents/breakdowns on the causeway. Even though there is a break down lane, traffic stops instead of driving around.	8/8/2024 12:28 PM
312	Intersection Casa Ybel and periwinkle should have a traffic guard at all times. Impossible to make a left turn out if Casa Ybel onto periwinkle.	8/8/2024 12:26 PM
313	Perhaps Captiva should build another brige to their island	8/8/2024 12:26 PM
314	While this past winter was the worst ever, I don't think it will be repeated. Most single family homes are fixed, and by this winter about half the condos will be fixed. Sanibel also needs a tow truck service to come back. The absolute worst delays this winter were when there was an accident, and there were no tow trucks based on the island. This is solvable. The rest of it is only solvable by more carpooling on the part of the contractors, IMO. Also, charging more to drive on to the island for Christmas and Spring Break would help. Ten dollars instead of 6.	8/8/2024 12:21 PM
315	There are inconsistencies in traffic control aides directing traffic. Some allow traffic to flow off Periwinkle to causeway even when there are no cars or a very significant gap, while allowing cars to back up on causeway coming on to the island. While other aides pay attention to back ups on other sides. As well, if there is a backup rounding the corner/going off island from Periwinkle to causeway.... traffic should not be allowed to block the intersection and continue to do so... Instead assess that the intersection will be blocked... allow causeway area to clear while allowing some traffic to proceed from causeway to east end. I appreciate all of their work:)	8/8/2024 12:20 PM
316	Periwinkle Way suffers from chronic congestion - due to single lanes and also waiting for left hand turns. We often have cars cutting through the Dunes to "jump ahead" causes too much traffic in a residential area. We would love to see more golf cart paths, perhaps more middle turning lanes or three lanes where traffic direction can be regulated for busy times such that during busy times, two lanes can be going in the same direction - ie in the morning two lanes get you on the Island and at late afternoon two lanes move traffic off the island. If often wondered if a "hop-on/hop off" trolley would work? Thanks to all the people standing in the hot sun to direct traffic flow...at the intersection at at the Jerry's intersection. Their service is invaluable.	8/8/2024 12:17 PM
317	The outbound traffic from west periwinkle should have priority. I know this is supposed to be	8/8/2024 12:17 PM

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the policy, but I have seen long delays due to traffic from Lindgren and east periwinkle.

318	I live on East Gulf. I think it is unfair that we have a much much longer wait than the people on Periwinkle!	8/8/2024 12:16 PM
319	Traffic to Captiva if SS new development is allowed will make this situation tremendously worse. We will consider selling our property and leaving the Island if this occurs. It's bad already at peak season but we knew that going in after coming to the Island for 25+ years. Also traffic from beach users along the Causeway before Hurricane was terrible. If beaches are rebuilt for use there has to be Causeway patrols for safety, drunk driving, etc. Before Hurricane it felt unsafe to drive Causeway mid-day because of all the beachgoers, bikes, etc. not minding speed limits, parking rules, etc. Last thing would be traffic on Periwinkle with bikers on both paths and roadways and walkers crosswalk use. Tourist bikers here for the day not following rules is a recipe for disaster, even before the hurricane.	8/8/2024 12:16 PM
320	Close the public beaches...it will eliminate the day trippers.	8/8/2024 12:14 PM
321	keep people from cutting thru the Dunes	8/8/2024 12:14 PM
322	Provide better rules for the employees directing traffic. I have spent up to 45 minutes trying to get to my east end home from off island with groceries thawing, while the traffic director allows only east or off-bound periwinkle vehicles thru the stop. My business is on Periwinkle so I have traveled that intersection multiple times daily for more than 30 years. I travel the back way (the Gulf Drives) when necessary. My record traveling the 2.9 miles home is 4+hrs. On a good morning going to work it takes 8 minutes. Usually 30+ to get home since the hurricane, more like an hour in high season. I still think no changes are needed except better consistent traffic directors. A couple of them are excellent.	8/8/2024 12:12 PM
323	Our traffic officers do a wonderful job and know what times create a issue on a day to day basis. The majority of delays were compounded by causeway speed limit during construction and volume of workers coming on and off the Island during the rebuilding stage. It has gotten better exponentially as work starts to dwindle on the island.	8/8/2024 12:08 PM
324	Consider two lanes off or on during heavy traffic hours. There is room on the bridge to accommodate this.	8/8/2024 12:06 PM
325	Above replies are based on NORMAL years, NOT the very unusual POST IAN year and a half.	8/8/2024 12:03 PM
326	Although I understand prioritizing traffic on Periwinkle to move traffic, I live on the east end and use lindgren as a primary route off island and often feel that we wait an unusually long amount of time with very, very few cars allowed to move at a time to get to the causeway.	8/8/2024 12:02 PM
327	Traffic on Donax is too fast at times. Primarily from contractor vehicles travelling too and from sites. Also moving from Donax taking a left onto Periwinkle can be very difficult, early mornings and afternoons as people travel to and from work onto the island. Also consider more cross overs for bikes/walkers within the town maybe with flashing lights. This summer we were almost hit several times as traffic didn't see us or refused to stop for bikes/pedestrians. I count myself in the group because I didn't see the bikers as they entered the crosswalk.	8/8/2024 12:00 PM
328	Inter island travel impacted due to Causeway and Periwinkle traffic. During peak times, can't get to shopping and restaurants.	8/8/2024 11:59 AM
329	It's important to keep and improve the safety of the existing bike lanes - the more people that can bike and feel safe biking the less cars there on the road which leads to less traffic!	8/8/2024 11:58 AM
330	Expand the width of the Shared Use Path along Periwinkle to accommodate more nonmotorized traffic as an alternative.	8/8/2024 11:58 AM
331	All motorists on Periwinkle, should be encouraged to allow oncoming traffic to make left turns. Cars waiting to turn left, in either direction, or the major source of backups. Signage entering the island, and along Periwinkle encouraging this would be a big help.	8/8/2024 11:57 AM
332	I definitely think you should put in a roundabout at this intersection to keep traffic moving.	8/8/2024 11:57 AM
333	Should have 2 lanes off the island at all times, eliminate pedestrians and bikes on causeway. Should also increase toll during season and make toll free or reduced during summer or for Lee County residents.	8/8/2024 11:56 AM
334	The 20mph temporary speed limit on the causeway seems to be adding to the problems. Getting traffic moving faster once on the causeway would seem to be a positive. Also having	8/8/2024 11:55 AM

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two lanes going off island on the causeway seems like something that should be explored. Could be only at certain times of day.

335	Clearly marked road edges and traffic lanes throughout. Smooth out the sharp curves at some locations as in front of Jerry's	8/8/2024 11:54 AM
336	Sand castle road NOT to have overflow	8/8/2024 11:52 AM
337	Traffic is simply a part of living on or visiting Sanibel because Sanibel is a fabulous place. It cannot be controlled. If people don't like periodic traffic, perhaps they shouldn't come here. A live person directing traffic and able to evaluate the situation in real time will always be far superior to any other artificial method of traffic "direction."	8/8/2024 11:52 AM
338	I think that attention should be made to folks using alternate ways (not Periwinkle) to get on/off island. Ex: through the Dunes and West/Middle Gulf Drive. As residents of Captiva, I'm especially concerned with Timbers wanting to increase the amount of accommodations on the resort. We're in Lands End...the very end of Captiva. And it can take us anywhere from 30 mins to 3 hours to get from our home to onto the causeway. I shutter to think what will happen traffic wise if Timbers is allowed to build to the extent that they want.	8/8/2024 11:51 AM
339	DO NOT DO A ROUNDABOUT	8/8/2024 11:47 AM
340	Periwinkle is the business district and is normally slowed down to a crawl. We want our tourists and residents to eat, drink, shop at our local businesses but I think we should remind people with polite signs that we only have two lanes and please keep up with flow of traffic. The major issue with Sanibel is everyone is "joy riding" while on holiday mixed with people that must use the roads work and to live. We must keep traffic moving in all choke points. We should also study the feasibility of having "park and rides for day tourists". Lots of people enjoy our beaches, restaurants and stores from surrounding communities, we should make it easier and cheaper for them to enjoy while helping use reduce density. Can we create a network between LeeTram and Sanibel Park and Ride? Lastly, In my opinion, traffic reduction starts with finding simple solutions to areas that need attention. We are kinda unique, we want people to slow down and enjoy a walk or our amazing bike path but perhaps, we need to re-think how they intersect and the effect on traffic flow. Drivers have tendency to reduce speed well below speed limits when seeing crosswalks and bikers. This is good but if you want to reduce traffic and increase flow and volume, we need to think about how drivers react and allow the walkers/bikers to have safe access without reducing traffic flow.	8/8/2024 11:46 AM
341	None	8/8/2024 11:45 AM
342	Traffic delays even before the hurricane were awful. It must be fixed!!! This past winter was unbelievably bad. This winter will probably be equally bad given the amount of construction ongoing. And the alternate traffic going onto Gulf Dr. to exit the island must be fixed as well. Even if you aren't trying to leave the island, sometimes there is a huge delay to get back to our condo on East Gulf Dr. Backups at Donax and Gulf Dr. and Lindgren and E. Gulf are awful too. Traffic to exit the island needs to be kept on Periwinkle only so residents can get to and from their homes. But the traffic needs to MOVE FAST on Periwinkle when it gets backed up in the afternoons. The biggest part of the problem is the traffic not moving fast enough on Periwinkle but also one lane on/off on the bridge is a huge factor. Please eliminate the breakdown lanes and make the causeway changeable with 2 lanes coming on the island in the morning (and 1 exiting) and 2 lanes exiting the island in the afternoons/evenings (with only 1 incoming). The quality of the traffic cops makes a huge difference too. Sometimes the wait at the Causeway is not so bad but the wait in front of Jerry's is awful. I don't think a traffic circle will help - older residents may not be able to negotiate it and an accident would shut down everything. Widen Periwinkle significantly to accommodate a through lane to exit the island in the middle, with turns across traffic not allowed at certain times of day. There has to be something streamlined to only exit the island. Also, widen Lindgren and Donax to two lanes heading towards Periwinkle so people turning left are not stuck with the people leaving the island. Many times I saw drivers drive most of the length of Donax in the wrong lane to get up to the left turn lane. Very dangerous! And move the bike/walking paths on Periwinkle BEHIND the businesses! I don't know how you could do it (a special car sticker?) but it would be nice to have the exit off the island from the lighthouse end of Periwinkle (with the dedicated turn lane) only for Sanibel residents/property owners (not contractors and employees). Also, increase the tolls significantly!!! Have a lower rate for Sanibel property owners/residents, verified island employees and licensed contractors in their contractor vehicles and a much higher rate for daytrippers - there was a study that some years ago that most of them drive up to Captiva, spend no money and turn around. The same day trippers parking on the causeway to fish etc	8/8/2024 11:39 AM

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also caused many delays before the hurricane with people trying to cross the road and exit the parking lots. They contribute nothing to the Sanibel economy and make the traffic worse. Eliminate them! Traffic problems are ruining Sanibel - we have been owners and visitors since the late 1970s.

343	Is it possible to widen Periwinkle to 3 lanes all the way to allow left-hand turns? Also, what about traffic circles at the busiest intersections?	8/8/2024 11:39 AM
344	When a traffic accident occurs, the scene should be moved off and out of the way of traffic lanes immediately for further investigation	8/8/2024 11:38 AM
345	Employees that work with me experience 1-2hr waits during last season- that can't continue and expect staff to remain working on island. That being said causeway reconstruction could have been a huge factor - so I think we need to get that construction finished to know what's needed long term but need something short term if those delays are expected to continue.	8/8/2024 11:36 AM
346	I resigned from a great position in business on SANibel Island due to the traffic issues during season. I travel 12 miles and in season averaged 1.5 hours each way.	8/8/2024 11:34 AM
347	In high season it can take an hour for me to get off the island from Joewood drive. When Southseas is at full swing, this will only be worse.	8/8/2024 11:34 AM
348	No	8/8/2024 11:34 AM
349	I find that the crossing guard stationed at Jerry's created undo amounts of added delay. Allowing bikers and walkers to pause and wait a bit before stopping traffic may be helpful as well	8/8/2024 11:33 AM
350	no problems exist because the traffic attendants keep things moving albeit sometimes slowly but always moving.	8/8/2024 11:33 AM
351	Construction workers exiting the island at days end via Middle Gulf and Dona's or Lindgren. This was an issue in the fall of 2023 - spring 2024. Traffic delayed 45 min - 1 hour. Is it still an issue?	8/8/2024 11:32 AM
352	From what I see and hear, the Causeway construction seems to be sketchy, where 20mph limits are posted, yet not a person is to be found working. This gives the impression of a private interest, instead of legitimate work. There are some drivers that drive faster when they feel that they have been tricked into believing something that simple isn't true and that can have an array of reactions, usually making everything more difficult for everyone. If road workers are working meaning that people and machines are moving about, then the 20mph is fine. When it is Sunday (which they do not work), holidays, after or before the workday, than the 35mph should be in force. I only bring this up because I've heard numerous comments about what is going on with the Causeway. That project has lost credibility. It is two years after Ian. The bridge is only 3 miles long. Someone is milking the project.	8/8/2024 11:30 AM
353	A round-a-bout is not an effective method to decrease congestion; it is an effective method to reduce traffic accidents. Many municipalities that had traffic circles for congestion relief have removed them; some municipalities have added roundabouts to reduce left hand turn collisions.	8/8/2024 11:28 AM
354	future extensive building on sanibel or captiva would have to involve submitted, approved plans for realistic changes for island access and road system...	8/8/2024 11:28 AM
355	Is it feasible to consider that we have 18,000 vehicles a day due to the heavy volume of construction being done on the island? What was the volume before Ian when we did not have these delays. Will it return to that in the next few years? So do we wait it out and look at it again after construction slows down?	8/8/2024 11:28 AM
356	Excess Captiva traffic.	8/8/2024 11:28 AM
357	Re-stripe the Causeway to be 3 lanes and modify Toll Booth area to allow 2 lanes on in the morning and 2 lanes off in the afternoon. Many cities successfully use reversible lanes.	8/8/2024 11:27 AM
358	Billie's bikes crossing stopping traffic at will. Customers cross singularly & not in groups. Stopping spending our money on studies. Traffic is everywhere & Sanibel isn't even close to being the worst.	8/8/2024 11:26 AM
359	Please expedite the ability of bicycles to traverse the causeway. People need to get to and from work, and cycling related businesses are failing	8/8/2024 11:26 AM

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360	Afraid that the proposed roundabout might increase delays as traffic going off island is pretty solid not allowing others to enter.	8/8/2024 11:25 AM
361	Encouraging "Park and Bike" options for businesses, employees and residents would be beneficial. A and B pass parking is available at the causeway lot behind the boat ramp lot, and appears underutilized. Being able to park here and use a folding bike to commute on the island is something I have encouraged my employees to do, and have offered to subsidize the B parking pass for them. If the city could help Island businesses facilitate this (reduced rate or non-beach/causeway-only option), it could really be helpful. I know there is free parking at the chamber (limited spaces) and free parking at pond apple lot, but these aren't as convenient to avoid the periwinkle intersection. Also a question about whether bikes (non-electric) could be left at the bike racks in the lots overnight. Thanks for considering! Rachel Tritaik 239-297-4997	8/8/2024 11:25 AM
362	1. Speed limit on Causway should be raised to 40 mph 2. MINIMUM speed limit should be placed and enforced (!) for 35 mph 3. There is enough space on causeway bridges and islands to create a 3 lane road - One inbound lane and two outbound lanes. 4. Left turn from Periwinkle to causeway should be replaced by a ramp overpass above the intersection, same as on many other barrier islands and keys across FL this will eliminate majority of traffic from stopping at this intersection, will improve safty and ecvacuations times in case such needed. 5. Following #4 Causeway intersection should be redesigned periwinkle/causeway intersection should be changed to a roundabout to handle the leftover traffic (Periwinkle east/west, to/from Lindgren, Causeway to Lindgren/perwinkle east). 6. Crosswalks on Periwinkle should be eliminated from Eastern of Donax to after Causeway intersection 7. Left turns between Jerrie's Plaza and Causeway intersection should be eliminated on ether directions. Instead, Donex and Jerries junctions should become a roundabout. Cars turning left on to ether north/south of periwinkle should use roundabouts. Happy to present this on a big map to whoever takes decision. Ben - 239-790-7770	8/8/2024 11:23 AM
363	The intersection is at max capacity during certain times of the day, but unless the community is willing to entertain traffic features such as additional lanes and a light, not much can be done to improve flow. The City recommends to all visiting traffic to use Periwinkle in order to keep visitors off residential streets as much as possible, however that concentrates the majority of traffic going in one direction on one roadway which again, is already at max capacity. Without increasing capacity, there isn't much that can be done.	8/8/2024 11:23 AM
364	The one way flow for periwinkle was a good idea, but they still let too many cars turn off of donax and casa ybel. Also there is always a slow down as soon as you turn on causeway probably due to slow speed limit. Speed limit needs to be upped at least for peak traffic times. Also if there is an accident it needs to be cleared immediately. We lived in a large city and the police had their own tow truck and move remove cars from the road within minutes during peak times to Side streets or parking lots.	8/8/2024 11:21 AM
365	Consider reversable lanes on causeway with Lee County	8/8/2024 11:19 AM
366	Often, at major intersections, because the traffic person is focused on auto traffic, as should be their focus, the pedestrians wait needlessly to cross (parallel to the flow of traffic as the crossing guard holds them in place or has their back facing tge bike lane). If there was a way to reposition the crossing guard this should be considered- traffic is both vehicle and pedestrian. Another consideration should be an open air trolley system allowing for on/off busing. Fee Parking, to pay for the buss, can be in the chamber of commerce area and stop at public beaches and shopping areas. A 10% reduction in peak traffic would be great	8/8/2024 11:18 AM
367	This study should be redone in January. April traffic was not comparable.	8/8/2024 11:17 AM
368	Discontinue stopping free flowing traffic from E. Periwinkle onto Causeway Blvd. and eliminate traffic control at Bailey Road and Periwinkle.	8/8/2024 11:17 AM
369	Traffic is a problem because there are too many people. Tourists are encouraged to come without regard for infrastructure or wildlife. I worry this will be a greater problem as the city recovers from Ina.	8/8/2024 11:17 AM
370	traffic delays on Middle Gulf and East Gulf drives from those trying to get off island does not allow for residents and local businesses to travel on island	8/8/2024 11:17 AM
371	People who live on Sanibel's east end must be given equal access to leave the island during peak hours, not be penalized by City policy of prioritizing eastbound Periwinkle.	8/8/2024 11:17 AM
372	I live in the dunes. There is an enormous increase of cut through traffic which then backs up	8/8/2024 11:17 AM

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on Bailey.

373	ongoing construction	8/8/2024 11:16 AM
374	Speed limits not enforced especially on causeway. People are passing on double line. Accidents cause traffic stops, delays and congestion	8/8/2024 11:16 AM
375	The traffic men and women are terrific. They do a significant service to Sanibel leadership and islanders. I hope you pay them well. Thanks.	8/8/2024 11:15 AM
376	The island is over it's carrying capacity and cannot accommodate the volume of visitors to the island	8/8/2024 11:14 AM
377	I have 2 employees that live off-island and I had to let them leave at 2 pm last year. This is not sustainable. I am hoping there is less construction traffic this year or something can be organized so that everyone is not leaving at the same time. The sand dump trucks did not help, either, of course, so that will improve the situation.	8/8/2024 11:14 AM
378	Be careful if using roundabouts... they are fine if you are using them at all the intersections....	8/8/2024 11:13 AM
379	Please address the traffic issue on Gulf when periwinkle gets backed up in the afternoon.	8/8/2024 11:13 AM
380	If you really want to do some good, widen the bike paths. And provide shuttle for visitors from Chamber of Commerce. Push use of bikes. Prioritize emptying Periwinkle onto the causeway at 3-4 PM. This is not that difficult folks, but leadership is necessary!	8/8/2024 11:13 AM
381	It's not the intersection, it's the traffic on Periwinkle. IMHO half of the Periwinkle crosswalks should be removed especially around DQ and Dixie Beach.	8/8/2024 11:12 AM
382	Solve the issue like communities around the world have done with roundabouts they are safer and they work. Lee county has a few in GateWay now they are aesthetically pleasing and no bottlenecks or traffic guards stopping traffic movements.	8/8/2024 11:12 AM
383	It is a bottleneck for sure. I believe the traffic officers definitely help. Possibly "forcing" traffic to the side/back roads during peak times ... leaving the island could help. A roundabout may help.	8/8/2024 11:12 AM
384	Raise the speed limit to 40 on the causeway during peak travel times(6-9am and 4-6pm. Possibly have bridge crews work only in between those times.	8/8/2024 11:11 AM
385	Getting traffic off the island in the afternoon/early evening is the biggest concern. If there's a way to have two lanes of traffic off island all the way through the toll booth that would be incredibly helpful.	8/8/2024 11:10 AM
386	I don't believe a traffic circle would improve the intersection. I dont know what would but believe it is just the added people on the island that is creating the traffic such as construction workers due to IAN recovery.	8/8/2024 11:10 AM
387	Traffic from Bailey Road trying to enter Periwinkle, left turns along Periwinkle, people cutting through Dunes residential area to avoid Periwinkle and then attempting to re-enter Periwinkle	8/6/2024 10:13 AM
388	Too many day trippers during the prime exiting time.	8/4/2024 10:10 AM
389	Your solution during the 2024 winter/spring made traffic on periwinkle worse.	8/3/2024 8:30 AM
390	1. The Causeway Blvd. and Periwinkle Way intersection delays are a SYMPTOM and NOT a CAUSE. Doing anything with this intersection on its own is an exercise in futility and a waste of time and money. During the morning traffic ingress and the afternoon traffic egress there is 1 lane each way trying to enter or exit the island and 1 lane each way on the Causeway - when a lane is full of traffic it doesn't matter what happens at the intersection as the traffic cannot move any faster regardless of how the traffic is dissected. 2. A roundabout on its own will not work as the 'give way to the left' means that cars will not be able to enter the roundabout at peak times as drivers will clog it up and not give way. Coming on island in the morning, most traffic turns right/west up Periwinkle and it will work similar to today except cars from Lindgren and Periwinkle east will struggle to zipper merge into the busy lane heading up Periwinkle west as drivers are either ignorant of roundabouts, or just bad drivers. I was born and raised in a country where roundabouts are the de facto standard and so I know them and drivers' habit well, 1st hand, and everyone knows how to use a roundabout, but the problems still happen. What happens in most circumstances in these situations is that traffic lights are added that function just during peak hours and they force the gaps in traffic for zipper merges to happen.	8/2/2024 3:54 PM

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Some drivers will still jump the red lights, but they are the minority and red light cameras will then get added for traffic calming and enforcement. So if Sanibel gets a roundabout, it needs to be prepared for a lot of angry drivers who can't, or don't know how to, or don't want to facilitate a merge and then the pressure to add traffic lights that are certainly against the culture. A roundabout will just get jammed up at peak times and the flow will not be any faster. Just don't go there, ok? 3. The traffic guards method at peak times works today and fits in with the Sanibel vibe, although I feel sorry for the guards with all that heat, exhaust and bad tempered drivers. Although folks on Lindgren and Periwinkle east may not like it, the guards do a good job of filtering the traffic flow fairly with maybe a 20:1 ratio or so of Periwinkle west traffic preference in accordance with the actual traffic volume. The closest replacement for guards would be traffic lights programmed with appropriate delays for traffic peaks and car presence sensors, with possibly flashing yellow lights at off-peak, but again some drivers don't understand those types of lights and traffic lights don't fit the Sanibel vibe. 4. So back to the real cause, the Causeway. IMHO having a 3rd "peak" lane that changes direction between the morning and afternoon rush will allow effectively 2 lanes of traffic to ingress or egress at peak. The 2 lanes can continue through the tolls and on the roads afterwards. For traffic leaving Sanibel in the afternoon/evening it will go from predominantly 1 lane (Periwinkle west) to 2 lanes at the Causeway entrance and 2 lanes thereafter. I believe that this will have the most beneficial traffic flow improvement. For traffic coming on island in the morning there will still be a bottleneck when Causeway traffic goes from 2 lanes to 1 as it makes landfall on Sanibel, so I would expect there still to be backups. If a compromise was possible and nothing else could be done, then I would just have an afternoon/evening rush hour 2nd exit lane on the Causeway and call it a day. As I understand it from the meeting, one of the challenges is that Lee Cty says that peak traffic lanes are not warranted as it measures traffic as an average over a day or week or whatever and so the 2 daily peaks are mostly smoothed out. I would encourage very strongly challenging that way of thinking and have them run their analysis at the traffic peaks as that is when the problems occur that we need to fix. Saying that on average that the Causeway works within its design parameters is just the County sticking its head in the sand. The Causeway traffic needs fixing at peak times and so the metrics need to be run at peak times. See you on the next intersection survey in 5 years or so!

391	Recreational bicyclists must have safe passage as well.	8/1/2024 7:20 AM
392	The children on the bus should be a priority...maybe get a police escort when traffic is hours congested! Being on a bus for 3-5 hours cannot be the norm. I know a good solution will be found through all this hard work! Thank you!	7/31/2024 10:07 PM
393	Lack of a turn lane on Periwinkle unnecessarily backs up traffic and adds to delays.	7/31/2024 10:06 PM
394	Raise the tolls keep the day trippers off since studies would probably show (1993 study), they do not spend any money on the island. If they do then vendor/business should enroll in a give back credit and get reimbursed from the city/county for partial toll	7/31/2024 5:59 PM
395	I think we should not make decisions based on the past 2 years after Ian. We should also survey people as to why they feel the need to travel on/off Sanibel at peak times and try to educate people about other options	7/31/2024 5:57 PM
396	Causeway maintained speed	7/31/2024 4:58 PM
397	I believe the influx of construction traffic is the biggest issue regarding flow at the intersection.	7/31/2024 4:13 PM
398	Round about?	7/31/2024 4:03 PM
399	People use the Dunes as a cut thru to avoid traffic which increases traffic there. That also causes back ups. Would traffic lights be a better way to increase "flow"? I hate traffic lights, but the time may have now come.	7/31/2024 1:03 PM
400	Need to increase the bridge speed limit	7/31/2024 12:13 PM
401	speed limit on causeway	7/31/2024 11:59 AM
402	Shared at business meeting prior to public meeting.	7/31/2024 11:57 AM
403	The added vehicles due to construction and rebuilding post-Ian add a huge amount of vehicles to Periwinkle road at all hours of the day. These vehicles couples with those of residents and visitors during peak season along with added tourism this year due to businesses and hotels reopening will likely make traffic extremely heavy all hours of the day.	7/31/2024 11:22 AM
404	We encourage walking and biking but do not have public transportation. The resort and	7/31/2024 11:08 AM

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business community should be engaged in promoting alternative transportation options other than automobiles.

405	Match Periwinkle speed to bridge speed.	7/31/2024 10:59 AM
406	Safety for bikers and pedestrians and ability for vehicles to get on and off island when traveling in the reverse flow of the traffic.	7/31/2024 10:54 AM
407	Traffic issues only happen 8am to 9am and 3pm to 6pm and is worse during season. Those of us who live on island don't get involved in the morning on-island traffic and can avoid the afternoon off-island traffic. To spend money reconfiguring this intersection for a few hours a day and a few months a year is wasteful. No matter what your computer models show, three lanes of traffic are trying to get off the island into one lane all at the same time. The models don't consider human behavior and impatience. Most drivers do not let the cars from other roads in front of them. Whether there is a roundabout or not, cars will get backed up. Only a traffic officer can control human behavior and allow for traffic from every direction to have a chance to get into the causeway lane. This is life on a small island.	7/31/2024 10:11 AM
408	Please no traffic lights!	7/31/2024 9:07 AM
409	Some of the ideas in the EPA study would make traffic flow worse. You should ask the question how many residents change their life plans because of causeway traffic. My answers above would be different if i didn't "plan" around causeway traffic.	7/31/2024 8:25 AM
410	we should implement the roundabouts recommended in the last study	7/30/2024 9:05 PM
411	Parking off island and a ferry for day visitors would be wonderful	7/30/2024 9:01 PM
412	There are far too many cars for the roadway from the causeway to all of Periwinkle. All the "back roads" get clogged up also, and we can't leave the beach sometimes without sitting in a line on Middle Gulf trying to get to Birdie View (less than a mile away). Dinner reservations? Gotta be careful you can get there in Feb & March!! We sometimes ride our bikes to Cielo (in nice clothes) rather than drive! Lastly, we've noticed a huge increase in E Bikes n golf carts that should be considered as factors. Should there be a separate lane for golf carts? The back-ups in traffic are forcing more folks to get e-bikes and not everyone should be driving those. Is there a way to reduce cars coming on island? More parking areas along the causeway and a bus or trolley maybe? How could we incentivize visitors to leave cars off island? Just some thoughts, but the traffic is making us consider selling our Sanibel properties (we own a home & a condo) which makes us sad. Thx for your work in this!	7/30/2024 8:48 PM
413	Hopefully, moving traffic off and on the island at the causeway intersection more effectively will have a positive impact on all roads.	7/30/2024 7:32 PM
414	The closing of side roads helped a lot .with all traffic flowing into one direction cutting off the cut threes time time getting off island has improved , just keep the flow going	7/30/2024 6:16 PM
415	No	7/30/2024 5:17 PM
416	Due to the traffic on Periwinkle, The Dunes experiences dangerous speeding and heavy traffic. I own a home on Albatross Rd. and it isn't safe to walk my dog at certain times of day due to the traffic!	7/30/2024 4:41 PM
417	workers specifically employed in the rebuilding of a complex; i.e., Sanibel Inn, have their employer provide carpool service. When Ian happened, companies had employees park @Public, Sanibel Outlets and transported to island. Possibly stagger workers' times, early on/exit to ease traffic congestion. Most of these workers are solo in car. This can be done to help traffic. Too, when there's 90% occupancy on island, there's not too much can be done. It's what it is; keep it this way.	7/30/2024 4:27 PM
418	Improve signage at intersection of Donax and Periwinkle to aid confusion of left and right turners.	7/30/2024 4:18 PM
419	Perhaps provision of shuttles from Punta Rasa during special events and on-island shuttle services during season would be of benefit.	7/30/2024 4:09 PM
420	Make Captiva build their own causeway so they don't add to the Sanibel traffic...	7/30/2024 4:09 PM
421	People not listening to directions	7/30/2024 3:59 PM
422	Except for holidays, the primary hold-ups for this 40-year resident, are accidents on the	7/30/2024 3:53 PM

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causeway. Caused by reckless and/or speeding drivers. Lee County's former efforts to develop the causeway into a one-way access, parallel parking recreation area would for sure increase those back-ups and tragedies.

423	Get rid of the bike path and have 2 lanes off	7/30/2024 3:49 PM
424	Too much traffic coming on and off the Island. Why not set up a parking area off the island with regular bus service to bring day trippers on and off the Island	7/30/2024 3:08 PM
425	We should not be making permanent changes to address temporary problems. The traffic post Ian was influenced by the number of services needed for repairs. It has already lessened considerably.	7/30/2024 3:05 PM
426	A traffic circle should be built at that intersection.	7/30/2024 2:56 PM
427	merge from periwinkle northbound	7/30/2024 2:56 PM
428	Please also look ways to assist parents with getting home in a timely manner after picking up kids at the school or the rec center in the afternoon/evenings. Gumbo Limbo and the Dunes are traditionally where a large amount of families live.	7/30/2024 2:53 PM
429	Sanibel's technology, cameras, are firmly rooted in the last century. Other areas where more pavement is not available have for a decade used real time cameras and lights to flow an additional 10% to 15% increased traffic flow. Get rid of the inefficient, failed system of no automated light system of people directing traffic. When we moved here years ago many resident said "Sanibel will never have lights replacing humans directing traffic." Technology changes. We now have used smart phones for daily uses for well over a decade. Why stay with the last century's and failed approach?	7/30/2024 2:51 PM
430	Please consider a roundabout. I have been on island almost everyday since December 2022. The traffic guard has the greatest impact on traffic and the priority shift to periwinkle caused back ups on periwinkle so we couldn't go to Jerry's or the rec center at one point. I live off dixie beach. Also, please consider golf cart/ebikes class 2 along either side of periwinkle think about the future	7/30/2024 2:28 PM
431	Many pedestrians travel through the intersection at all times of the day.	7/30/2024 2:24 PM
432	I live in the Dunes and the people who cut through are often driving way too fast and some are actually rude to the homeowners who are riding their bikes. They don't give a crap about anything but getting off the island fast. I realize it's an evacuation route, but something needs to be done to try to stop this behavior.	7/30/2024 2:14 PM
433	People going the wrong way on Donax to make a left on to periwinkle	7/30/2024 2:13 PM
434	when traffic is directed more often than not periwinkle is not prioritized over other lanes.	7/30/2024 2:12 PM
435	I hope that we are considering a roundabout since I believe that this would help declare congestion more quickly.	7/30/2024 2:05 PM
436	Any traffic analysis needs to include the Causeway. Most traffic issues could be fixed by adding an extra lane (middle lane) on the Causeway - 2 lanes going on in the morning, 2 lanes going off in the afternoon. Traffic during season is an absolute nightmare. As a family with kids in school on and off island, we can't deal with last Nov-Mar repeating itself - hours and hours a day in traffic. It's not sustainable. Many families will need to move away from Sanibel if the issue isn't addressed. Thanks for helping!	7/30/2024 1:28 PM
437	As painful as the traffic is for residents, it's absolutely not acceptable for school, Rec Center, and other business workers commuting on/off the island. A shuttle should be offered and escorted on/off to the Chamber and a few stops along Periwinkle and SanCap 3-4 times/day to ease the burden for employees and employers.	7/30/2024 11:33 AM
438	Tarpon Bay and West Gulf	7/30/2024 10:50 AM
439	The horrible traffic that residents have to put up with on this island is inexcusable, has existed for decades without solution and should be at the top of the list of priorities for the city council to fix. Working with Lee County, adding an extra lane on the causeway bottleneck is the solution. One way or another it must be done. Having two lanes off the island in the afternoon and two lanes onto the island in the morning and putting a limit to the amount of non-resident traffic on and off is needed. Failure to resolve this is not an option and government should admit it's ongoing failure and pledge to finally get it done or resign.	7/30/2024 9:27 AM

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440	When driving from the east end of Periwinkle, don't stop the right merge lane onto Causeway Blvd. Those of us who live at the east end feel like it's unfair to do this. Also, if you see residents with "A" parking stickers, give them some priority. We're obviously not contractors trying to sneak around the back way.	7/30/2024 9:10 AM
441	Hurricane route is a disaster for locals trying to navigate normal activities after 2pm! Can't even consider supporting local business at that time!!!!	7/30/2024 6:39 AM
442	It's always a concern when you need to go off island for an appointment. Priority should be residents, then service providers and last visitors- maybe visitors should be limited. Our city will survive just fine with fewer visitors.	7/29/2024 10:32 PM
443	I think traffic volume is the issue. People come on and go off the island at rush-hour each day. Can you make rush hour less narrow? Tourist make another rush hour? I doubt this can be changed.	7/29/2024 8:14 PM
444	None	7/29/2024 7:40 PM
445	None	7/29/2024 7:36 PM
446	How about turning Periwinkle into a one-way on and one-way off during high peak times. Also, please increase speed limit. 20mph is ridiculous even for this rule follower. Maybe traffic circles or roundabouts for quicker/easier access without the need for traffic controller?	7/29/2024 6:33 PM
447	I believe that the speed limit from causeway Blvd to Tarpon Rd should be decreased from 35 mph DOWN TO 30 or even 25 mph. This allows people to pull out onto Periwinkle safely. It also keeps the traffic flowing better as you give others time to get where they need to be safely. Unfortunately, when people are going the current speed limit they are lost visitors looking around and not paying attention to where they are going. I live right off Periwinkle and I see people passing other cars (causing a potential accident from someone trying to make a right turn onto Periwinkle), texting (not being able to stay in their lane, and cars going on the sidewalks to get around others (during session).	7/29/2024 4:32 PM
448	No Roundabouts --Increase the toll	7/29/2024 2:09 PM
449	Thank you for asking. Fixing this issue is critical to maintaining quality of life, property values, life safety and appeal of the islands as a place to be and visit. I think we need three traffic lanes across the causeway all the way to tarpon bay Rd. This would allow two-lane travel during surge times (2 lanes on in the morning and 2 lanes off in the afternoon.) Of all the issues being tackled by the city, this is most important in my view. It's dreadful.	7/29/2024 2:02 PM
450	Electric bikes on bike paths are not a good idea. There are dangers for regular bikes and walkers for all seniors and tourists	7/29/2024 12:39 PM
451	There needs to be constant flow off island from east end as those living there have no alternative exit and many chose to live there due to ease on and off island for work and kid activities	7/29/2024 12:37 PM
452	As long as you continue to attract day trippers over condo residents, you will continue to have problems and lose the support of your community. I am still waiting to get back into my condo nearly two years after hurricane Ian while the city continues to do everything to attract day trippers to come to the island. You have lost my support!	7/29/2024 11:50 AM
453	I live in Beach road so have to use the causeway/Periwinkle junction frequently, even for local errands. Prioritizing Periwinkle traffic off the island pretty much alienates most of the residents East of the causeway (on or along East Gulf) meaning we have to navigate the back roads out and back which as you know get blocked with traffic too, or put off the journey to the following day. If a solution can be found where east end locals can go about their business without being held up unnecessarily, sometimes for hours, then that would be ideal. Saying that I have no idea how that could be achieved, but hopefully there are experts at hand that can review solutions that will consider those of us who have to use the junction every day, not just how to get tourists off the island as quickly as possible.	7/29/2024 11:48 AM
454	You should consider limiting access to the island during season. Residents, individuals staying at licensed rentals and licensed contractors should be allowed. Other "day traffic" should be limited to a fixed number of passes.	7/29/2024 11:13 AM
455	We live in the Dunes. For years I have called the police, and made requests to the city council	7/29/2024 10:49 AM

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to address the high volume, speeding and reckless driving of cut through traffic between Dixie Beach Road and Baily road, with no response and deaf ears, ignored I gave up. No one has been serious about the traffic issues on the Island and in the Dunes, I hope you will be this time. It's like the Chamber of Commerce is in charge of traffic, "more is better"! The only reason anyone cuts through the Dunes is they can speed and butt in line at Baily, Dixie Beach and Periwinkle. Stop that issue, keep traffic on Periwinkle and come up with a solution to keep traffic moving. Every time someone is allowed to cut into traffic on Periwinkle it causes slow downs and traffic delays in both directions. We need a real and honest commitment and fresh thinking. Also I am shocked reading the weekly police report at how few stops are made, all the warnings issued with very few tickets and how many unlicensed (means no insurance, don't have to know traffic laws etc.) drivers are out there....these are the same drivers I see everyday racing past my house...catch and release in spades. I hope for once, someone actually takes these issues seriously.

456	My delays are shorter because I live in the Dunes and can usually cut into Periwinkle from Bailey. Other issues: 1. Non-local traffic using Sand Castle as a short-cut is dangerous (and annoying) to Dunes residents, and just transfers the wait from Periwinkle to Bailey. 2. If traffic control personnel had real time communication regarding number of vehicles waiting on Periwinkle (both directions), Lindgren, East Gulf, Casa Ybel, Causeway/McGregor, etc., they could better manage the traffic flow, with proper guidance/training - at least in the near term. 3. I fear that once contractor traffic subsides, those vehicle will more than be replaced by condo owners/renters - and the traffic will eventually be even worse. This situation is untenable and needs to be addressed ASAP!	7/29/2024 10:46 AM
457	I live in the Dunes and need to use Bailey Rd for entry and exit. Please take this into consideration instead of blocking that alternative in you new design. Please also do something that includes some sort of barrier so the contractors and others do not use Sand Castle Rd. to get off the island. My neighborhood is unsafe for pedestrians and bikers between 15:00 and 18:00 on weekdays.	7/29/2024 10:36 AM
458	Bike riders not paying attention to the rules of the road that both cars AND bike riders are supposed to abide by. People speeding in cars/trucks. Number of trucks/landscapers driving like they own the road. Aggressive drivers.	7/29/2024 10:33 AM
459	This issue has been studied several times before, yet the intersection remains the same. The problem is too many vehicles in season which won't change. Last year was an anomaly with the extreme amount of reconstruction AND 200 - 300 sand trucks per day for beach repairs. I'm not at all in favor of spending more money on another study.	7/29/2024 10:28 AM
460	the intersection of lindgrin and east gulf drive, there is always congestion there, especially during season, and never a traffic control person. At times, the line turning left to go down lingren to leave the island is backed up all the way to loggerhead cay (or further back), and people wanting to go straight lose their patience and drive on the wrong side of the road to skip the line waiting to turn left. I've seen this happen multiple times, and it almost causes head-on collisions.	7/29/2024 10:27 AM
461	Ferry service to South Seas!	7/29/2024 10:25 AM
462	Scheduled release or hold times alte wayas would happen with traffic lights for better traffic flow	7/29/2024 10:18 AM
463	Having traffic patrol directing traffic is no longer feasible at that intersection. It is unsafe for drivers, bike riders, pedestrians and especially traffic officers It is time to put in a traffic circle. Will the traditionalist feel the same way after a traffic officer gets seriously injured or worse? The cost of the traffic circle will be a fraction of the damages received by the injured officer.	7/29/2024 10:18 AM
464	Please don't change anything. We've had more than enough change since the hurricane. And I'm begging: Please, no roundabouts!	7/29/2024 9:51 AM
465	I think serious consideration needs to be made regarding adding a roundabout at this intersection to keep traffic flowing. I nice landscaped center with welcome signage. I also think Casa Ybel and Periwinkle intersection would benefit from a roundabout. Long term it would decrease the need for traffic officers, thus reducing city budget. It would also improve air quality from emissions from cars and truck just sitting in traffic.	7/29/2024 9:34 AM
466	The vast bulk of the traffic is due to workers coming onto the island which is then exacerbated by day trippers and increased numbers of seasonal residents and tourists. We should attempt to house more workers on the island and strive to have fewer workers. The demand to come to	7/29/2024 9:33 AM

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Sanibel during season will continue to grow as Lee County approaches 1,000,000 residents. Any improvements to the roads to increase capacity will just be immediately consumed by the excessive demand. As Lee County grows and attracts more tourists, Sanibel cannot be the only destination. Lee County needs to develop more ecobased opportunities throughout the county. If we expand the capacity to bring people onto the island. Where will they go? The parking lots at the beaches already fill up and the refuge can only take so many people. We need to find ways for residents to be able to get around without using the roads. This would be simple electric trikes (for our elderly folks) that then bypass traffic by short cuts. It is crazy for a person going to Jerry's by bike from the Dunes to have to cross Periwinkle twice to get to the store and then twice heading home. There are many potential short cuts throughout the island. Please remind folks that we are a "Sanctuary Island" and not a cash cow for Lee County.

467	I live right at corner of Lindgrin and East gulf. Traffic is insane. Worse is the speeding to get around stop sign and go around Shell Harbor. People going the wrong way, passing on the left. You could put police there every day - and give out tickets and it won't help. Some says watching the backups are for hours. Frustration of drivers is high. The 'back way' should be blocked off during peak exiting times. It truly is dangerous! Last seasons forcing traffic to Periwinkle did not work if you want drivers to not be on Lindgrin, close the road at the last turnoff for Periwinkle.	7/29/2024 9:30 AM
468	Should reconsider bringing trolley back and have off island parking for snowbirds who drive around all day on island looking for parking.	7/29/2024 9:13 AM
469	Often times the traffic officers seen untrained on traffic flow. Several times I have observed them trying to move traffic off the island by allowing Periwinkle traffic to obstruct the intersection when the Causeway traffic is actually at a standstill. This backs up westbound traffic unnecessarily causing frustration to unwarranted delays. If they could at least mitigate those instances it would be helpful.	7/29/2024 9:10 AM
470	In other areas, it seems roundabouts are effective, is that a possibility?	7/29/2024 9:03 AM
471	Traffic at all the intersections on Periwinkle Way during afternoon and evening. Does it not make sense to prohibit turns which slow getting autos off the island? Turns such as any west turns onto Periwinkle, or crossing Periwinkle. There are enough ways to get where you need to go on Sanibel at rush hour, but there is only one way to get off the island. Do everything possible to keep that moving. Also, how about traffic circles? There's a tiny little one at Plantation and Crystal Drive as an example. Thanks for trying!	7/29/2024 8:49 AM
472	We are experiencing traffic issues through Periwinkle Way and through the "Hurricane Evacuation Route". Each roadway that can be used to leave the island has been impacted and results in traffic delays.	7/29/2024 8:41 AM
473	The closure of the causeway and bridges to cyclists stop any bike commuters who live on the mainland. The causeway needs to be open to cyclists and road swept ASAP	7/29/2024 8:31 AM
474	Contractor vehicles/ worker vehicles speeding and not obeying Sanibel rules. Walking/biking across Periwinkle is treacherous - and we don't do it during traffic times at all. Or during other hours- it's often just not safe Also contractor trucks speeding through neighborhoods and side streets is dangerous.	7/29/2024 8:24 AM
475	Backups which go several blocks to a mile or several miles down Periwinkle are huge inconvenience to all and an impediment to customers who wish to go to businesses along Periwinkle. Missing a flight or other important appointments off the island are another major reason to do something about this problem urgently	7/29/2024 8:20 AM
476	The traffic backup on Bailey Rd was factored into my replies about the causeway/periwinkle intersection delays. Also shortcut traffic through the Dunes must be stopped. Pedestrian traffic in the Dunes during morning and afternoon rush hours is extremely unsafe due to traffic speed and congestion. Speed bumps are not the answer. Signage prohibiting through traffic to begin with. Then some way to police the through traffic violators. Drones? Surveillance? Consultants to determine how best to isolate the violators from the residents? Thank you for efforts to address traffic on Sanibel.	7/29/2024 8:14 AM
477	I thought the idea of getting everyone off the back roads and onto Periwinkle had merit. I don't believe a roundabout will work (we have many here and they are fabulous) because when the traffic comes from all the same direction it doesn't leave open holes. Also sorry but older drivers hesitating will slow it down as well.	7/29/2024 8:12 AM

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478	Periwinkle in itself should bewindened to include a center turn lane. This would decrease the standing traffic on Pereinkle. And the causeway and periwinkle interchange should be a round about. The roundabouts on Gateway Blvd seem to now alleviate the traffic and our very aesthetically appealing	7/29/2024 8:11 AM
479	Bikes are very prolific and should be strongly considered in any changes. It appears the real bottle neck is the 2 lane bridge from Sanibel. This flow restriction backs up traffic into the intersection of Periwinkle and Lindgren	7/29/2024 8:09 AM
480	Roundabout should be top of improvement list, supplemented as required by traffic officers	7/29/2024 8:01 AM
481	Suggest a roundabout. I used to live in Malta,NY where they put 6 roundabouts in less than 3/4 mile. Worked very well to keep traffic flowing.	7/29/2024 8:01 AM
482	There needs to be another way on and off the island for the west enders and Captiva. The traffic back ups cause people to do stupid things that put other drivers at risk. (i.e. - passing another vehicle on the causeway, driving in the on coming lane on Periwinkle to by pass stopped traffic, etc.) These long traffic delays put a burden on the lives of local people that live and work here year round, and that cater to the tourism industry that keeps these island communities economies thriving.	7/29/2024 7:59 AM
483	Traffic cuts thru Sand Castle Road and creates danger to pedestrians and those who live there and then bottleneck at Bailey road and Perwinkle turning left into traffic	7/29/2024 7:57 AM
484	Recommendation. For pm control, on the hour (4,5, and 6 pm) direct traffic flow off island for 20 minutes. Stop inflow from streets other than Periwinkle.	7/29/2024 7:56 AM
485	Add a traffic light to this intersection. It is ok to have only one light on this island to manage this disastrous traffic situation. It's hurting residents, tourism, and the ability to attract workers and contractors.	7/29/2024 7:54 AM
486	The only reason I answered "once or twice a week" to question 2 is because I plan around the traffic. Not because it isn't there and a problem.....	7/29/2024 7:49 AM
487	Jerry's intersection often causes unnecessary delays. Officer stops traffic too frequently	7/29/2024 7:40 AM
488	Several Questions: 1- what is your destination (off island? On island?) 2- Would you consider another bridge? A split bridge?(Captiva, Sanibel) 3- consider alternate flow during prime usage, ie 10 minute one way both lanes on bridge?	7/29/2024 7:40 AM
489	Trucks and construction vehicles	7/29/2024 7:29 AM
490	Issue of slow golf carts on SanCap road that cause delays and safety issues. Frequently, golf carts driven by vacationers and / or younger drivers cause traffic back ups on SanCap and often result in other drivers having to make dangerous passes in order to get around the golf carts. Per the police department, golf carts are prohibited from operating on roads where the speed limit exceeds 35mph. An easy solution to the golf cart problem on San Cap would be to increase the posted speed limit to 36mph.(which almost all drivers exceed currently). Continuing to allow golf carts to operate on San Cap Rd. is going to one day result in a terrible accident, and this can easily be resolved by taking the above step to increase the speed limit by one mile per hour. Thank you.	7/29/2024 7:22 AM
491	I often use gulf drive to Donax to avoid traffic on periwinkle. Don't know if this helps or hinders traffic	7/29/2024 4:33 AM
492	There really needs to be a better way for emergency vehicles to get through when needed	7/28/2024 6:29 PM
493	Because I rent my Sanibel house in season and I visit off-season, I enjoy quieter times with far less traffic delays. I've always thought that a traffic circle at this location could be a solution. Bike paths could be redirected at crossing further away from the intersection. Slower speeds indicates, but traffic moving without stops could make a big difference. I'm an over-40 years property owner, and as with many islanders, we know how to avoid the trouble spots and timings. Promote day trippers staying later, go to restaurants, leave after watching sunsets, etc. And promote the Sanibel traffic cams app. Venues could offer rebates or benefits for day trippers staying later. Get creative to change the patterns, incentivize, and good luck, best wishes with helping to resolve this worsening problem.	7/28/2024 4:34 PM
494	If you allowed golf carts on the shared use path like Boca Grande for locals and visitors this would significantly decrease traffic.	7/28/2024 1:51 PM

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495	the root cause of the problem is that the number of vehicles trying to drive off Island between 3pm and 6pm weekdays during season frequently exceeds the capacity of the current intersection. Unless the rate of flow through the "4-Way" can be improved through some as-yet unidentified construction or traffic management fix, the only solutions require limiting late afternoon traffic volume (which, likely, would require limiting the number of cars/trucks/etc. coming on to the Island) -- not easy	7/27/2024 12:10 PM
496	Have you given any thought to a round a bout?	7/27/2024 10:36 AM
497	There does seem to be any effort for the resorts/businesses/contractors to "carpool" their employees and reduce peak volume. Make the intersection a turning "rectangle" by cutting in a road south of the Chamber of commerce and redirecting current roads may be a solution. Also installing left hand turn lanes along Periwinkle would keep traffic moving.	7/27/2024 8:08 AM
498	Intersection by Jerry's is a big cause for the traffic. No one should be able to go left. Also, people going thru Dunes and then going left on Periwinkle. Also why are we adding Rooms for South Seas when it's a two-hour drive-in season off the island already.	7/26/2024 1:43 PM
499	20 mph on causeway is ridiculous and is designed to make money, not to increase safety. I received ticked for 36 in 20. Cop didnt check for driving glasses, insurance, etc. he quickly wrote ticket, broomed me out of the way, and kept writing tickets. Sanibel and Lee County ought to be ashamed of themselves and embarrassed for their efforts to extract money from senior citizens.	7/26/2024 10:01 AM
500	Back-ups on the causeway and back-ups on Periwinkle Way. We need a traffic Circle!!!!!!!!!!!!!!	7/25/2024 4:45 PM
501	Has a roundabout been seriously considered? They are popping up all over our hometown (Amherst, Massachusetts) and we are finding them incredibly successful at reducing wait time and increasing vehicular movement.	7/24/2024 12:21 PM
502	find a way to update Google/map sites that send unaware motorists thru paths that are not viable ie Periwinkle park, dunes. Construction traffic this past year was the city's/county/FEMA own making with extra trucks so nesting seasons would not be disrupted. No more of this, people first approach. Acknowledge bad design/decisions at the onset and try and work through with more transparency.	7/24/2024 9:19 AM
503	Most traffic is during season. Construction traffic combined with season traffic was a nightmare, but it seems to have improved substantially.	7/23/2024 4:19 PM
504	Feeder streets severely delay the approach to the intersection. Since lan traffic has exponentially gotten worse getting on the island in the morning and getting off the island in the afternoon. When there's and accident on periwinkle way or on the causeway, the island becomes gridlocked and it's impossible to get anywhere. Traffic is so bad in the afternoons it deters me and others from going to local restaurants and stores.	7/23/2024 3:02 PM
505	The island should have a designated path for golf carts along periwinkle to San cap for island residents (especially families with kids at Sanibel school) so we don't get stuck for hours trying to get home every afternoon.	7/23/2024 2:06 PM
506	Right hand turn lane entering island should be extended farther back towards causeway.	7/23/2024 1:38 PM
507	Keep in mind the direction of travel for the delays. It is always off island in the afternoon. If a roundabout were to be installed, I believe it would decrease wait times and provide an opportunity for a gateway to the islands.	7/23/2024 1:05 PM
508	Construction trucks and workers coming on and off island	7/23/2024 12:34 PM
509	As a full time resident I understand there is no easy answer here. The amount of people and contractors on the island will not let up for quite some time. I am not sure I have any solutions outside of doing something on the causeway to allow 2 lanes of traffic on the island in the morning and 2 going off in the afternoon. Sitting on the island for over an hour when traffic is bad is not something you can plan for ever day. I travel for work and have missed many flights or have been running through the airport because of getting off the island. In all cases it is the causeway that is the bottleneck. How do we increase the flow there which will then allow everything else to flow? Thanks for listening.	7/23/2024 9:47 AM
510	Traffic delays might lesson once post-lan reconstruction is mostly completed.	7/23/2024 8:40 AM
511	It is very hard for our young Sanibel school children to make it 2+ hours everyday off island.	7/22/2024 10:34 PM

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They have a hard time holding their bodily functions that long. Last season was an absolute disaster! One day afterschool when they decided to give periwinkle preference 4.5 hours to get off island.

512	It concerns me that in the event of a medical emergency, EMS vehicles could not get to the hospital quickly	7/22/2024 10:00 PM
513	Locals need a way to get off island after school to take kids to either tutoring sessions or sports etc. it makes it so hard during season to want to continue attending Sanibel school when we can't do anything else after but sit in traffic. I also have to get off island at 3 to go to work at the hospital and leaving at 130 in order to be on time during season is rather insanity. The traffic at the Jerrys intersection is awful as well and the traffic attendants really are hit or miss. I've sat at that intersection on casa ybel coming back from CECI for over 30minutes trying to get to Dixie beach to my neighborhood. We moved to the island to get away from the city life and now all I do is dread season and rush hour ! I hope a solution that benefits the majority wins. At this point aesthetics is the least of our concerns if it means we can have a "normal" season life. I think it would benefit everyone including businesses.	7/22/2024 9:34 PM
514	We don't just need new traffic designs. We need to find ways to have less traffic. Can we create incentives for people to leave their cars behind and get to, from and around the island via convenient, electric shuttle service? Also, can we incentivize people to switch to electric cars to reduce air pollution and improve air quality? And disincentive combustion vehicles?	7/22/2024 8:50 PM
515	Not at that intersection but work trucks blocking a lane on West Gulf is a major traffic and safety problem that could be remedied at very little cost.	7/22/2024 7:11 PM
516	Keep Periwinkle moving at all times. This will provide maximum traffic flow off the island while keeping traffic out of the residential streets. Much safer for all concerned.	7/22/2024 6:57 PM
517	No round a bout on Sanibel, too confusing for Seniors!!	7/22/2024 5:44 PM
518	Keep through-traffic out of the Dunes (We do not own there). Traffic officers should be at the causeway intersection as well as Bailey Road for optimal flow. To us, traffic is the one and only bad thing about Sanibel. We own a condo on West Gulf Drive. Thanks for working toward a solution.	7/22/2024 5:34 PM
519	Possibility of offering public transportation over the causeway. Trolleys which stop thru out the island for people to get around. Which would hopefully be not as many vehicles in the island.	7/22/2024 5:31 PM
520	While not a permanent resident, we own a home on the island and expect to move to Sanibel full time during the summer of 2025. In addition to the high season traffic we all experience, there is a temporary increase in traffic with the rebuild process that will ultimately subside in the next two to three years. This should be taken into account as the City enters the planning process. One alternative to consider is a roundabout assuming space is available to alleviate the intersection congestion. The roundabout could be designed in such a way that it would be appealing from a design point of view as well.	7/22/2024 5:30 PM
521	Bike riders and pedestrians randomly crossing at the crosswalks, and sometimes not at crosswalks, on Periwinkle.	7/22/2024 5:19 PM
522	there have been studies done many times at great cost. We do NOT want a traffic light or a traffic circle. It needs to stay as it is and stop advertising for more people to come to the island. The amount of people/cars on sanibel are destroying the island. There is no reason to do yet another study.	7/22/2024 4:56 PM
523	N/A	7/22/2024 4:42 PM
524	Access for emergency vehicles. Some place for civilian vehicles to pull off so emergency vehicles can safely pass	7/22/2024 4:34 PM
525	Drivers from other States and/or countries that visit Sanibel and who might not comprehend the new traffic device/flow	7/22/2024 4:11 PM
526	Much of the delay this season was due to the slow downs on the causeway both morning and night. The causeway and the road network need to be better managed to move traffic. The causeway should have two lanes in the peak direction. If that could be done then other useful operational changes could be made. For example, the Causeway Blvd could be reorganized so in the morning there would be one lane off island and two lanes on to the island one of which would be a continuous right turn onto Periwinkle the other would be signed and operated to	7/22/2024 4:06 PM

Causeway Blvd. & Periwinkle Way Intersection - Community Feedback Form

encourage traffic destined for the Gulf road locations didn't have to go on Periwinkle. The reverse would occur in the afternoon. In the off season the traffic can be managed as necessary as it currently is.

527	When the city prioritized Periwinkle as the road for island exit, it severely backed up the east end. We live on Lindgren and after the change it would take 20 to 30 minutes for us to get to the intersection. I understand that they tried to do, but it shifted the delays to the east end. Also, coming back on island in the afternoon would be improved if the traffic officer would let inbound traffic cross Periwinkle when the outbound lane gets filled and is stopped instead of letting outbound traffic block the intersection. Very frustrating to watch the intersection gridlocked when we could easily proceed through if allowed.	7/22/2024 3:46 PM
528	When approaching the intersection from Lindgren Blvd coming from East Gulf drive, equal time should be given to allow that traffic to go thru the intersection. During the winter you asked that no one travel East Gulf to exit the Island which was a big mistake and only made Periwinkle worse. You should allow everyone to exit the way they see fit and works best for their situation. Trying to funnel the traffic out of the neighborhoods (of The Dunes specifically) is also unreasonable. Sitting in traffic for upwards of 2 hours to get off the island is unbearable as you already know. Can you possibly funnel traffic out in two lanes (outbound lane and shoulder) at the end of the day, thru to the two toll plazas, thru to two lanes of McGregor (since end of day traffic is worse than the mornings). Keep an officer at the corners of Casa Ybel/Periwinkle and Donax/Periwinkle. Helps with moving cars off of those two roads. Also, is it unreasonable to ask construction vehicles not to come over with one person in a car and to car pool? That would alleviate soooo many excess cars coming on/off the island.	7/22/2024 3:32 PM
529	As an east end resident, the restriction on east bound periwinkle in the afternoon makes it difficult to get past the intersection from anywhere west of the intersection. Having a traffic control officer letting only 5 cars at a time turn east off bailey beach rd added at least 20 mins to a normally 5-10 minute drive.	7/22/2024 3:28 PM
530	Once the causeway construction is complete, get traffic moving at 40 mph on the causeway and keep the 4 way stop traffic smoothly feeding into the causeway. The slow speed limit on the causeway is a huge problem but temporary	7/22/2024 2:56 PM
531	Giving presidenc to the periwinkle eastbound traffic makes it difficult for people who live on the east end. I understand wanting to curtail the end around traffic if people trying to avoid the wait and going the "back way" to the east end but that also punishes the people who live on the east end and need to head somewhere during peak traffic hours. It almost "punishes" the folks who live on the east end and have a need to go off island or go to dinnner or somewhere along periwinkle and not being given priority like the other lanes to get them off if the island. Also there are workers who work on the east end. I can't imagine that you would expect everyone to drive around middle gulf to tarpon bay just to get off if the island because the flow of traffic is given higher priority from that end of periwinkle.	7/22/2024 2:48 PM
532	If you're going to tell people to drive off only on Periwinkle, then you must control the intersections at Donax and going through the Dunes. Otherwise, the rule followers (me) will be stuck for 4 hours on Periwinkle, while the scofflaws will be cutting through other neighborhoods and getting off island faster.	7/22/2024 2:47 PM
533	Two lanes of traffic going off island would help our traffic woes tremendously. You can only get so many vehicles through Periwinkle & Lindgren during the hours of 3-6pm. Vehicle traffic builds up all day long and it is just unrealistic to believe that all these vehicles can be moved off the island in a matter of 3-4 hours without enduring delays. Sure, vehicles do leave the island during the day, but not in numbers sufficient to alleviate traffic delays. In my opinion, a particular problem area is just as you drive onto the causeway bridge as you are leaving the island. The view is wonderful and drivers frequently slow down which over time causes a backup on Causeway Road and then onto Periwinkle Way. Again, in my opinion, the sheer volume of traffic that needs to be moved off island during peak times is just not achievable given our current roadways.	7/22/2024 2:42 PM
534	Authorize micromobility devices on SUP, encourage parking car closer to causeway. Add safe SUP lane to causeway	7/22/2024 2:23 PM
535	I live several months in the summer in the Blue Ash city suburb of Cincinnati. Over the past several years we have experienced numerous busy intersections changed over to traffic circles. These are working very well now that people have learned how to use them. I think this	7/22/2024 2:22 PM

Causeway Blvd. & Periwinkle Way Intersection - Community Feedback Form

would help the flow on and off. It of course will not solve the main problem of too many people/cars but it can help.

536	Need to get the tourist and contractor traffic off Periwinkle. As a resident, it is very frustrating to not be able to run errands before 10 am or after 2 pm in the afternoon to go to any of the businesses on Periwinkle. It also is not easy to get back on island from morning errands off-island before 10 am or to get off island to do evening errands or events. Route the tourist and contractor traffic down east gulf, middle gulf, west gulf, rabbit road and tarpon bay roads. That would free up Periwinkle to stay open for residents and the tourists who might actually want to stop and shop or do a meal on island. I think the businesses, esp. the Hardware store and the restaurants between Casa Ybel and Lindgren are actually hurt on Periwinkle from all of the congestion. Most tourists and contractors just want to get off island at night vs stopping for a meal. As a resident, I don't want to go to any restaurant at night that is east of Dixie Beach because of the congestion. There is also the issue that off-island people don't want to come to the island restaurants on Periwinkle late afternoon or evening knowing the congestion they will encounter. It takes away from the enjoyment of the visit so they don't even bother to come. The traffic has even impacted our enjoyment to go shelling because of the traffic we know we have to fight to get back to our home on island. Looking forward to seeing the solutions!	7/22/2024 2:17 PM
537	Periwinkle eastbound is a problem after 2:00pm. Once the causeway is completed I'm hopeful this is will be mediated.	7/22/2024 2:13 PM
538	The intersection is poorly lit at night and early in the morning. Currently, the people directing traffic do an amazing job of looking out for cyclists and pedestrians. Any change needs to not be at the expense of safety. Officers are currently required to back up the people directing traffic due to frustrated/aggressive drivers. This shows there are many drivers who would not obey traffic signals without enforcement present. Ultimately, we need to find a way to reduce the number of vehicles coming on and off of the island.	7/22/2024 2:12 PM
539	Control electric bikes on all Sanibel bike paths before someone is seriously hurt. Thanks. Overall I think the City has done a great job handling an impossible situation regarding the Area	7/22/2024 2:12 PM
540	During peak times, West Gulf Drive, east of Rabbit Road, becomes a high speed alternate path to Casa Ybel, Donax, and Lingren Blvd.	7/22/2024 2:12 PM
541	Right now, contractor traffic is greatly impacting congestion issues. Even though we are not in season, the abundance of contractors greatly impacts traffic flow. This my continue for another year as people and businesses continue to rebuild.	7/22/2024 2:09 PM
542	The new processes of feeding the Periwinkle traffic primarily seems to be working well. I do NOT want any traffic lights. I have safety concerns on a roundabout due to the impatience of some workers and residents. I can always get off Island, just plan appropriately.	7/22/2024 2:08 PM
543	No....	7/22/2024 2:08 PM
544	Please consider a round a bout at this intersection	7/22/2024 2:07 PM
545	believe the intersection should be a circle to increase flow	7/22/2024 2:07 PM
546	I think most people know when it's busy and either don't travel then, or bike or walk. we plan our travel at normal traffic times whenever possible.	7/22/2024 2:03 PM
547	Minimum speed limit on cause way should be posted as 30mph and heavily enforced	7/22/2024 1:56 PM
548	Implement 2 lanes outbound	7/22/2024 1:54 PM
549	The survey should include studying traffic flow on the Causeway. It is pointless to spend money on an intersection improvement when the problem is with traffic funneling off the Causeway and onto McGregor Boulevard. Additionally, when traffic is coming through that intersection from multiple outlets, that adds another level of complexity. How do you handle all those vehicles draining from East Periwinkle, West Periwinkle and Lindgren? During season, exploring shutting down one of those outlets during "peak times" should be considered. For example, no vehicles can exit to the Causeway from Lindgren during the times of 3 p.m. and 6 p.m.	7/22/2024 1:53 PM
550	The answer has ben staring us in the face for many years - a roundabout (traffic circle)	7/22/2024 1:52 PM
551	Golf Carts can't maintain speed limits and cause more traffic backups especially on SanCap	7/22/2024 1:49 PM

Causeway Blvd. & Periwinkle Way Intersection - Community Feedback Form

getting to Periwinkle Way.

552	A lot of drivers travel through the Dunes neighborhood via Dixie Beach Blvd to exit the island during peak times which has led to an excess of traffic, driving at high speeds through the neighborhood and blocking access from Bailey Rd to Periwinkle (even to take a right turn!)	7/22/2024 1:49 PM
553	Bicycle traffic	7/22/2024 1:48 PM
554	This is just a test response - EDJ	7/22/2024 12:36 PM

DRAFT

APPENDIX G

Public Feedback Summary

Public Feedback Summary

Date: November 14, 2024

Subject: Causeway Boulevard and Periwinkle Way Intersection Study

Kimley-Horn Workshop Attendees: Bill Waddill
Ian Rairden
Cydnie Jones
David Ervin

Below is a summary of the public input collected to date regarding Sanibel traffic and intersection improvements at Causeway Boulevard and Periwinkle Way. A series of 5 public workshops and stakeholder meetings were held October 23rd, 2024 to share the recommended design solution. These workshops consisted of two general public workshops and three stakeholder meetings (Chamber of Commerce, City Departments, and Non-Profit Groups). A summary of the first round of public workshops is included as Appendix A.

Approximately 1,400 touchpoints have been recorded through public meetings, survey responses, and email correspondence. Of those touchpoints, approximately 20% specifically shared their opinion about roundabouts, of which those in favor outnumbered those against by approximately 2:1. A summary of specific feedback gathered has been synthesized below.

I. General Traffic Feedback

- The majority of the public is ready to see an improvement made at this intersection to reduce their daily commute.
- Continued concern from residents over the existing bridge conditions (active construction, 20 MPH speed limit, need for second lane off island). It was noted by Eric Jackson that the expansion of the Causeway Bridge is not part of Lee County's 25-year Long Range Transportation Plan. There were questions regarding when the county will present a plan for the spoil islands. Potentially November 2024?
- Of the 554 respondents that completed the free-response portion of the traffic survey, just under 10% of people mentioned the Causeway as a traffic issue.
- Residents have learned to somewhat adapt to traffic and plan around peak times.

- As with many cities there will be traffic coming into the city in the morning and leaving in the afternoon. No design improvement will completely alleviate traffic.
- Traffic officers must take shelter during thunderstorms, leaving no one to operate the intersection during peak times.
- Although day trippers and tourists increase traffic, they are going to be “the salvation of our business community”.
- It is dangerous to cross at this intersection, as traffic may not / does not yield for crossing pedestrians.
- Most of the residents would not like to see a traffic signal at this intersection.
- There are opportunities for roundabouts or other improvements at additional problematic intersections along Periwinkle, such as Casa Ybel Road.

II. Intersection Study Process Input

- Concerns were expressed over improvements not being made beyond this intersection, but there is an understanding that this improvement is one part of a multifaceted approach to reducing peak travel times. Some attendees noted that during the worst traffic, queues can back up to Tarpon Bay or Rabbit Road.
- Ensure that the roundabout is designed using pre-lan peak season traffic volumes.
- Pedestrian counts and crossings should be taken into account as they impact the smooth flow of traffic. Counts from the past year do not represent typical norms.
- A majority of attendees expressed a general enthusiasm that an improvement is progressing, and that the feedback from the July workshops was analyzed and incorporated where possible.

III. Roundabout (RAB) Design Feedback

- A majority of attendees expressed agreement on the design philosophy of reducing peak wait times, but also prioritizing quality of life improvements and RAB functionality for residents at non-peak times.
- Traffic on Lindgren will have a difficult time entering the RAB if there is a constant flow of EB Periwinkle traffic moving through the RAB.
- A majority of attendees agreed with one lane off island through the RAB, with the ability for a future second lane expansion if desired (balancing the ability for cars on Lindgren and WB Periwinkle to get off island along with main EB flow).
- If the RAB often backs up due to traffic on the bridge it may cause unwanted congestion similar to what is currently occurring.

- Pedestrian and bike safety is a top priority, generally in favor of pedestrian warning signs, lighting, and improved crossing locations and geometry. Over 45% of survey respondents listed safety as their top design priority, finishing a close second to the desire to decrease wait times due to congestion.
- Ensure tractor trailers and large trucks can easily navigate the RAB.
- Support for sculpture or gateway feature in the center of the RAB.
- Lighting, stormwater, and other additional improvements related to the roundabout will need to be refined as design progresses.
- There was discussion about the cost comparison between installing a traffic light vs. installing the proposed roundabout, along with their differences in capital investment and ongoing maintenance costs.
- Ensure that the design addresses any impacts to existing valves and utilities, and that ease of maintenance is kept in mind.
- Appreciation for proposed design fitting within existing ROW if possible.
- Ensure that the installed landscaping maintains appropriate lines of sight to pedestrians and vehicles in the RAB.

IV. Roundabout Implementation Feedback

- Consensus on building with potential future improvements in mind (adding conduit for signals, leaving spaces for additional crosswalks or lane additions).
- Wayfinding needs to be clear as RABs can be confusing for tourists and older populations.
- How will construction impact traffic flows? Construction and design timeline will be important to successful build out.
- The majority of construction should take place in the off-season, after Easter - before Thanksgiving where feasible.
- Discussion regarding the next steps for design approval, funding, and construction.

V. Alternatives and Additional Feedback

- In favor of keeping existing right turn merge on to WB Periwinkle (Alternative B) as well as extending the merge onto NB Causeway (Alternative A).
- The addition of two more pedestrian crossings (Alternative C) was generally not supported. Many people saw merit in maintaining smooth traffic flow and keeping pedestrians out of the main traffic movement. Currently not much demand for these additional movements. Improvements could be made to the crossing just west of Bailey Rd, rather than adding an additional crossing at this intersection.

- No major concerns regarding the land-swap within the Conservation District but need to study further if it is necessary and the feasibility of how the swap would be implemented.
- Improvements to the Causeway and the Causeway speed limit are necessary but are outside of this study.
- Some of the public suggested a flyover at this intersection, however it was noted that there is likely not enough ROW to accommodate this solution, and it does not align with the context outlined in the “Sanibel Plan.”
- There was a discussion that the 3D model shown was extremely helpful but may not perfectly reflect all the multimodal conditions that occur during peak times.
- There was some discussion regarding the possibility of utilizing a metered roundabout with small signals to halt traffic during a backup and allow the intersection to clear before allowing more cars to enter. The underground infrastructure for this can be installed with this design to accommodate potential future use.
- Of those respondents mentioning traffic signals in the public workshops, most opposed an overhead traffic signal at this location.
- There was a comment regarding whether traffic officers could use a whistle to aid in directing traffic.
- Consider studying how existing built RAB examples could influence future design and functionality of this roundabout.

VI. Key Takeaways

- There was an overall majority consensus from workshop attendees that the proposed roundabout solution makes sense and should proceed to further design and implementation.
- Of the 1,115 survey respondents, over 60% responded that an immediate improvement should be made at this intersection.
- While some residents are hesitant that a roundabout will significantly aid in alleviating traffic, approximately two-thirds of those who stated an opinion about roundabouts were in favor.
- Most attendees accepted that these improvements are part of a multi-faceted approach to alleviating congestion on the island to improve the quality of life for Sanibel residents.
- Balancing the maintenance of traffic, timeline, costs, and the overall Sanibel context will be critical to the successful construction and implementation of this roundabout.

APPENDIX A



Public Workshop Summary

Date: July 31, 2024

Subject: Causeway Boulevard and Periwinkle Way Intersection Study

Kimley-Horn Attendees: Bill Waddill
Ian Raiden
David Ervin

Below is a summary of input from the 6 public workshops and stakeholder meetings held 7/31/24 & 8/1/24 regarding Sanibel traffic and intersection improvements at Causeway Boulevard and Periwinkle Way. Two general public workshops were held along with stakeholder meetings with the Chamber of Commerce, Utilities Departments, Non-Profit Groups, and Bill Millar (Chair of COTI's Transportation Committee).

I. General Traffic Feedback

- Traffic will continue to get worse as condos open and more people come back to the island. Everyone is frustrated with the current situation.
- The past year has been an anomaly, with high volumes of construction trucks coming on and off island for recovery efforts, along with the work being done on the Causeway.
- Traffic is more tolerable when there is a consistent flow rather than long stops, resulting in multiple hours to get off the island.
- The plan that was implemented temporarily that pushed traffic through Periwinkle Way seemed to slightly reduce waits and kept traffic flowing. Vehicles coming out of cross streets in the afternoon slows down traffic flow.
- Traffic is not just an issue getting on and off the island, but also traveling along the island, particularly going from the East end to the West.
- Businesses are having difficulty retaining employees due to having to sit in traffic for multiple hours commuting to work on the island.
- Traffic reduces quality of life for residents and workers. Traffic often dictates life as doing activities on a whim is difficult with heavy traffic.

- The traffic significantly impacts vulnerable populations; children may be stuck on the school bus for hours at a time, seniors are unable to sit in a car for multiple hours or cannot reach their medical appointments.
- The traffic officers have varying skill levels, some are not trained enough to smoothly move traffic through the intersection. It can be dangerous for traffic officers to stand in traffic and in the heat for a prolonged period.
- Some suggested the bridge was one of the issues with traffic, including the current reduced speed, not enough lanes, tolls not being high enough for “passers through”, and the current construction on the causeway.

II. Intersection Study Process Input

- Concern over the study not focusing beyond this intersection. The public was notified that funding for an island wide traffic study was recently approved by City Council.
- There were questions about data only being collected from April 14-18, however historical traffic counts from the City of Sanibel and FDOT will also be used to ensure the project is evaluated with accurate volumes.
- How much will a roundabout or other improvement improve efficiency and flow, and are there case studies in Florida that show that improvement?
- More residents will be on the island and able to give feedback during peak season (November-March).
- Unlike the previous studies, the suggestions from this study should result in implementation of an improvement.

III. Implementation Ideas

- This intersection should have aesthetic improvements to be a gateway onto Sanibel.
- The design should match the character and uniqueness of the island. An overpass ramp would be too intensive of an improvement.
- Ensure that the design is for people that live on Sanibel, not just those traveling on and off the island.
- Reduce peak volumes by only allowing deliveries in the evening or early morning, and Island workers having flexible hours.
- Through traffic going West to Captiva or resort district could be rerouted off Periwinkle Way in the morning.
- Implementing a third center lane on the bridge that switches directions for peak traffic flows in the morning and afternoon should be evaluated.

- Biking or other forms of transportation improvements can be part a multifaceted plan to reduce traffic times. Expanding the trail network to run on both sides of Periwinkle Way and ensuring safe pedestrian and bicycle crossing at the intersection should be considered.
- The public may not be supportive of any ROW taking for the implementation of this intersection improvement.
- Some concern was expressed over elderly and visitors not being familiar with or having difficulty driving through a roundabout.
- Recommendations should be provided to the City to enable the police department to better manage traffic on a temporary basis.
- Interim improvements should be considered that can be built now while the multi-year final product is being designed and constructed.

IV. Key Takeaways

- Ensure the proposed design meets the uniqueness of context and character of the island. Periwinkle Way is Sanibel's "Main Steet".
- Look for innovative solutions and use this intersection improvement as part of a multipronged solution to alleviate travel times on the island.
- Most residents seem ready for an improvement to be implemented immediately, while others are hesitant that an improvement at this intersection would not significantly reduce travel times and other factors may play a large role in wait times.
- Any improvement in wait times would likely be very beneficial. Many residents and workers are frustrated with the traffic on the island and expect it to get worse. Wait times of up to one hour to get off the island would be tolerable compared to the current situation.

APPENDIX H

Planning Commission Agenda
Memorandum and Meeting Minutes –
November 19, 2024



AGENDA MEMORANDUM

Planning Department

Planning Commission Meeting Date: November 19, 2024

To: Planning Commission
From: Paula McMichael, AICP, Planning Director
Date: November 13, 2024

SUBJECT: Periwinkle Way and Causeway Boulevard Intersection Study Presentation by Kimley Horn

BACKGROUND: On April 2, 2024, the City Council approved a Proposal and Scope of Services submitted by Kimley-Horn and Associates, Inc. to complete an Intersection Evaluation and Study for the intersection of Periwinkle Way, Lindgren Blvd., and Causeway Blvd.

Kimley Horn's approved scope of work includes completing traffic counts, turning movement counts, review of past intersection study recommendations, and an analysis of the Sanibel Causeway (capacity). The newly collected data, the consultants review of existing studies and reports related to the same intersection, and feedback received during the public engagement process, were analyzed by Kimley Horn and the information used to inform the development of two alternative intersection concepts, intended to improve traffic flow at the intersection.

Kimley Horn has completed the data collection and existing reports review. On July 31, and August 1, 2024, the consultants held six (6) public engagement meetings regarding traffic congestion on Sanibel and possible improvements to the intersection of Periwinkle Way and Causeway Blvd. The public engagement meetings included two (2) workshops that were held at MacKenzie Hall and were open to the public, three (3) focus group meetings with the Chamber of Commerce, Utilities Departments (IWA, LCEC), and island non-profit organizations, and one with Bill Millar, COTI President and Chair of COTI's Transportation Committee.

At the August 20, 2024, City Council meeting, the consultants, Bill Waddill, Ian Rairden and David Ervin, provided the City Council with a progress report and sought City Council input on traffic congestion issues. That meeting concluded the public engagement process and subsequently the Kimley Horn team developed two (2) alternative designs for the public, Planning Commission and City Council to consider. The alternatives were presented at two public workshops on October 23, 2024. The presentations from the workshops may be viewed [here](#).

Sanibel is and shall remain a barrier island sanctuary

FUNDING SOURCE: N/A

RECOMMENDED ACTION: Planning Commission should provide a recommendation to City Council regarding the conclusions of the intersection study.

DRAFT

Sanibel is and shall remain a barrier island sanctuary



Meeting Minutes - Draft Planning Commission

Tuesday, November 19, 2024

9:00 AM

BIG ARTS - 900 Dunlop Road

Rescheduled from Nov. 12

1. Call To Order

The meeting convened at 9:04 a.m.

2. Pledge of Allegiance (Commissioner Sergeant)

Commissioner Sergeant led the Pledge of Allegiance.

3. Roll Call

Present: 6 - Vice Chair Eric Pfeifer, Commissioner Ken Colter, Commissioner Paul Nichols,
Commissioner Kate Sergeant, Commissioner Erika Steiner, and Commissioner Lyman Welch

Absent: 1 - Chairperson Roger Grogman

Motion to excuse absent members: Chair Roger Grogman

Commissioner Nichols moved, seconded by Commissioner Sergeant, to excuse absent
members: Chair Roger Grogman

Excused: 1 - Chairperson Roger Grogman

4. Public Comments on Items Not Appearing on the Agenda

There were no public comments from the audience.

5. City Council Liaison Report

Vice Mayor Mike Miller reported on the November 12, 2024 Council meeting:

- Passed Ordinance 24-023 regarding Determination of Impermeable Coverage (Elevated Beach Dune Walkovers)
- Passed Ordinance 24-024 regarding Filing Procedures for Development Permits
- First Reading of Ordinance 24-025 regarding Determination of Impermeable Coverage (Vegetation Buffers and Permeable Pavers)
- Passed Resolution which extended the expiration date for temporary storage
- Approved contract for school speed zone camera technology
- Approved a couple change orders for the lighthouse beach restoration project

Discussion ensued regarding the possibility of installing a structure to fortify the sand and foundation of the lighthouse for greater resilience.

6. Consent Agenda

- a. Adoption of Minutes: October 22, 2024

Commissioner Steiner moved, seconded by Commissioner Sergeant, to adopt the October 22, 2024 minutes. The motion carried.

Excused: 1 - Chairperson Roger Grogman

7. 9:05 - Public Hearings:

- a. Consideration of applications filed pursuant to Land Development Code Chapter 82, Article III, Division 3, Subdivision V. - Conditional Uses, Section 82-204. - Application and hearing to obtain a conditional use permit to place a vinyl seawall waterward of an existing concrete seawall at 1209 Isabel Drive - tax parcel (STRAP) no. 18-46-23-T3-00300.022B. The application is submitted by Williamson and Sons Marine Construction, Inc., the applicant, on behalf of Alan Erp, the property owner. **Application Nos. CUP-2024-000242.**

Planning Director Paula McMichael read into record the description of Applications CUP-2024-000242.

City Clerk Scotty Lynn Kelly polled the Commission for site visits, ex-parte communications and conflict:

- Vice Chair Pfeifer	Site Visit	No Ex-parte	No Conflict
- Commissioner Colter	Site Visit	No Ex-parte	No Conflict
- Commissioner Nichols	Site Visit	No Ex-parte	No Conflict
- Commissioner Sergeant	No Site Visit	No Ex-parte	No Conflict
- Commissioner Steiner	Site Visit	No Ex-parte	No Conflict
- Commissioner Welch	No Site Visit	No Ex-parte	No Conflict

By motion and second Chair Grogman was excused from the meeting.

City Clerk Kelly swore in the following:

- Craig Chandler - City of Sanibel, Deputy Planning Director

Mr. Chandler summarized the staff report included in the agenda packet and provided a brief PowerPoint presentation.

City Clerk Kelly swore in the following:

- Jim Shivinski - Engineering Design - on behalf of the applicant
- Raymond Williamson - Williamson & Sons Marine Construction - on behalf of the applicant

Mr. Shivinski stated concurrence with Staff comments and accepted the 11 conditions listed in the staff report.

Discussion ensued regarding corrugated seawalls or riprap, the process for placing a seawall in front of another, and how the swale and wall would join with the neighbors. Council inquired if there were an increase in property square-footage to which Attorney Agnew confirmed was an easement and not an increase for parcel calculations. Discussion ensued regarding the functions of a French drain.

Commissioner Nichols moved, seconded by Commissioner Sergeant, adopting Resolution 24-22, approving Application CUP-2024-000242, with the 11 conditions listed in the staff report, to close the public hearing, and to authorize the Chair to review and approve the resolution without bringing back for further consideration. The motion carried by a vote of 6-0 with Chair Grogman excused.

Excused: 1 - Chairperson Roger Grogman

Planning Director McMichael advised she had told the Kimley Horn consultants their presentation would begin at 9:30 a.m., noting they had not arrived. Commission moved on to the next agenda item.

9. Old Business

a. Recap of 2024 LDC Amendment Priorities

Planning Director Paula McMichael provided a brief update of the current priorities; noting Staff recommendations for the 2025 priorities.

Discussion ensued regarding unauthorized rip-rap being a high priority and to consider flood prevention options. Deputy Planning Director Craig Chandler advised staff had brought the topic to Council at the November 12 meeting to allow for discussion and consideration before the next hurricane season. Ms. McMichael advised it would follow the process of coming to Land Development Code Review Subcommittee and Planning Commission for recommendation to Council.

Discussion ensued regarding bringing back the list of priorities at the next meeting for review and approval. Commission inquired as to the need for specific codes relating to time lines for build back or redevelopment following a disaster. Ms. McMichael advised there is a section of code for distressed properties and that Code Enforcement has been working to ensure properties are being secured. Attorney Agnew spoke to there not being a specific landscape/vegetation requirement but that there are safety requirements.

Discussion ensued regarding accessory marine structures and the topic remaining on the list and inquired if regulations for air conditioning units should be considered. Ms. McMichael advised it could come back after the expiration of Senate Bill 250.

Commission inquired what guidelines were available for addressing distressed

properties. Attorney Agnew spoke to the Code Enforcement process for dealing with the properties; noting many have been secured and a few have gone to code enforcement hearings for compliance.

Discussion ensued regarding how hard the Staff and Commission have been working to improve the steps to recover following Hurricane Ian. Discussion turned to some of the blight being due to overgrown lawns and mowing the lawns to improve the scenery. Attorney Agnew spoke to code orders being filed with Lee County and becoming a lien on the property.

City Manager Dana Souza spoke to the circumstances for many of the properties and Staff having toured the island to determine what properties need to be addressed first. Discussion ensued regarding the update to the Sanibel Plan and Commission inquired if any code amendments would come out of it. Ms. McMichael advised the update was expected to take all year and any amendments would be addressed in 2026.

Commission inquired about the studies for storm water management and if amendments would come from that. Ms. McMichael spoke to the storm water study, the transportation master plan, the vulnerability assessment, and intersection study all being a part of the Sanibel Plan update. Mr. Souza spoke to the beach nourishment plan having been nearly complete when Ian struck and advised the consultant was working to modify and complete the update.

Ms. McMichael advised there are no code regulations that require people to mow their lawns. Commission recommended planning a joint Council/Commission workshop in 2025. City Manager Souza spoke to the benefits of a joint workshop and expects to schedule one in 2025.

Commission inquired if pre-development grade standards would be on the priorities list and could be considered again. Discussion ensued regarding that being included in developed area and the definition of fill, requesting the topic go to the Land Development Code Review Subcommittee.

8. New Business

a. Periwinkle Way and Causeway Boulevard Intersection Study Presentation by Kimley Horn

Bill Waddill and Ian Rairden, Kimley Horn and Associates, provided a brief PowerPoint presentation of the recommendations resulting from the traffic and intersection study.

Discussion ensued regarding the science behind the round about and how it benefits the traffic on Lindgren or the east end of Periwinkle. Mr. Waddill responded that the round-about is designed to control the speed of vehicles. Mr. Rairden spoke to the

design being to allow for the consistent out flow of traffic while still allowing traffic from the other streets to exit, and noted the "metered" option for assisting with side streets.

Discussion ensued regarding there being built in options for additional features as needed once the round about is installed and working. Commission inquired why a round about was not implemented due to prior studies. Mr. Waddill responded that there was not support for it at the time of those studies.

Discussion continued regarding the need for the round about and what measures ensure Lindgren traffic can exit. Mr. Rairden spoke to the metered light option that would allow for traffic to exit. Discussion continued regarding Alternatives A & B, recommending A, and the need to remain consistent with Sanibel Plan. Ms. McMichael spoke to the property at the corner being in Pond Apple Park and requiring a referendum to create an easement. Ms. McMichael also noted the need for referendum to install a signal. Attorney Agnew noted he would need to review the code/charter to determine if that were true for the metered signal.

Commission inquired what cost would be to install the round about and what the savings would be by no longer having traffic aides. Mr. Waddill responded the installation would be between \$3-\$5 million and not having the cost of the traffic aids; noting Chief Dalton would like to get the aids back to their intended duties.

Discussion ensued regarding the need to address the exiting issue with an additional lane off the island. Commission inquired how much additional paving would be required. Mr. Waddill responded that there would be approximately 10 percent less pavement as some green space could be added back to the center of the round about.

Public Comments:

- Bill Millar - spoke in support of moving forward with the recommendation to Council to take next steps and advising managing public expectations is imperative.
- Peter Pappas - spoke to challenges facing Sanibel that are intensifying and concerns that the round about will create more traffic delays.
- Ed Holden - spoke to adding technology capabilities to the round about.
- Randy Baker - 830 East Gulf - spoke to appreciating the aesthetic quality of the round about but not being sure it is the appropriate solution

Commissioner Colter stepped out at 11:35 a.m. and returned at 11:37 a.m.

City Manager Souza spoke to being in communication with Lee County, noting they had offered to do a peer review of the proposed project once approved by City Council.

Discussion ensued regarding including study to add more exit lanes at Punta Rassa, determine if the lights are allowed or need a referendum, if a traffic aid would be an alternative to the metered system. Ms. McMichael advised that Staff would be reviewing for compliance with the Charter and Sanibel Plan. Mr. Rairden spoke to the possibility and limitations for a traffic aid to manage traffic in place of a metered system.

Attorney Agnew spoke to the motion being to recommend Council move forward. Discussion ensued regarding the next steps. City Manager Souza spoke to Council requesting conversations with Lee County and working with the Consultant regarding the intersection as that is the only portion in our jurisdiction. Mr. Souza noted the motion would be recommending to Council to continue with the review and design concept options.

Commissioner Steiner moved, seconded by Commissioner Sergeant, to recommend to Council to review the plan and move forward with exploration of the options. The motion carried by a vote of 4-2 with Commissioners Colter and Nichols opposed and Chair Grogman excused.

Opposed: 2 - Commissioner Ken Colter, and Commissioner Paul Nichols

Excused: 1 - Chairperson Roger Grogman

Commissioner Welch moved, seconded by Commissioner Sergeant, to recommend Council have discussions with Lee County concerning traffic flow on the cause way, including out to Punta Rassa, with an attempt to improve traffic flow in the afternoon and evening hours. The motion carried by a vote of 6-0 with Chair Grogman excused.

Excused: 1 - Chairperson Roger Grogman

10. Report from Planning Department

- a. Upcoming meeting dates:
 - i. Planning Commission - Tuesday, December 10, 2024
 - ii. Below Market Rate Housing (BMRH) Review Subcommittee- Tuesday, December 10, 2024
(following Planning Commission)
 - iii. Report to City Council - Tuesday, December 3, 2024 - Commissioner Nichols
- b. Planning Reports
 - i. Planning Permit Review Report
 - ii. Planning Priority Tasks and Project Matrix
 - iii. Plan Application Status Report

Planning Director Paula McMichael noted the next meeting is December 10th and

advised items scheduled to be heard, advised the Below Market Rate Housing Review Subcommittee would be meeting following the Commission meeting, stated Commissioner Nichols was scheduled to provide the report to Council on December 3rd, and spoke to the reports included in the agenda packet.

Discussion ensued regarding the delay in the timing of the reports at Council meetings. Ms. McMichael advised that City Manager Souza had altered the agenda order to put the report earlier starting with the December meeting.

11. Report from Commission Members

There were no reports from Commissioners.

12. Public Comment

There were no public comments from the audience.

13. Adjournment

There being no further business, the meeting adjourned at 11:58 a.m.

APPENDIX I

City Council Agenda Memorandum and
Meeting Minutes – December 3, 2024



AGENDA MEMORANDUM

Planning Department

Planning Commission Meeting Date: December 3, 2024

To: City Council
From: Paula McMichael, AICP, Planning Director
Dana A. Souza, City Manager
Date: November 25, 2024

SUBJECT: Periwinkle Way and Causeway Boulevard Intersection Study Presentation.

BACKGROUND: On April 2, 2024, the City Council approved a Proposal and Scope of Services submitted by Kimley-Horn and Associates, Inc. to complete an Intersection Evaluation and Study for the intersection of Periwinkle Way, Lindgren Blvd., and Causeway Blvd. The Kimley-Horn consulting team will present their findings and recommendations to the City Council.

Kimley-Horn's approved scope of work includes completing traffic counts, turning movement counts, review of past intersection study recommendations, and an analysis of the Sanibel Causeway (capacity). The newly collected data, supplemented by the consultant's review of existing studies and reports related to the same intersection, and feedback received during the public engagement process, were analyzed by Kimley-Horn. The collected information was used to inform the development of two alternative intersection concepts, intended to improve traffic flow at the intersection.

Kimley-Horn completed the data collection and existing reports review in the spring of 2024. The existing reports included historic traffic counts to ensure the data used to complete the intersection study and project modeling was based on accurate data.

On July 31, and August 1, 2024, the consultants held six (6) public engagement meetings regarding traffic congestion on Sanibel and possible improvements to the intersection of Periwinkle Way and Causeway Blvd. The public engagement meetings included two (2) workshops that were held at MacKenzie Hall and were open to the public, three (3) focus group meetings with the Chamber of Commerce, Utilities Departments (IWA, LCEC), and island non-profit organizations, and one with Bill Millar, COTI President and Chair of COTI's Transportation Committee.

At the August 20, 2024, City Council meeting, the consultants, Bill Waddill, Ian Rairden and David Ervin, provided the City Council with a progress report and sought City Council input on traffic congestion issues. That meeting concluded the initial public engagement process and

Sanibel is and shall remain a barrier island sanctuary

subsequently the Kimley-Horn team developed two (2) alternative designs for the public, Planning Commission and City Council to consider. The alternatives were presented at two public workshops on October 23, 2024. The presentations from the workshops may be viewed [here](#).

On November 19, 2024, the Kimley-Horn consulting team presented their findings and recommendations to the Planning Commission. After discussion, the Planning Commission approved the following motions:

1. Motion to recommend to the City Council that the Periwinkle Way and Causeway Boulevard Intersection Study move forward to the next steps. The motion was approved 4-2.
2. Motion to recommend to the City Council hold discussions with Lee County regarding improvement to the Punta Rassa intersection. The motion was approved 6-0.

At the November 12, 2024, City Council meeting, the Vice Mayor also recommended that the City Council discuss, at a future City Council meeting, options for multi-lane exiting of Sanibel island, proposing to engage a consultant, possibly Kimley-Horn, to complete the study. City Council discussion on this topic suggested that the Mayor speak with BoCC members about options during the reconstruction of the causeway. Staff is discussing the potential for a study with County staff.

FUNDING SOURCE: N/A

RECOMMENDED ACTION: Discussion. Provide direction concerning the “Next Steps” provided in the consultant’s presentation.

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City of Sanibel

800 Dunlop Road
Sanibel, FL 33957

Meeting Minutes - Draft City Council

Tuesday, December 3, 2024

9:00 AM

BIG ARTS - 900 Dunlop Road

1. CALL TO ORDER

The meeting convened at 9:03 a.m.

2. INVOCATION AND PLEDGE OF ALLEGIANCE (Vice Mayor Miller)

Vice Mayor Miller gave the Invocation and led the Pledge of Allegiance.

3. ROLL CALL

Present: 5 - Mayor Richard Johnson, Vice Mayor Mike Miller, Councilmember Laura DeBruce, Councilmember John Henshaw, and Councilmember Holly Smith

4. SET THE AGENDA

Councilmember Smith requested to move items 14a and 15a following item 8, Council comments.

Councilmember Smith moved, seconded by Councilmember DeBruce, to move items 14a and 15a following item 8. The motion carried.

5. PLANNING COMMISSION REPORT (Commissioner Nichols)

Commissioner Nichols provided the following brief report:

Since last report the Planning Commission and Permitting Process Review Subcommittee each met once:

At the Planning Commission meeting:

- Public hearing and consideration of a conditional use permit to place a vinyl seawall waterward of an existing concrete seawall at 1209 Isabel Drive. The motion to approve carried by a vote of 6-0 with Chair Grogman excused.
- Presentation of the intersection study by Kimley Horn. The motion to recommend to Council to move forward with next steps carried by a vote of 4-2 with Commissioners Colter and Nichols opposed, and Chair Grogman excused. The Commission also moved to recommend Council hold discussions with Lee County regarding improvements to the Punta Rassa intersection. The motion carried by a vote of 6-0, with Chair Grogman excused.

At the Permitting Process Review Subcommittee:

- Presentation of the new CityView Permitting Software

The next Commission meeting will be December 10th with the Below Market Rate Housing Review Subcommittee meeting following.

Discussion ensued regarding the Commission discussion and vote regarding the intersection study. Mr. Nichols spoke to the Commission having concerns with traffic issues on the causeway and for traffic trying to exit from Lindgren.

Further discussion ensued regarding additional topics addressed at the meeting having been distressed properties and fortification of the lighthouse.

6. PUBLIC COMMENTS FOR NON-AGENDA ITEMS

Public Comment:

- Bob Moore - Resident and Chair of SanCap Resilience and Sanibel Captiva Renewable Energy Workgroup - spoke to options for solar energy and requested Council consider net metering as one of the legislative priorities for 2025.

7. PRESENTATION(S)

- a.** Recognition of Robbie Dowling, Utilities Maintenance Supervisor, as Employee of the Year, Fiscal Year 2024.

Mr. Dowling was unable to attend and the presentation was forwarded to the January meeting.

- b.** Building Department Fee Study

Building Official Craig Mole spoke to the purpose for the study and introduced Mark Tuma with Raftelis who provide a brief PowerPoint presentation regarding the study results and recommendations.

Discussion ensued regarding the current fee reductions being in place until the new rates are established. Council inquired as to the calculations for revenue, expenditures, and reserves. Mr. Tuma spoke to the process for calculating and using the proposed rates in the calculations. Council inquired if the current 30% discount was creating a loss, to which Mr. Tuma concurred.

Council inquired what the "norm" should be for the number of permits to expect. Mr. Tuma responded that it would be approximately 2,000-3,000 permits. Mr. Mole spoke to efforts taken to ensure compliance, noting approximately 10% would be un-permitted work. Council further inquired when the process should be reassessed, to which Mr. Tuma suggested annually from a cash perspective.

Council inquired as to slide 14 which was "proposed charges comparable to other jurisdictions" and what circumstances would make our rates so much higher. Mr. Tuma responded that it could be they are receiving subsidies from their municipality or they may not be looking to recover costs. Discussion ensued regarding the proposed rates on slide 11.

Council spoke to previously having an abundance of reserves in the Building Department and how to appropriately address the use of the funds, not increasing the number of personnel, and looking to reduce rates. Mr. Tuma spoke to operating expenditures growing and working to phase in the changes to remain in a fiscally strong position.

Council inquired as to the methodology for calculating rates on slide 15, noting the recommendation was not an increase. Mr. Tuma confirmed it is actually a decrease from prior to Hurricane Ian.

Discussion ensued regarding the fixed and variable expenses and revenues and Council requested more comparable data relating to other municipalities. Mr. Tuma advised the presentation was only based on the single family residence rate, not any of the others.

Council inquired if decreases in personnel were taken into account. Mr. Tuma noted the current staffing was taken into account. Mr. Mole spoke to being fully staffed and having contract employees that could be reduced if needed.

City Manager Dana Souza spoke to a presentation from January of 2023 which demonstrated the requirements to meet the needs of the permitting demands following Ian.

Council thanked the consultants for their efforts, as well as thanking Staff in the Building Department.

c. Stormwater Master Plan - Existing Stormwater Infrastructure Assessment (Supplement 1)

City Engineer Oisin Dolley spoke to the purpose of the study and introduced Jordan Varble, Johnson Engineering, who provide a brief PowerPoint presentation regarding the status of the assessment. Mr. Dolley spoke to specific projects addressed and funding options.

Council thanked Mr. Varble and expressed appreciation for Mr. Dolley's efforts. Council inquired when the report would be available for review. Mr. Varble and Mr. Dolley advised the draft assessment could be available in January. Discussion ensued regarding the availability of the book of maps or providing a public portal of GIS

maps, which is in the planning stage. Council inquired about the study being for public, not private, neighborhoods. Mr. Dolley advised the assessment is covering the entire system and the expectation to start bid process for one contractor to do all repairs.

Council requested a list of culverts that were being cleaned or repaired. Mr. Souza spoke to having individual Council briefings with Staff between the January Council meeting and February workshop. Mr. Dolley spoke to using a grant funding opportunity to address.

Council inquired if there were a list available of where repairs have been made and are being worked on throughout the year. Mr. Dolley responded that a list could be compiled and provided. Discussion ensued regarding preventative maintenance and pre-storm activities and using grant funds for repair and rehabilitation of the island.

The meeting recessed at 11:04 a.m. and reconvened at 11:23 a.m.

d. Sand Placement Project Update (Information to be provided during the meeting)

Natural Resources Director Holly Milbrandt provided a brief PowerPoint presentation (to be added to the record) regarding the sand placement project update.

Discussion ensued regarding the excessive sand over-wash and Council inquired if the sand used in the replenishment project was a different size which caused the losses and gains. Ms. Milbrandt responded the impacts of Helene and Milton were seen up the coast and not necessarily from the beach re-nourishment project, advising there would have been significant over-wash no matter what, noting very strict sand specifications for the recovery efforts.

Discussion ensued regarding the Clam Bayou project. Ms. Milbrandt spoke to the process for the Florida Department of Environmental Protection (FDEP) permit and Army Corps of Engineers (ACoE) permit, noting the ACoE will use the state permit as the water qualification certificate.

Discussion ensued regarding the plans for re-vegetating the beach dunes and where the funding is coming from. Ms. Milbrandt spoke to funds coming from State funded grants.

Discussion returned to Clam Bayou and the process for dredging and renourishment. Ms. Milbrandt spoke to the truck haul process being more fiscally prudent than the dredge and fitting in the funding. Ms. Milbrandt spoke to two options for addressing a berm at that location and that it would be allowed under the existing order. Council inquired if the project could be successful. Ms. Milbrandt responded that she and

Staff were working with the engineers to determine the best course of action.

8. CITY COUNCIL COMMENTS

Vice Mayor Miller spoke to the Thanksgiving Community Celebration hosted by FISH and Jerry's, the event at the Recreation Center and the Tree Lighting event. Spoke his appreciation to the Public Works Department on the Palm Ridge bike path and noted an article in Travel & Leisure Magazine. Further he spoke to the regulations of the Corporate Transparency Act. Finally, he wished everyone a Merry Christmas and Happy Chanukah.

Councilmember DeBruce spoke to the partnership of Community Bank, Charitable Foundation of the Islands (CFI), and the Chamber to assist with small business loans. Ms. DeBruce spoke her appreciation to the efforts of Councilwoman Smith representing the City throughout the state and in Washington DC. Finally, she spoke her appreciation for the quality of applicants for the Planning Commission.

Councilmember Henshaw spoke his congratulations for Mr. Dowling upon being chosen as employee of the year and encouraged participation in the 50th anniversary celebrations throughout the upcoming year. Mr. Henshaw recommended sending a letter to the School Board and new Superintendent to encourage resiliency plans for getting the school reopened as soon as possible following an emergency event.

Councilmember Smith spoke her appreciation for the recognition of her efforts., spoke to attending the National League of Cities Conference, participated in the Long Boat Key Staff visit to the island, attended the Board of County Commissioners installation, noting Kevin Ruane was again elected Chair and Cecil Pendergrass was elected Vice Chair. She finally spoke to the school having reopened yesterday and welcomed the Staff and Students back.

Mayor Johnson spoke to attending the Tree Lighting ceremony and associated reception following.

14. COMMITTEES BOARDS COMMISSION

- a. **RESOLUTION 24-073 APPOINTING TWO MEMBERS TO THE SANIBEL PLANNING COMMISSION TO FILL TWO, THREE-YEAR TERMS BEGINNING ON JANUARY 14, 2025, THROUGH MIDNIGHT, JANUARY 17, 2028; AND PROVIDING AN EFFECTIVE DATE.** (Applicants listed in alphabetical order by last name)

Vice Mayor Miller spoke to the quality and qualifications of the applicants, noting some concerns with the residency requirements. Attorney Agnew spoke to the qualifications for being a resident, addressing two applicants that did not meet the residency requirements, noting one applicant has completed the residency requirements, while the other expects to be completed prior to the January term

commencement.

Discussion ensued regarding the qualifications, talent, and willingness of the citizenry to serve.

City Clerk Scotty Lynn Kelly passed out ballots and Attorney Agnew tallied the votes, advising Tiffany Burns (4 votes) and Larry Schopp (3 votes) were appointed to the Commission. Council congratulated the appointees.

City Manager Souza read into record the title of Resolution- 24-073.

Councilmember Smith moved, seconded by Vice Mayor Miller, to adopt Resolution 24-073 with the blanks filled as Tiffany Burns and Larry Schopp. The motion carried.

15. OLD BUSINESS

a. Periwinkle Way and Causeway Boulevard Intersection Study Presentation

City Manager Souza introduced Bill Waddill and Ian Rairden, Kimley Horn and Associates, who provided a brief PowerPoint presentation of the recommendations resulting from the traffic and intersection study. Public comments received will be added to the record.

Discussion ensued regarding options for funding. Mr. Waddill spoke to there being multiple opportunities for state and federal funding for design and capital funding for such projects. Council inquired when that process would begin to which Mr. Waddill advised could happen immediately following direction from Council.

Discussion ensued regarding how the "through-put" of traffic would be maximized. Mr. Rairden spoke to the calculations; noting a report of gas usage and air quality impacts could be prepared. Discussion ensued regarding the savings from no longer using traffic aides in the intersections, reduction in severity of accidents in a round-about, and the importance of pedestrian/cyclists in the cross walks. City Manager Souza spoke to the use of the traffic aides and how the amount was calculated.

Discussion ensued regarding requesting Lee County consider options for widening Causeway Blvd or even Span C and consider options for improving the intersection at Punta Rassa. This topic needing to be a voter referendum and requesting supporting documentation of a similar round-about.

Council inquired about the calculations for time reductions, how the traffic from Lindgren can access the circle, and spoke to the need for an education component.

Discussion ensued regarding the design taking into account expected traffic levels, the

counts having been pre-Ian counts, the proposed metering aspect is hopeful, factoring for pre-Ian and high season counts, and the round-about accommodating large trucks and semis.

City Manager Souza spoke to the background of the project and this being the first step in looking at alternatives. He further spoke to the motions from the Planning Commission meeting regarding a recommendation for Council to begin communications with Lee County regarding options for improving the causeway and the Punta Rassa intersection. Mr. Souza spoke to the charter section that would be affected by the metering signal that may require a voter referendum. Mr. Souza advised what options Council has moving forward or voting to end the project now.

Public Comments:

- Peter Pappas - recommend not moving forward with implementation of the round-about.
- Bill Millar - President of Committee of the Islands (COTI) and Sanibel Resident - spoke to recommending moving forward with the study and design of the project. As a homeowner, he concurred with the recommendation to move forward.

Discussion ensued regarding the need for additional information and facts and moving forward with the study, being in favor of moving forward with 30% design, need for a minimal concept for improvements to Causeway before going to the County, and the need for how the cost would affect the residents. Discussion continued regarding looking at other options to use in conjunction with a round-about, if we have funds available to immediately move forward, and concerns for the metered light and a voter referendum. Further, Council inquired what the next steps are to arrange for conversations with Lee County and how to address moving to a referendum.

City Manager Souza requested he meet with County Manager Dave Harner to discuss options and plan next steps to gather further information prior to the next Council meeting. Discussion returned to the need for more information and supporting the City Manager's request to meet with the County Manager.

Vice Mayor Miller moved, seconded by Councilmember Henshaw, to direct the City Manager to move forward with requesting the 30% design from the Consultant. The motion carried.

Discussion ensued regarding not spending too much money in efforts to improve a county owned infrastructure, recognizing the impacts are not only to Sanibel residents, businesses or visitors but also Captiva and Unincorporated Lee County residents, businesses, and visitors. Mr. Souza clarified his request for discussions with the County as 1) agreeing on a concept or scope for a study and 2) who pays and which contractor/consultant would be used.

Vice Mayor Miller moved, seconded by Councilmember Smith, to authorize the City Manager to initiate communications with Lee County Officials, to include working with the existing consultant to design a preliminary concept to improve causeway traffic to reduce traffic

congestion. The motion carried.

9. CITY COUNCIL CONSIDERATIONS FOR FUTURE AGENDAS

Vice Mayor Miller requested to hear a presentation by City Engineer Oisin Dolley that was previously given at Seagull Estates, revising the process and administration regarding the committee/board/commission structures, concerns with distressed properties and discussing what can be done legislatively to improve the appearance of the island. Finally he spoke to considering making the 30% building permit fee reduction retroactive to the date of the storm.

Councilmember Smith spoke to the need for keeping short term rentals at 28 days, inquiring of the other Councilmembers if it needed to be altered. Council concurred with maintaining the current grandfathered status and standards. Ms. Smith requested consideration to require a referendum vote if any changes to short term rentals were desired in the future. Attorney Agnew spoke to the regulations for the grandfathered status which would be lost if even a temporary alteration were made regarding short term rentals. Mr. Agnew further noted he would like to fully research the topic before considering adding to the charter for referendum. Ms. Smith requested to move the open body of water topic to the January meeting. Council concurred with moving the open body of water discussion to the next meeting.

Councilmember Smith moved, seconded by Councilmember Henshaw, to move the open body of water discussion to the January meeting. The motion carried.

Councilmember Smith left the meeting at 2:25 p.m.

10. 9:10 - SECOND READING AND PUBLIC HEARING

a. Determination of Impermeable Coverage (Permeable Pavers)

ORDINANCE 24-025 OF THE CITY COUNCIL OF THE CITY OF SANIBEL, FLORIDA, AMENDING THE CODE OF ORDINANCES TO DELETE REQUIRED CONDITIONS RELATING TO VEGETATED LANDSCAPE BUFFERS THAT HAVE BEEN SUBJECT TO AN "ADMINISTRATIVE STAY" SINCE 2014; AMENDING SUBPART B LAND DEVELOPMENT CODE, CHAPTER 86, DEVELOPMENT STANDARDS, ARTICLE II, SITE PREPARATION, SECTION 86-42, DETERMINATION OF IMPERMEABLE COVERAGE, FOR THE PURPOSE OF UPDATING THE LAND DEVELOPMENT CODE REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERANCE; AND PROVIDING AN EFFECTIVE DATE.

Attorney Agnew read into record the title of Ordinance 24-025. Deputy Planning Director Craig Chandler spoke to the background for the code amendment and summarized the memorandum included in the agenda packet.

Discussion ensued regarding the changes being to codify the standard practices that have been followed for years.

Vice Mayor Miller moved, seconded by Councilmember Henshaw, to adopt Ordinance 24-025.
The motion carried.

Absent: 1 - Councilmember Holly Smith

Future Agenda Items:

Discussion returned to the items as requested for future agenda items. City Manager Souza advised Oisin Dolley could provide a discussion relating to storm water management at a future meeting.

Councilmember DeBruce spoke to directing LDC to consider impermeable coverage for commercial properties, such as just passed for residential properties. Planning Director Paula McMichael, spoke to the section of code being different for residential and for non-residential or mixed use properties. Discussion ensued regarding applicants being able to provide information demonstrating the proposed permeability which would be reviewed by an engineer.

Public Comment:

- Larry Schopp - spoke regarding the possibility of amendments needing a voter referendum

Councilmember DeBruce moved, seconded by Vice Mayor Miller, to direct Planning Commission to consider the question of the distinction of the treatment of permeable pavers between residential and commercial development. The motion failed by a vote of 1-3 with Council members Johnson, Miller, and Henshaw opposed, and Councilmember Smith absent.

Opposed: 3 - Mayor Richard Johnson, Vice Mayor Mike Miller, and Councilmember John Henshaw

Absent: 1 - Councilmember Holly Smith

11. DISCUSSIONS OF DRAFT LEGISLATION

a. Open Bodies of Water

AN ORDINANCE OF THE CITY COUNCIL OF SANIBEL, FLORIDA, AMENDING THE CODE OF ORDINANCES IN RELATION TO OPEN BODY OF WATER; AMENDING SUBPART B, LAND DEVELOPMENT CODE, CHAPTER 78, GENERAL PROVISIONS, SECTION 78-1, RULES OF CONSTRUCTION AND DEFINITIONS; CHAPTER 82, ADMINISTRATION, ARTICLE IV, DEVELOPMENT PERMITS, DIVISION 1, GENERALLY, SECTION 82-363, ENVIRONMENTAL ASSESSMENT REPORT; DIVISION 2, PROCEDURE, SUBDIVISION I, GENERALLY, SECTION 82-382, FILING PROCEDURE; CHAPTER 86, DEVELOPMENT STANDARDS, ARTICLE II, SITE PREPARATION, CREATING A NEW SECTION, SECTION 86-45, DETERMINATION AND DELINEATION OF OPEN BODY OF WATER; CHAPTER 118, UTILITIES, ARTICLE II, WATER, SECTION 118-59, DEFINITIONS; CHAPTER 126, ZONING, ARTICLE VI, DISTRICTS GENERALLY, CREATING A NEW SECTION, SECTION 126-250, ADMINISTRATIVE WAIVER FROM OPEN BODY OF WATER SETBACK;

ARTICLE XIV, SUPPLEMENTARY DISTRICT REGULATIONS, DIVISION 2, ACCESSORY STRUCTURES, SECTION 126-852, REQUIREMENTS; AND DIVISION 3, BUILDING AND AREA REQUIREMENTS, SUBDIVISION III, LOTS, SECTION 126-977, LOTS WITH OPEN BODIES OF WATER, FOR THE PURPOSE OF UPDATING LAND DEVELOPMENT CODE REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERANCE; AND PROVIDING AN EFFECTIVE DATE.

This item was continued to the January meeting.

12. CONSENT AGENDA

a. ADOPTION OF RESOLUTIONS

- i. RESOLUTION 24-076 APPROVING BUDGET AMENDMENT 2025-003 TO APPROPRIATE FUNDING FOR APPROVED PERSONNEL EXPENDITURES AND PROVIDING AN EFFECTIVE DATE** (To appropriate \$4,401,372 in operational reserves in the adopted fiscal year 2025 budget to personnel expenditures related to wage and health insurance increases for FY 2025. Funding for this amendment is included in the adopted fiscal year 2025 budget. This budget amendment does not increase the fiscal year 2025 budget.)

Attorney Agnew read into record the title of Resolution 24-076.

Vice Mayor Miller moved, seconded by Councilmember DeBuce, to adopt Resolution 24-076. The motion carried.

Absent: 1 - Councilmember Holly Smith

b. BUSINESS ITEMS

- i. Adoption of Minutes: November 12, 2024 Regular Meeting**
- ii. Approval of Agreements With the Federal Emergency Management Agency (FEMA) and the City of Sanibel for Public Assistance Reimbursement Grants Related to Hurricane Helene and Hurricane Milton and Authorize Deputy City Manager to Execute Same**
- iii. Approve a Subrecipient Agreement with Community Housing and Resources, Inc. (CHR) for Funds Approved Under a Community Development Block Grant (CDBG) Agreement with Lee County and the Federal Department of Housing and Urban Development (HUD) and Authorize City Manager to Execute Same**
- iv. Approval of a second amendment to an agreement for disaster debris monitoring services with Thompson Consulting Services, LLC and authorize City Manager to execute same**

Approval of Consent Agenda Business Items 12(b)(i), (ii), (iii), and (iv).

Vice Mayor Miller moved, seconded by Councilmember Henshaw, to approve Consent Agenda Business Items 12(b)(i), (ii), (iii), and (iv). The motion carried.

Absent: 1 - Councilmember Holly Smith

CONSENT ITEMS PULLED FOR DISCUSSION

No items were pulled for discussion.

13. INFORMATIONAL ITEMS

- a. Hazard Mitigation Grant Project Updates (Tradewinds, East Rocks)
- b. Water Quality Report from Natural Resources Department
- c. Finance Department Reports
 - i. Causeway Counts
 - ii. Grant Report

Discussion ensued regarding the grant report, noting the Finance Department is working to get the spreadsheet in OpenGov for better transparency and to meet the requirements for compliance. Deputy City Manager Steve Chaipel spoke to the list being all grants applied for and further information will be provided for active grants.

- b. **RESOLUTION 24-075 OF THE CITY COUNCIL OF THE CITY OF SANIBEL, FLORIDA, AMENDING THE AUTHORIZATION FOR THE PLACEMENT OF TEMPORARY SIGNS ON COMMERCIAL PROPERTIES AUTHORIZED THROUGH DECEMBER 6, 2025; AND PROVIDING AN EFFECTIVE DATE.**

Attorney Agnew read into record the title of Resolution 24-075; noting there are two different options of the resolution for consideration. Planning Director Paula McMichael spoke to the background for the resolution, speaking to the differences between the two options for the resolution.

Discussion ensued regarding the temporary allowance being through December 2025. City Manager Souza spoke to the intent of the resolution being to address sign blight. Discussion ensued regarding option 2 providing for current regulations with the signs on premises only. Attorney Agnew spoke to the purpose for limiting the off-premises signs, advising it was not for advertising contractor businesses.

Discussion ensued regarding updating the language to clarify that the three allowed signs were solely to promote the business on the premises. Ms. McMichael advised there is a definition in the code for "off-premise" sign. Council requested to include a reference to that code definition in the resolution. Ms. McMichael and Attorney Agnew spoke to verbiage options to clarify and reference the code definition.

Councilmember DeBruce moved, seconded by Vice Mayor Miller, to adopt Resolution 24-075, option 2. The motion carried.

Absent: 1 - Councilmember Holly Smith

Mayor Johnson passed the gavel to Vice Mayor Miller and left the meeting at 3:00 p.m.

- c. Approval of a grant agreement for \$9,920,000 from the State of Florida Division of Emergency Management and authorize the City Manager to execute same (this agreement does not increase the fiscal year 2025 budget)

Deputy City Manager Steve Chaipel spoke to the purpose for the grant. Council spoke their appreciation for City Manager Souza, Mayor Johnson, and Councilmember Smith for their efforts in obtaining the grant.

Councilmember Henshaw moved, seconded by Councilmember DeBruce, to approve the grant agreement for \$9,920,000 from the State of Florida Division of Emergency Management for operating revenue recovery and authorize the City Manager to execute same. The motion carried.

Absent: 2 - Mayor Richard Johnson, and Councilmember Holly Smith

- d. 2025 Legislative Priorities Discussion (Information to be provided in a supplemental agenda)

City Manger Souza requested to hear Item 16a first.

16. NEW BUSINESS

- a. **RESOLUTION 24-074 OF THE CITY COUNCIL OF THE CITY OF SANIBEL, FLORIDA, DEFERRING THE INSTALLATION OF LANDSCAPING REQUIRED BY THE CODE OF ORDINANCES, CHAPTER 122, VEGETATION, ARTICLE II, LANDSCAPING, DIVISION 2, COMMERCIAL AND INSTITUTIONAL USES, SECTION 122-47 (VEGETATION BUFFERS REQUIRED), AND DIVISION 3, RESIDENTIAL DEVELOPMENT ALONG ARTERIAL AND COLLECTOR ROADS, SECTION 122-72 (LOCATION AND SIZE OF VEGETATION BUFFERS) FOR A MAXIMUM PERIOD OF 36 MONTHS, COMMENCING DECEMBER 3, 2024, THROUGH DECEMBER 31, 2027; AND PROVIDING AN EFFECTIVE DATE.**

Attorney Agnew read into record the title of Resolution 24-074. Planning Director Paula McMichael spoke to the background and purpose for the resolution.

Council inquired as to the reasoning for the 36-months, Ms. McMichael spoke to it being a reasonable time frame from the hurricane. Council spoke to changing the timeline to 18- or 24-months, or having stages.

Council spoke to the deadline being December 31, 2027, inquired if the stipulation agreement would apply to the current code or the amendment. City Manager Souza spoke to the 36-months coming from businesses expressing hardships of installing vegetation that was wiped out due to the recurrent storms. Council recommended

including language that would allow for staging installation of vegetation. Mr. Souza spoke to hearing from business owners and allowing Staff to use discretion while working through the stipulation agreement.

Discussion continued regarding changing the timeline to 24-months, making the deadline December 31, 2026, and including verbiage to ensure the understanding that the goal is to have the vegetation buffer returned as soon as possible. Attorney Agnew spoke to including in the motion to change all references of 36-months to 24-months and all date references of December 31, 2027 to December 31, 2026. Attorney Agnew proposed verbiage for updating Section 3.

Council inquired if the clause for an exception could be included upfront in the whereas clauses as opposed to at the end in Section 3. Attorney Agnew spoke to the built in discretion created by the "up to" time line and offering a stipulation agreement.

Councilmember DeBruce moved, seconded by Councilmember Henshaw, to adopt Resolution 24-074 changing all references of 36-months to 24-months and all date references of December 31, 2027 to December 31, 2026. The motion carried.

Absent: 2 - Mayor Richard Johnson, and Councilmember Holly Smith

d. 2025 Legislative Priorities Discussion (Information to be provided in a supplemental agenda)

City Manager Souza spoke to the agenda memorandum being added to the record and summarized the appropriation requests as listed. Council inquired if the priorities need to be decided on prior to the Lee County Local Delegation meeting on January 9th. City Manager Souza advised he didn't believe that was the case and he would confirm with the lobbyists.

Council inquired if the items were in ranking order. Mr. Souza advised he had tentatively ranked the items.

Council inquired if raising the roads would cause additional flooding issues to residences and businesses. Mr. Souza responded that stormwater improvements would have to be included in the priority. Discussion ensued regarding the funding and including estimates in the next version of the priorities list.

Discussion ensued regarding ranking the items, improving the shared use path to increase value and visitation, the Tradewinds drainage project, and trying new techniques and technology in the project. Mr. Souza spoke to adding language in the Tradewinds priority to include resiliency. Further discussion ensued regarding improvements or solution options relating to drainage in the Gulf.

Council inquired why \$15M for the roads project. Mr. Souza advised it could be raised or listed as a range.

Council inquired why the inclusion of Captiva to the sewer system had been removed. Mr. Souza responded that he had removed the reference, advising the need to speak with Public Works Director Fred Mittl regarding the Community Development Block Grant (CDBG) grants.

Discussion ensued regarding #3 (water treatment alternatives) and the dangers of using gas chlorine, advising this project is critical, and the desire to prioritize the project.

Discussion ensued regarding policy priorities. City Manager Souza advised Natural Resources Director Holly Milbrandt would provide the water quality priorities and summarized the policy priorities as listed.

Council inquired about adding another priority relating to solar power and net metering. Mr. Souza advised he would work on adding that.

Further discussion ensued regarding insurance and Council concurred with requesting further information.

17. CITY MANAGER'S REPORT

City Manager Souza noted Oisin Dolley would be speaking with residents of the Gumbo Limbo Subdivision at the Bank of the Islands at 7 P.M. regarding storm water management.

18. CITY ATTORNEY'S REPORT

No further report.

19. COUNCIL MEMBERS' REPORTS

Councilmember Henshaw inquired about drafting a letter to the School Board regarding building in resiliency to allow for students to return more quickly following a natural disaster. Council concurred with City Manager Souza working with Councilmember Smith as liaison to the School Board to draft a letter.

20. PUBLIC COMMENT

There were no public comments from the audience.

21. ADJOURNMENT

There being no further business, the meeting adjourned at 4:04 p.m.

APPENDIX J

Presentation to City Council –
December 3, 2024

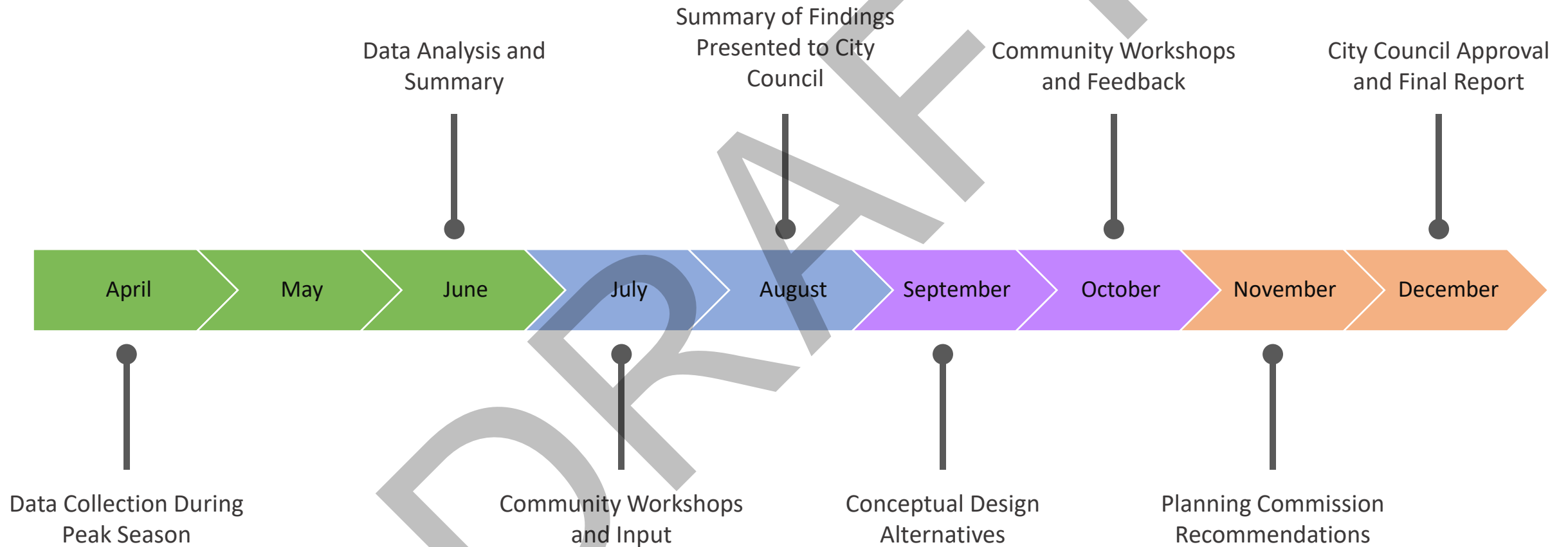
Causeway Blvd at Periwinkle Way Intersection Evaluation – City Council Presentation

December 3, 2024



Kimley»Horn
Expect More. Experience Better.

Milestones



Feedback Prior to October Town Halls

- 6 Public Workshop and Stakeholder Meetings in July ~ 75 attendees
- 1,115 Respondents to Traffic Survey
- **Overall Traffic Concerns**
 - Traffic will worsen as more business and residents return, post Hurricane Ian volumes and vehicle types are not typical.
 - Existing bridge, cross-street traffic, and other factors contribute to long wait times along Periwinkle.
 - Concern for traffic officer safety, consistent effectiveness and ongoing cost.
 - Traffic times directly impact vulnerable populations (school children and seniors), business owners/employees, and general quality of life.

Feedback Prior to October Town Halls

- **Intersection Study Concerns**

- This intersection is part of a multifaceted system
- April 2024 traffic counts are past peak conditions (have been adjusted)
- Improvements and recommendations need to be implemented ASAP

- **Additional Design Recommendations**

- Design within the Sanibel Plan context, opportunity for gateway to the island
- Consider the needs of island residents, not only on/off/cut-through traffic
- Approximately 2/3 of survey respondents that mentioned a roundabout were in favor
- Improve pedestrian and bicycle safety through the intersection

Existing Causeway Blvd at Periwinkle Way



Existing Conditions

- All-Way Stop Control
- Traffic Control Officers during peak PM travel times
 - Effectively operates like a traffic signal



Existing Data Calibration

- Existing Data Collection taken April 17, 2024 (Immediately after project kickoff)
 - Post Hurricane Ian conditions
 - Typical High Season end of March
 - Calibrated April data to past years
 - 2021 to 2024
 - Highest Month – March
 - Highest Year – 2022
 - March 2022 volumes 40% higher than April 2024

Existing Conditions

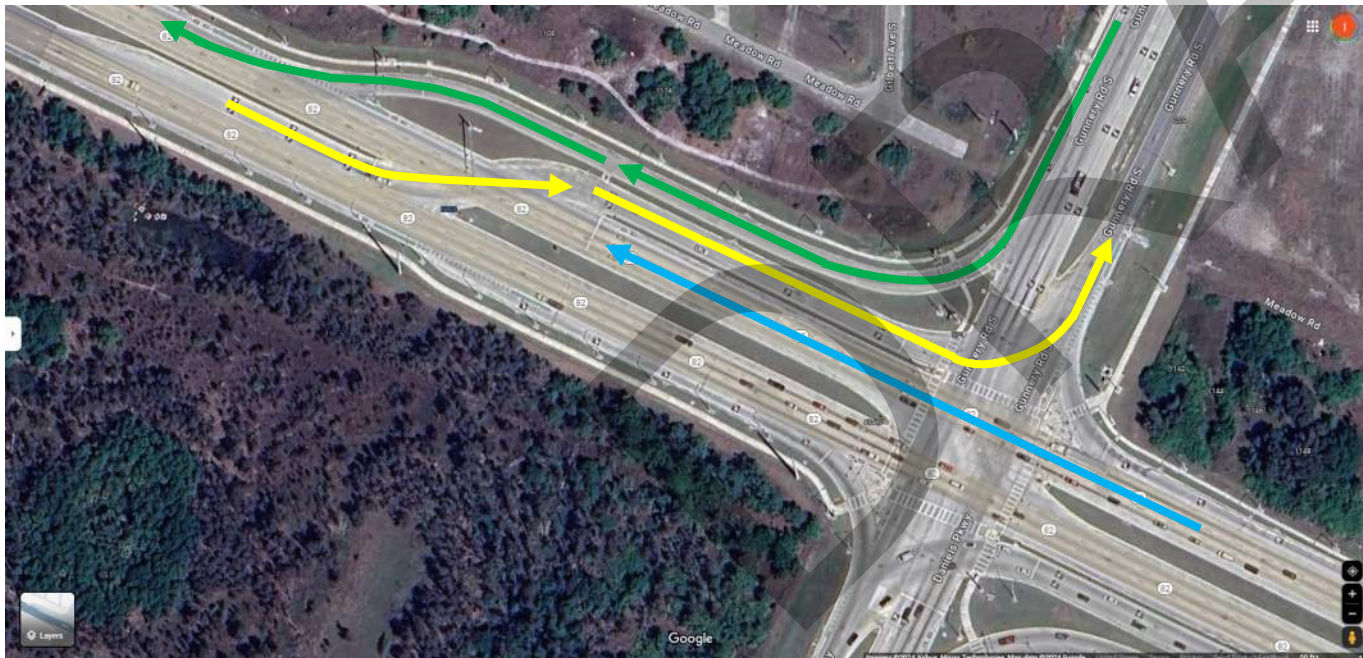
- Eastbound Travel Time
 - Approximately 30 minutes from Casa Ybel to Sanibel Causeway



Intersection Control Evaluation (ICE) Analysis

Type of Intersection	Overall V/C		AM		PM	
	AM	PM	Ped Score	Bike Score	Ped Score	Bike Score
Traffic Signal	0.91	0.97	5.40	4.67	5.40	4.67
Quadrant Roadway - NW	0.87	0.90	4.82	4.67	5.11	4.83
Partial Displaced Left Turn	0.89	0.81	3.19	3.33	3.19	3.33
Displaced Left Turn	0.80	0.76	3.30	3.33	3.29	3.33
Signalized ThruCut	0.90	0.88	5.55	4.67	5.47	4.67
Roundabout	0.98	0.88	4.71	4.42	4.72	4.42

- Traffic Signal and Roundabout
- Only options that are feasible



VISSIM Results

Scenario	Average Speed (mph)	% Change
Existing	6.0	-
Alternative 1 (Roundabout)	13.2	+120%
Alternative 2 (Signal)	12.6	+110%



Scenario	Total Delay (hour)	% Change
Existing	439.8	-
Alternative 1 (Roundabout)	145.5	-67%
Alternative 2 (Signal)	151.4	-66%

NOTE: Total delay is for ALL vehicles in the network in the peak hour. Percent (%) delay change shown applies to ALL vehicles using the network after intersection improvements.

Roundabout Fly-Through (Periwinkle looking East)

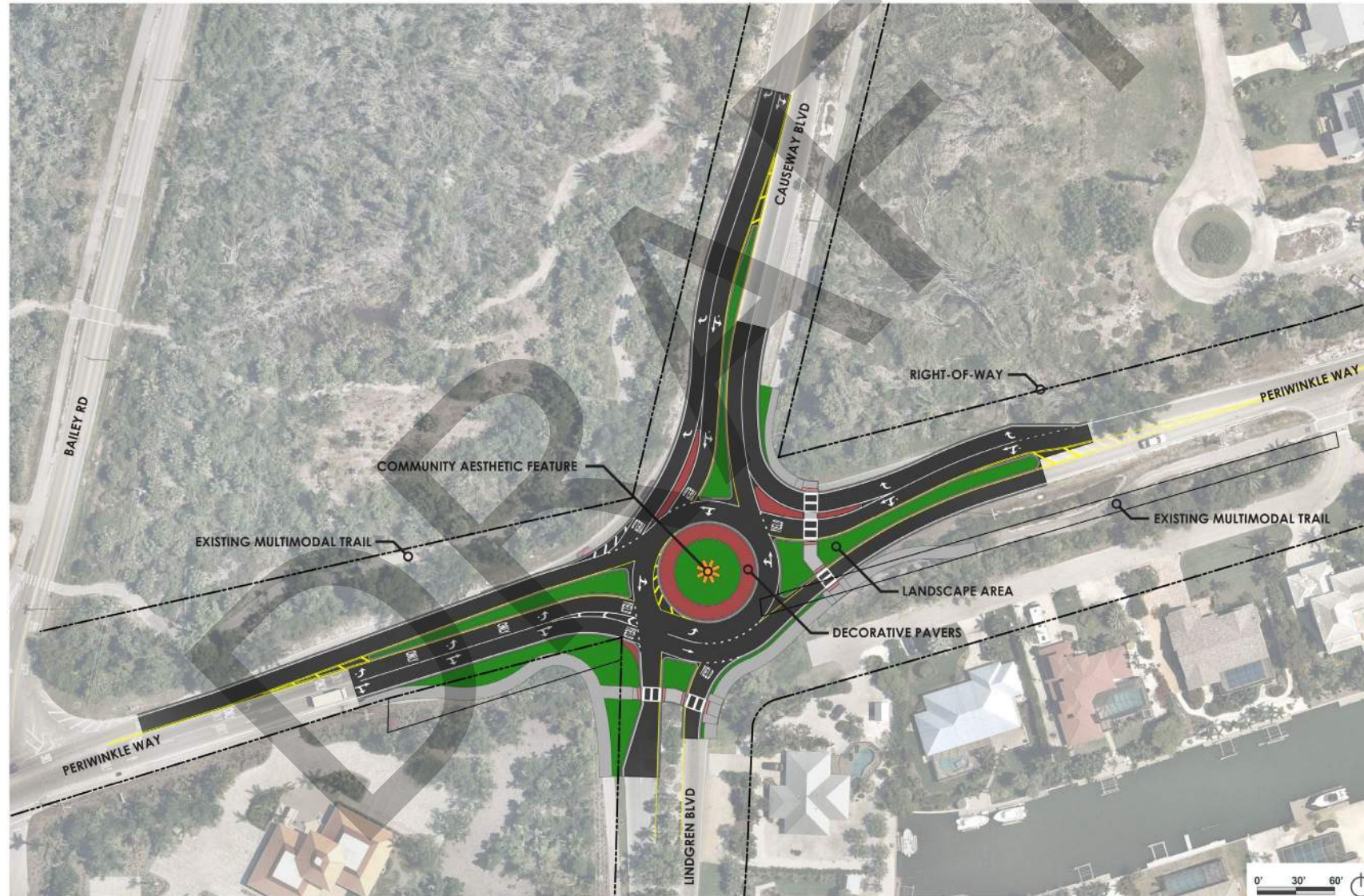


<https://www.mysanibel.com/sanibel/news-announcements/news/periwinkle-way-causeway-blvd.-intersection-traffic-study>

Existing Intersection



Proposed Roundabout Plan





Roundabout Looking NW

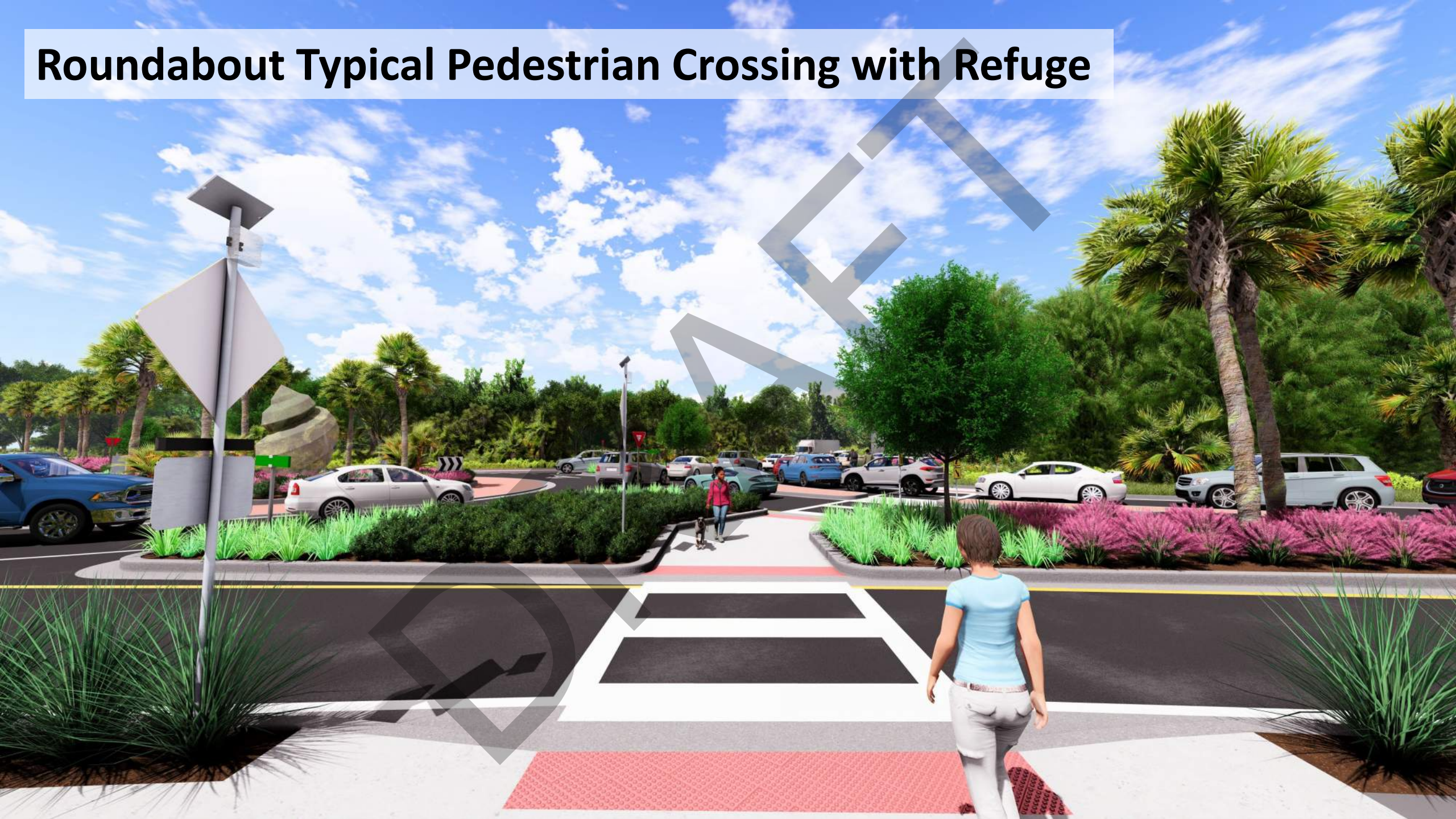


Roundabout Looking NE



Roundabout WB Right from Causeway

Roundabout Typical Pedestrian Crossing with Refuge



Driver View – SB Causeway to EB Periwinkle

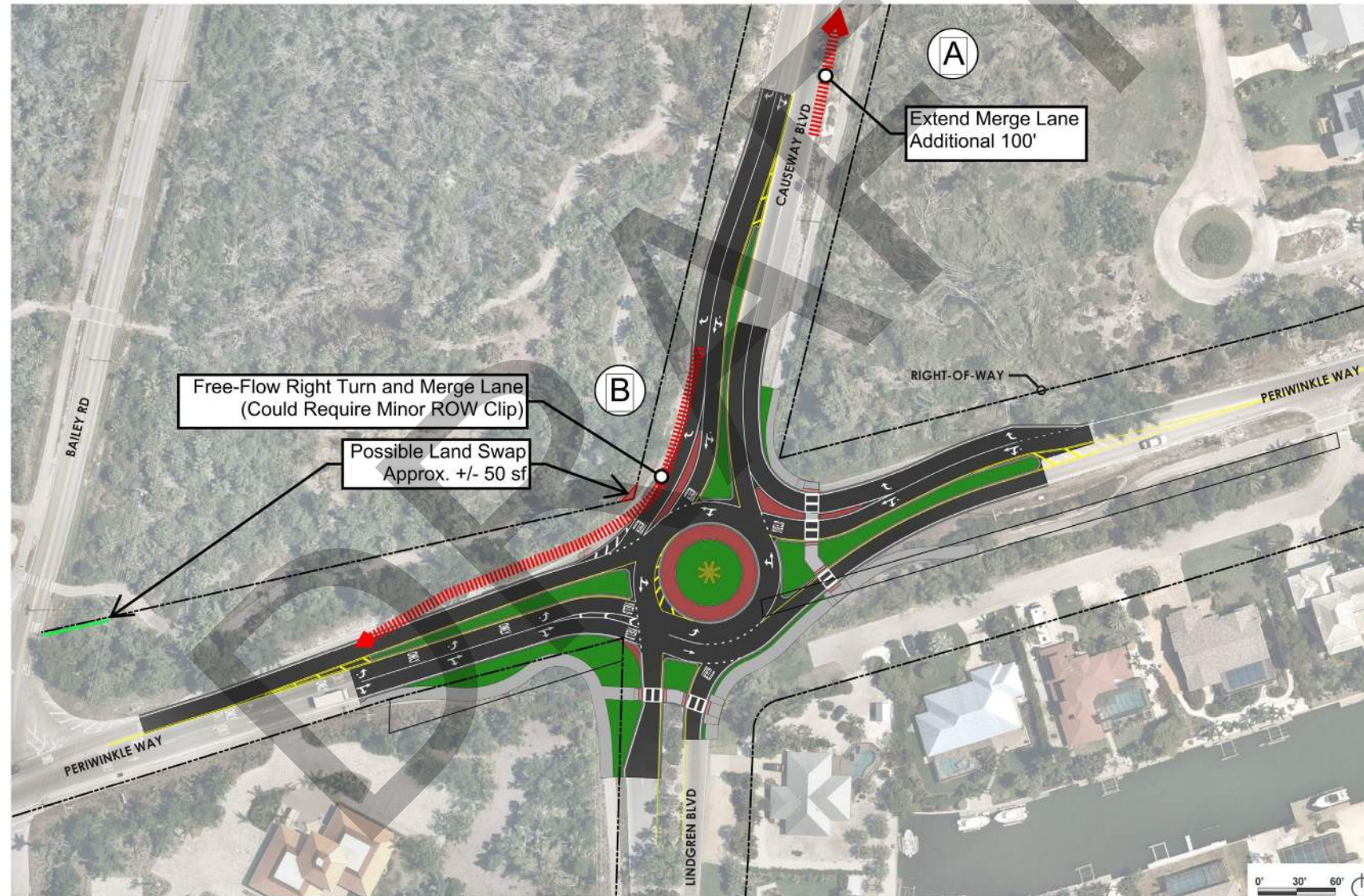


<https://www.mysanibel.com/sanibel/news-announcements/news/periwinkle-way-causeway-blvd.-intersection-traffic-study>

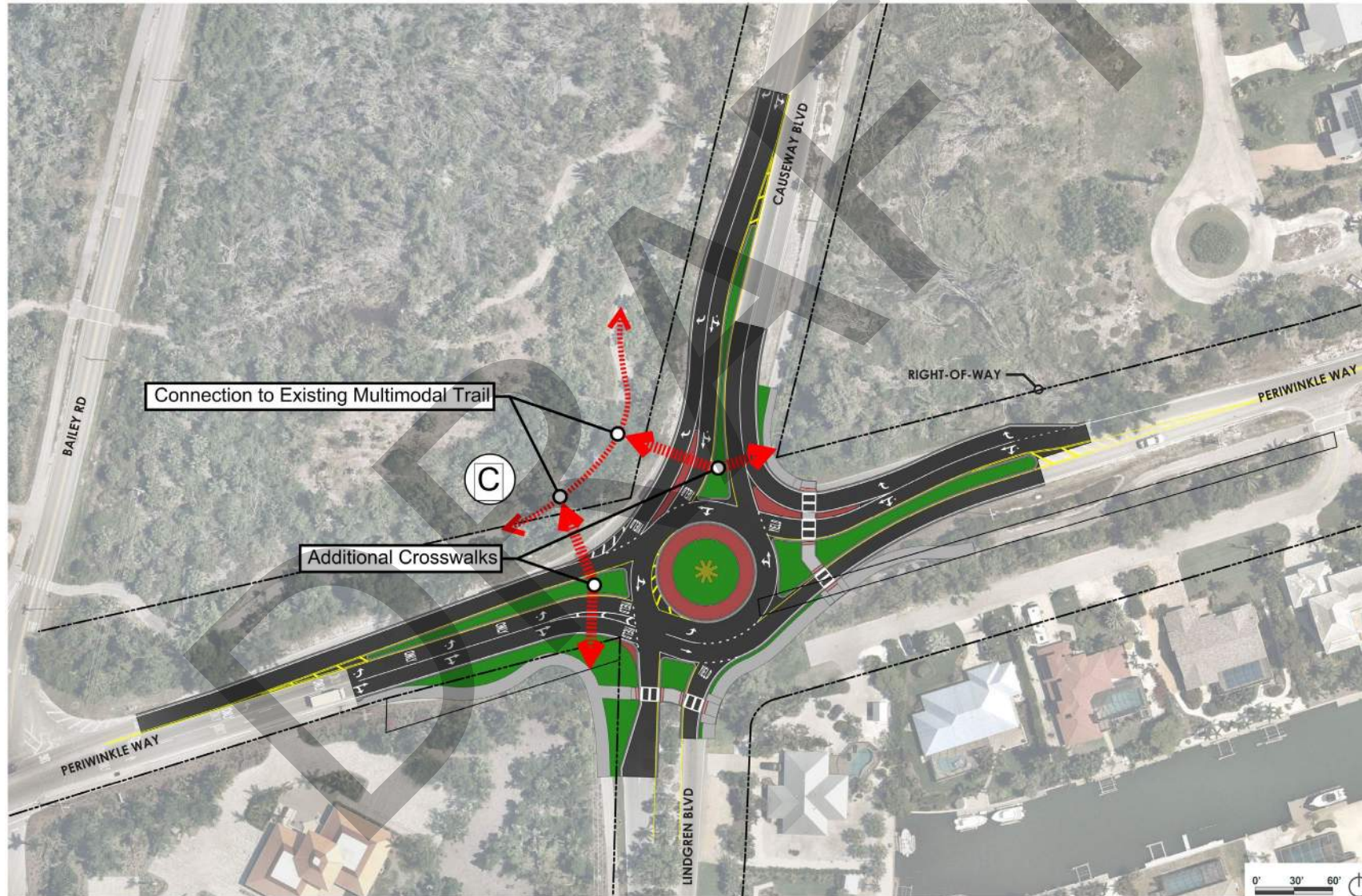
Driver View – EB Periwinkle to NB Causeway



Alternatives A & B – Additional Merge Lanes



Alternative C – Pedestrian Crossings



Feedback to Date (incl. October Town Halls)

- **Intersection Study Input**

- Recommend other adjacent intersection improvements be a part of a **multi-faceted approach** to alleviating congestion on the island
- Locals have adapted to traffic and plan around peak times
- General enthusiasm with progress & July workshop **feedback was incorporated** where possible
- Roundabout be designed using **pre-Jan** peak season **traffic volumes**

- **Roundabout (RAB) Design Feedback**

- ~550 respondents completed the free-response portion of the traffic survey
 - **Decreased traffic wait times was top priority**
 - ~10% of respondents mentioned the Causeway as a traffic issue.
 - ~45% of survey respondents listed safety as their top design priority
- Consider the **needs of island residents**, not only on/off/cut-through traffic
- **Improve pedestrian and bicycle safety**

Feedback to Date (incl. October Town Halls)

- **Additional Design Recommendations**

- **Flyover** suggested for this intersection—however **not recommended** due to ROW and “Sanibel Plan” consistency.
- Some concern expressed about an overhead traffic signal at this location.
- Within the Sanibel Plan context, this is an opportunity for a gateway onto/off of the island.

- **Key Takeaways**

- **~1,400 touchpoints** recorded through public meetings, survey responses, and email
 - 20% specifically mentioned roundabouts, **~2/3 in favor**
- **Majority consensus** from workshop attendees was that the **proposed roundabout** solution makes sense and **should proceed** to further design and implementation
- **Balancing** maintenance of **traffic flow during construction** will be critical to successful implementation
- Several Planning Commissioners and community members expressed a desire to **study congestion enhancements** to the **Causeway**

Estimated Implementation Cost \$3.5 - \$5 Million
Depending on timing, phasing, and included enhancements

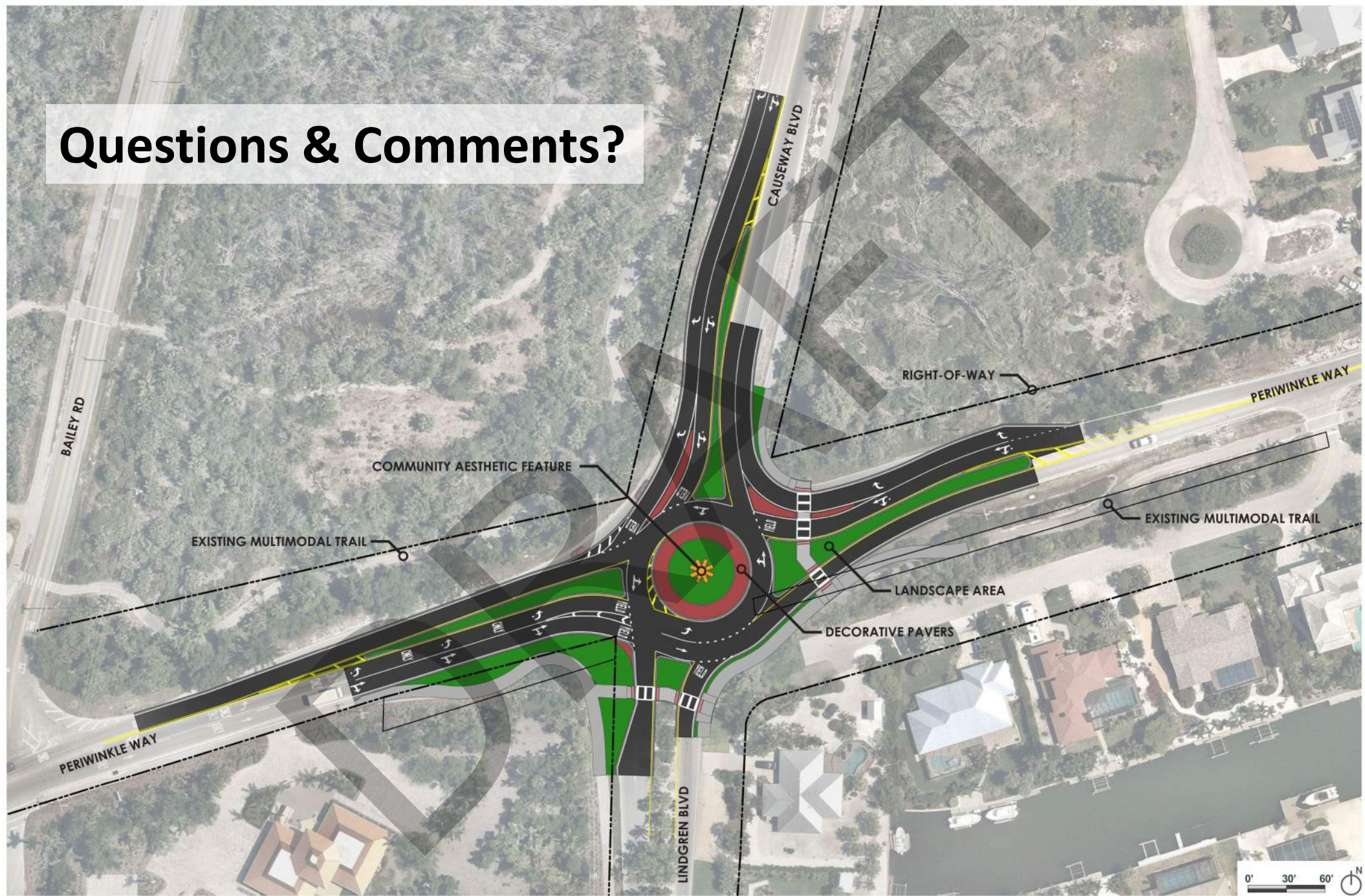


Roundabout Looking NW

Recommended Next Steps

- Identify any City processes required to proceed
 - Sanibel Charter Requirements
 - City/County Interlocal Agreement Requirements
- Proceed with design survey, 30% design, and updated cost estimate **(+/- 3-4 months)**
- Complete 100% design **(+/- 6 months)**
- Prepare bid documents and solicitation, and proceed with construction **(+/- 12-18 months)**

Questions & Comments?



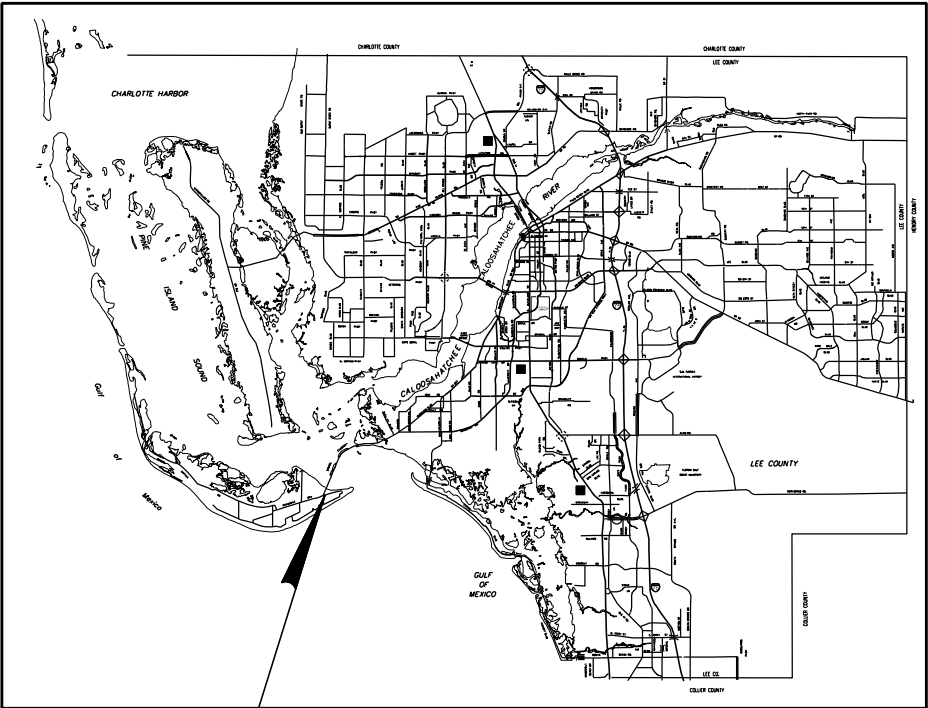
CONTRACT PLANS
FOR
ROUNABOUT AT
PERIWINKLE WAY AND LINDGREN BOULEVARD
CITY OF SANIBEL, FLORIDA

INDEX OF PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2	TYPICAL SECTION
3-7	ROADWAY PLANS
8-12	GRADING PLANS
13-17	SIGNING AND PAVEMENT MARKING PLANS

GOVERNING STANDARDS AND SPECIFICATIONS:
FLORIDA DEPARTMENT OF TRANSPORTATION,
DESIGN STANDARDS FY 2016-17,
AND STANDARD SPECIFICATIONS FOR ROAD AND
BRIDGE CONSTRUCTION DATED JULY 2016,
AS AMENDED BY CONTRACT DOCUMENTS.

PROJECT LOCATION



PREPARED FOR:
LEE COUNTY
METROPOLITAN PLANNING ORGANIZATION

30% PLANS



DAVID PLUMMER
AND
ASSOCIATES

2149 McGregor Boulevard
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904-269-1851
mjwallwork@comcast.net



815 Nicholas Pkwy E.
Cape Coral, FL 33990
(239) 244-2220
www.leempo.com

PROJECT NAME :

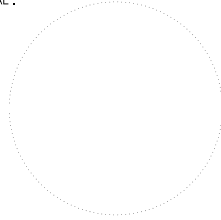
Lee County MPO
Roundabout Study

JOB NUMBER : #14504
DATE : 11/03/2015
CAD FILE NO :
AGENCY NO :

REVISIONS/SUBMISSIONS :

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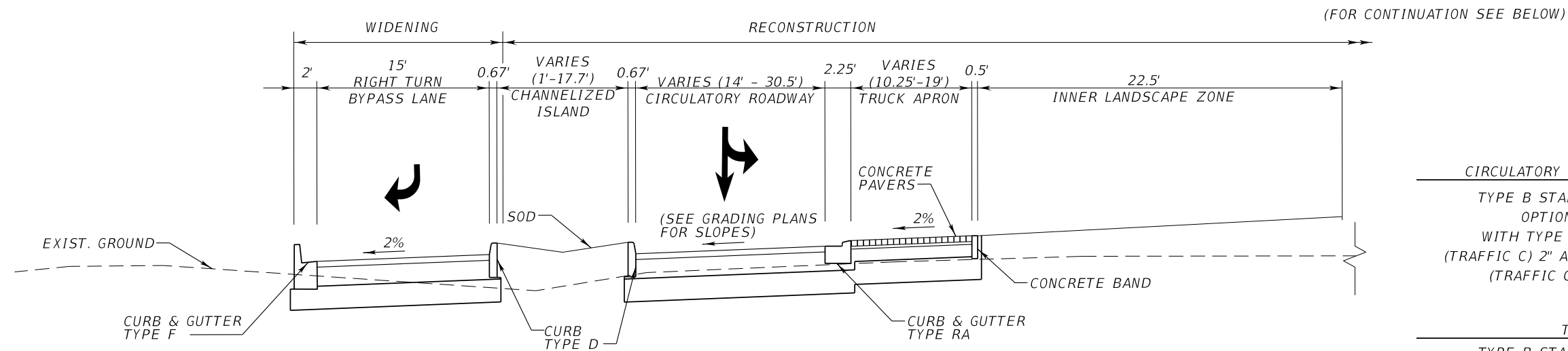


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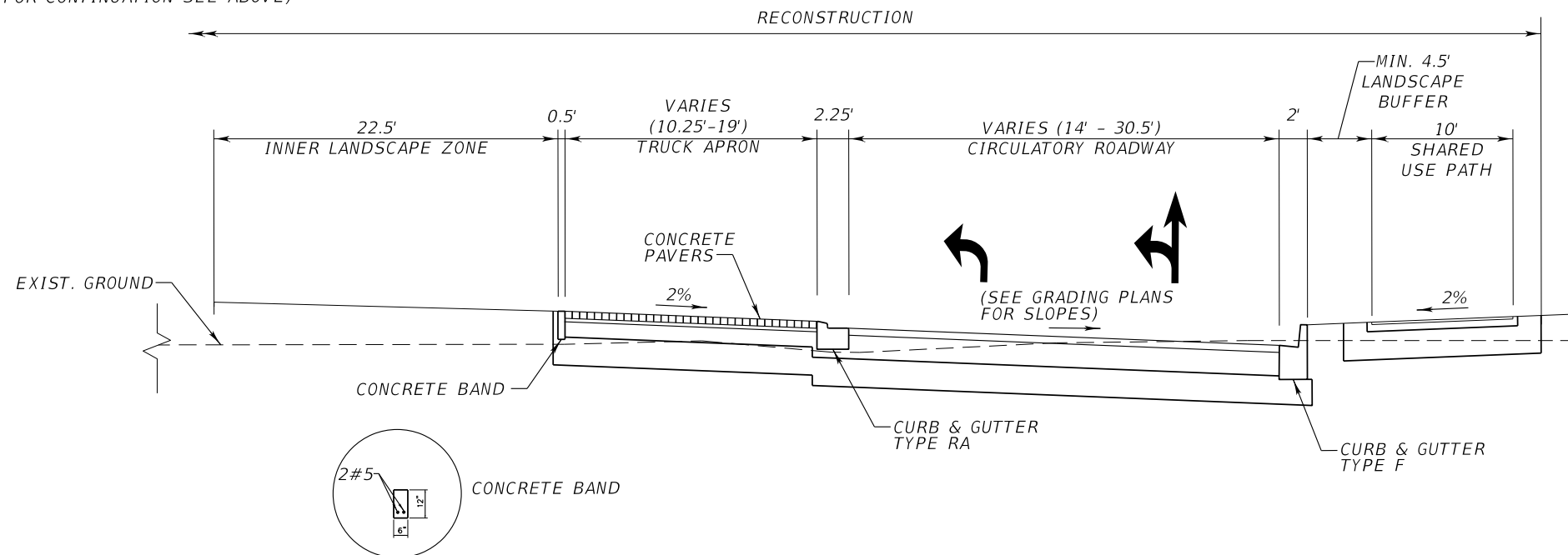


**ROUNDBOUT TYPICAL SECTION
AT PERIWINKLE WAY AND LINDGREN BLVD**

NOTE:

COLOR SAMPLES AND SPECIFICATIONS
OF THE PAVERS SHALL BE SUBMITTED
TO THE CITY OF SANIBEL FOR
APPROVAL PRIOR TO INSTALLATION.

(FOR CONTINUATION SEE ABOVE)



CIRCULATORY ROADWAY & BYPASS LANE

TYPE B STABILIZATION (LBR 40) 12"
OPTIONAL BASE GROUP 9
WITH TYPE SP STRUCTURAL COURSE
(TRAFFIC C) 2" AND FRICTION COURSE FC-9.5
(TRAFFIC C) (1") (PG-76-22) (ARB)

TRUCK APRON

TYPE B STABILIZATION (LBR 40) 12"
OPTIONAL BASE GROUP 4
COMPACTED CONSTRUCTION SAND 2"
WITH CONCRETE PAVERS

SHARED USE PATH

TYPE B STABILIZATION (LBR 40) 12"
OPTIONAL BASE GROUP 1
WITH SP STRUCTURAL COURSE
(TRAFFIC A) 1"

SOD

A-3 MATERIAL (UP TO 2 FEET DEEP)
THE TOP LAYER SHALL BE 6" FINISH SOIL LAYER



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PROJECT NAME :

**Lee County MPO
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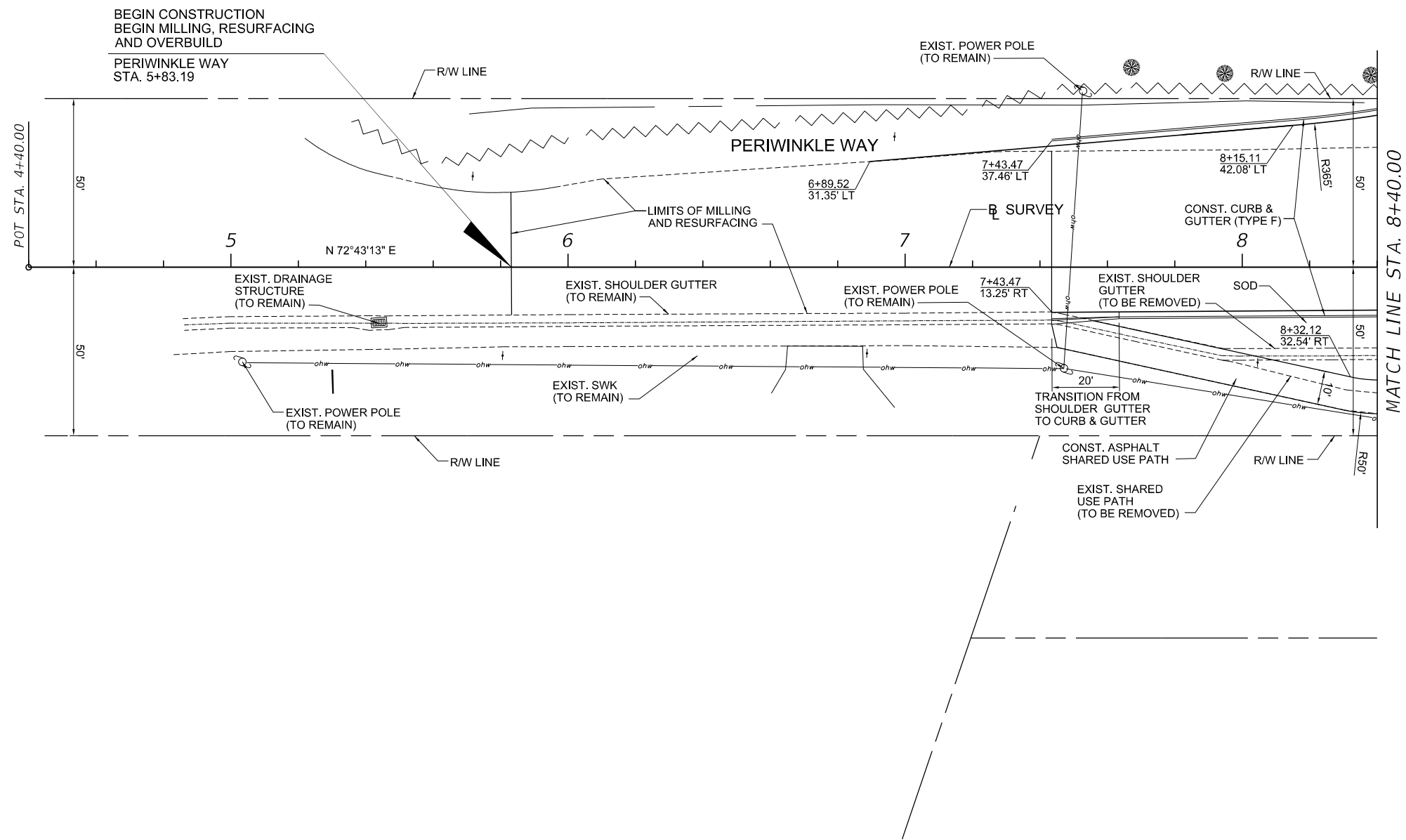
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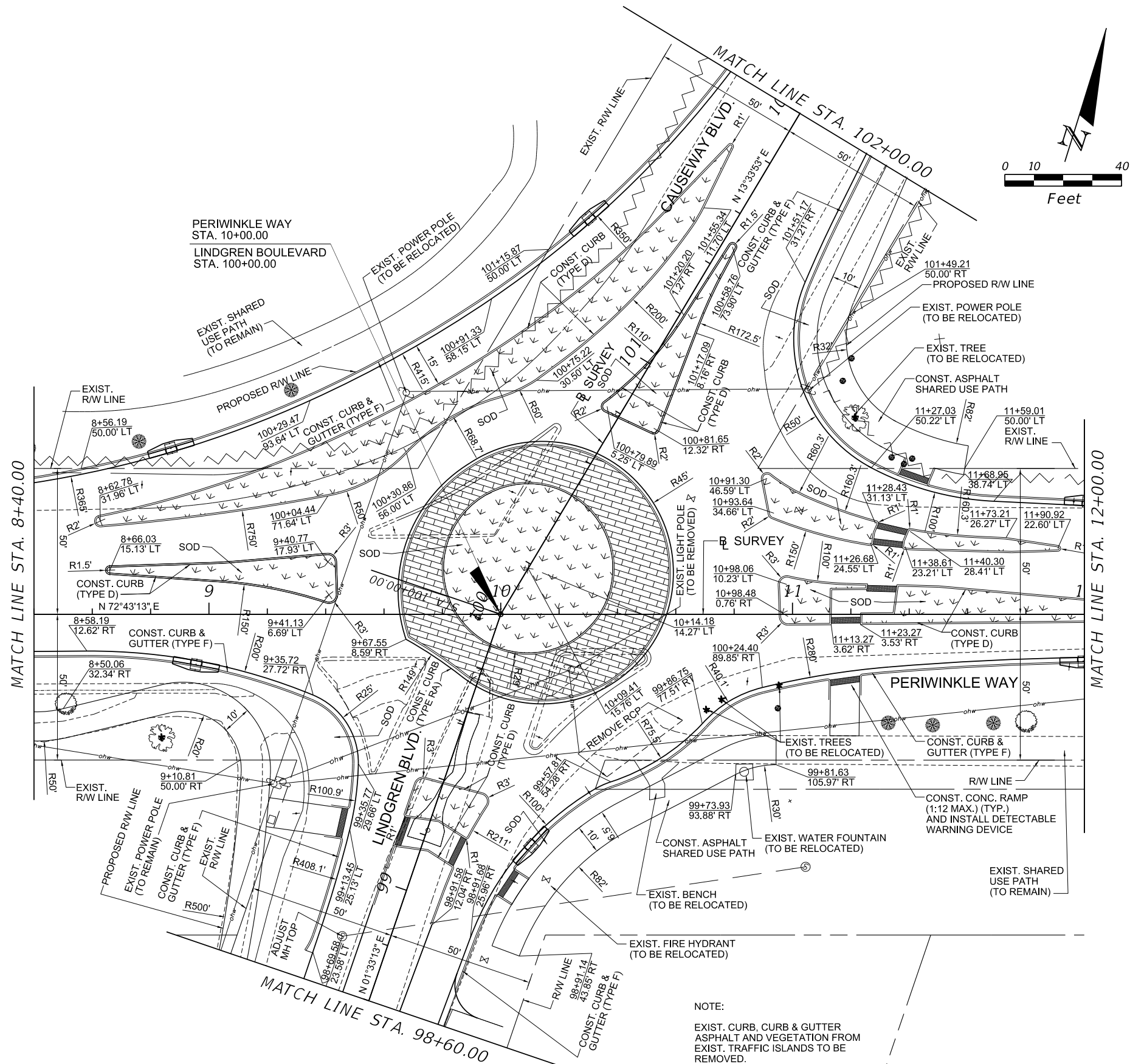
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ROADWAY PLAN

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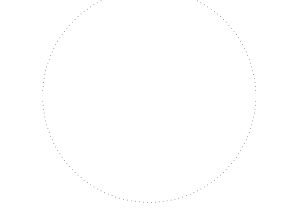
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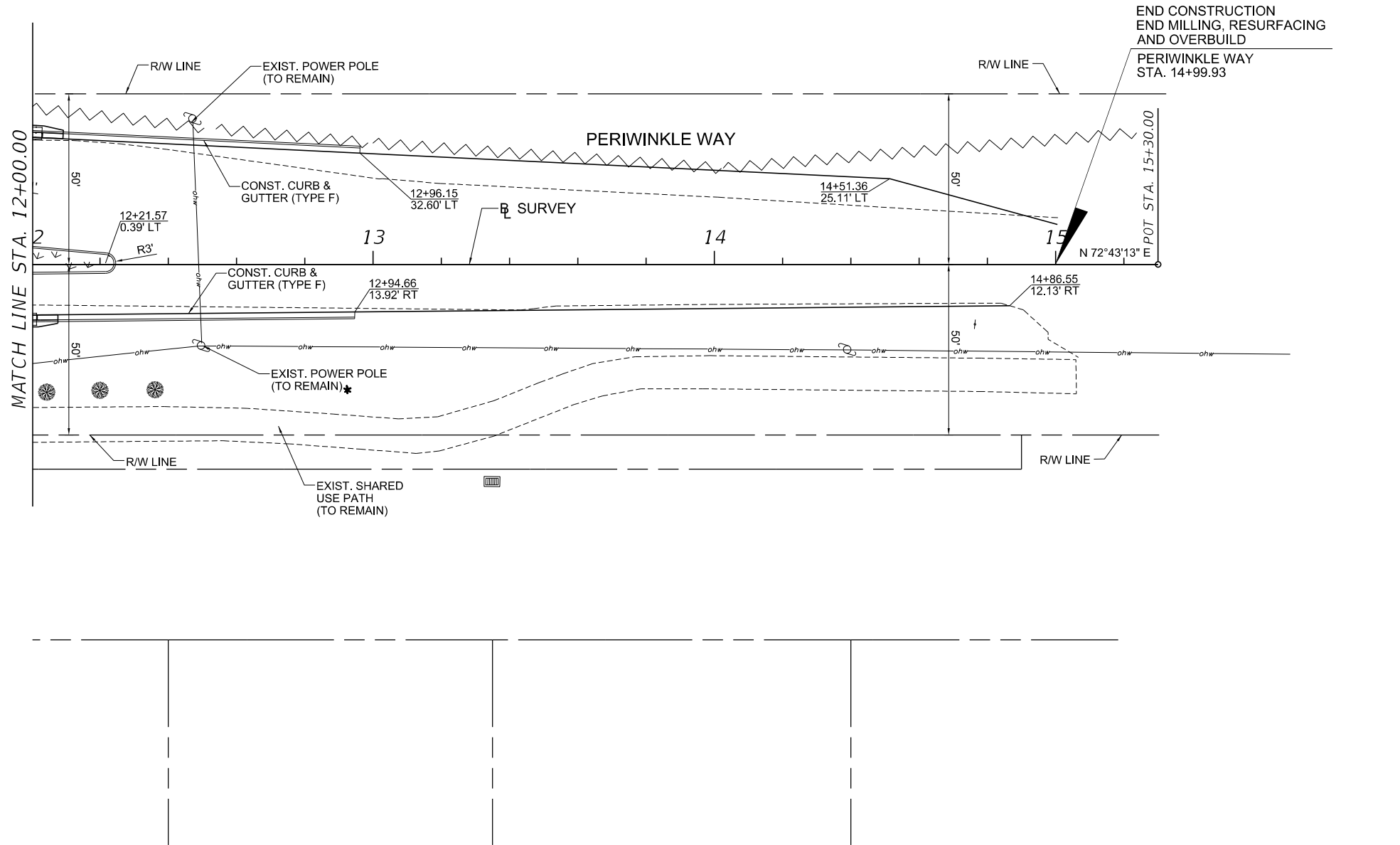


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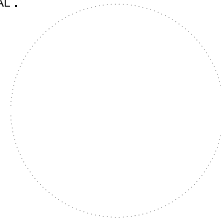
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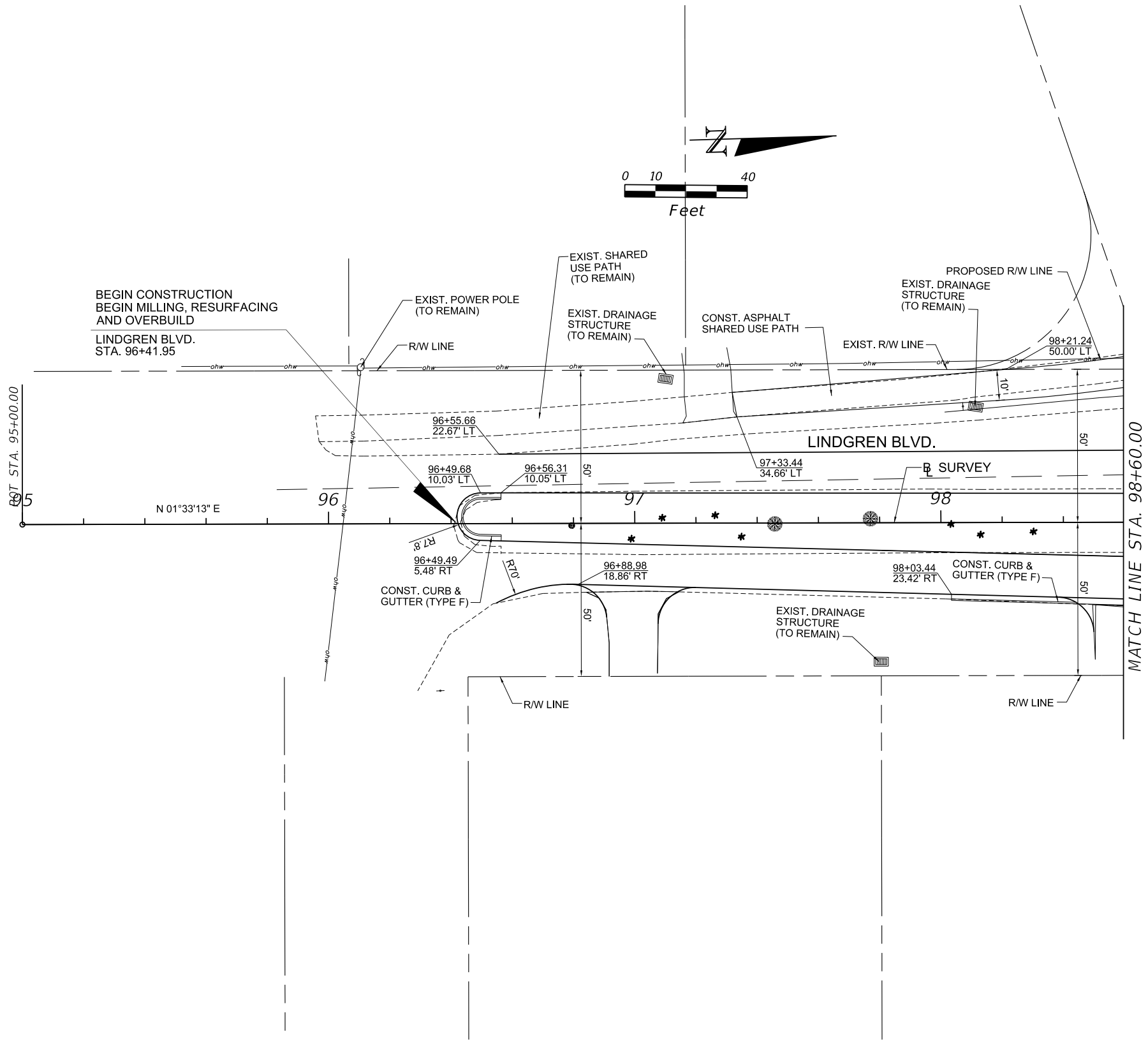


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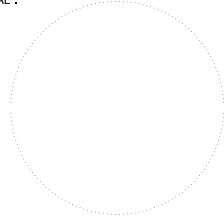
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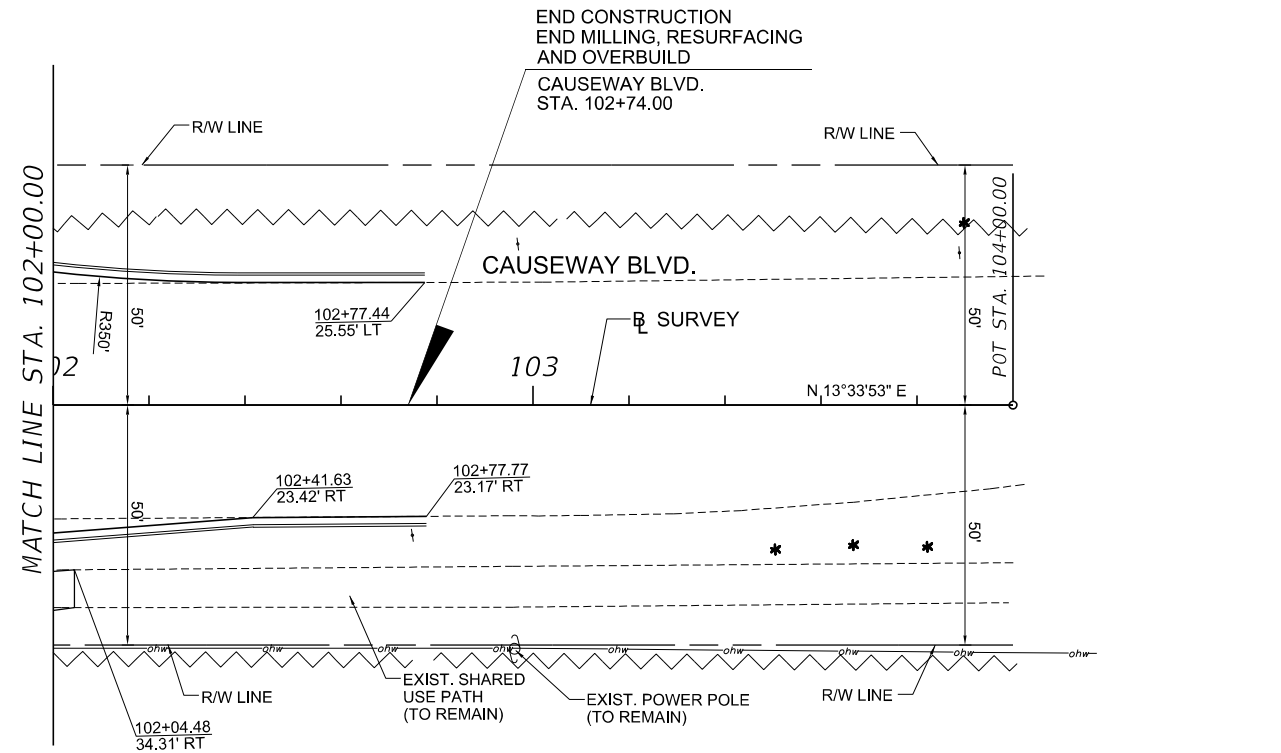


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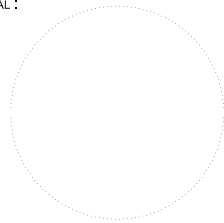
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JOB NUMBER : #14504
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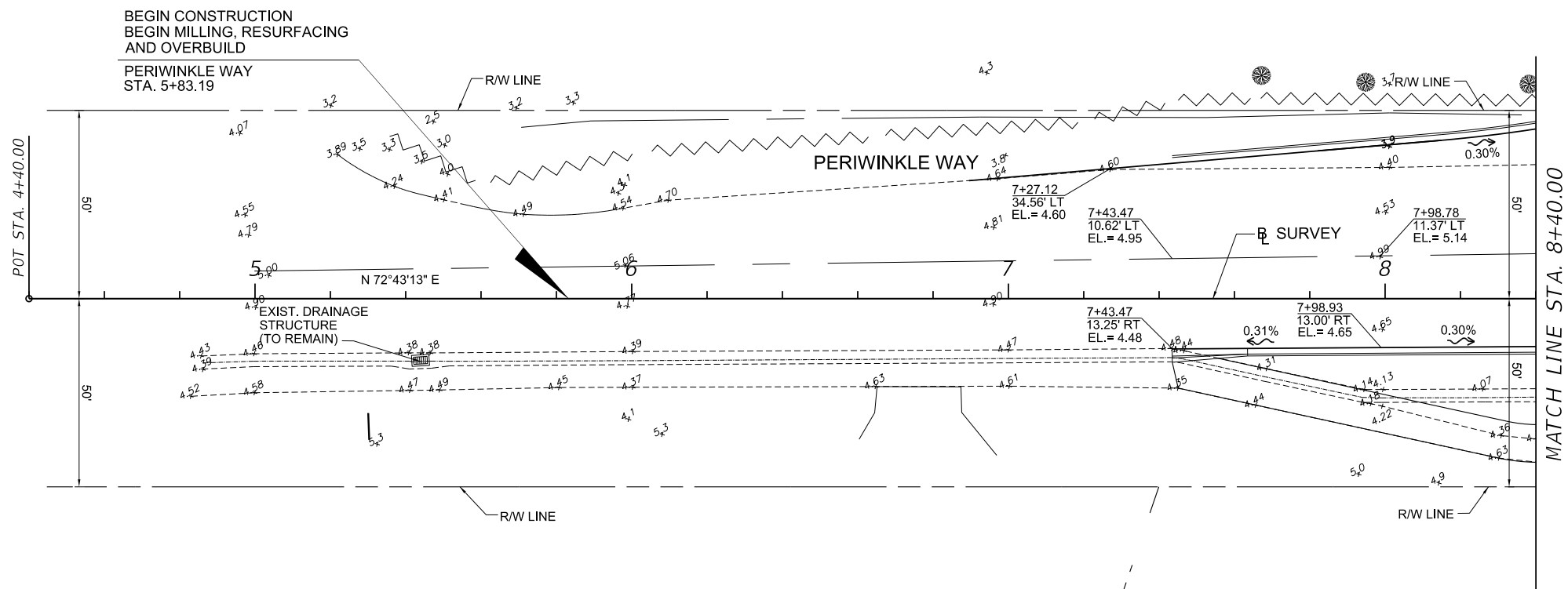


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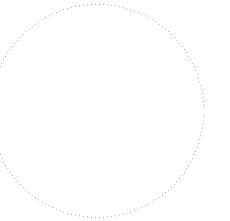
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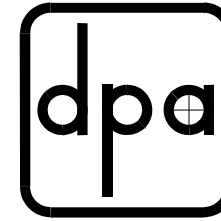
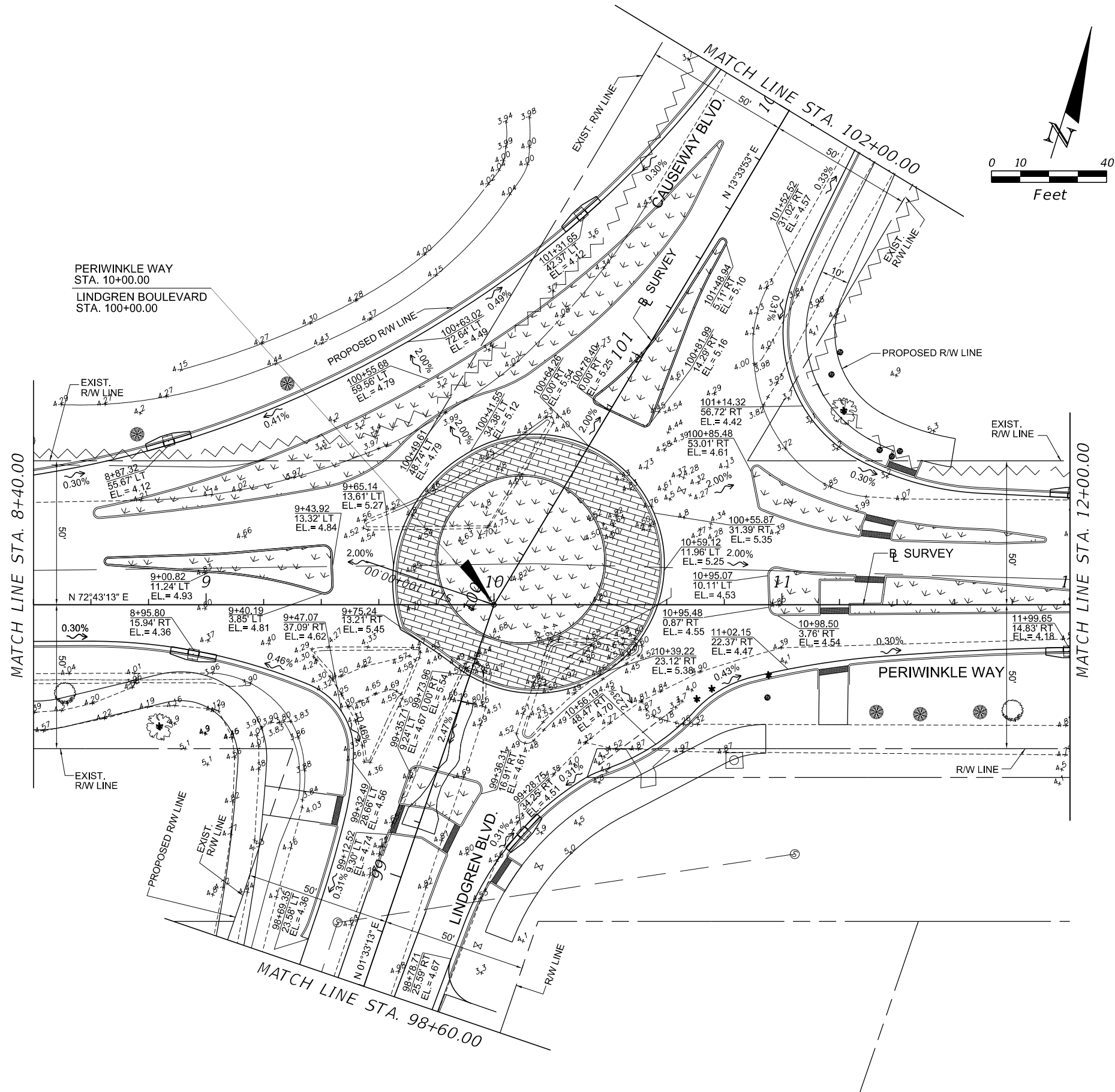


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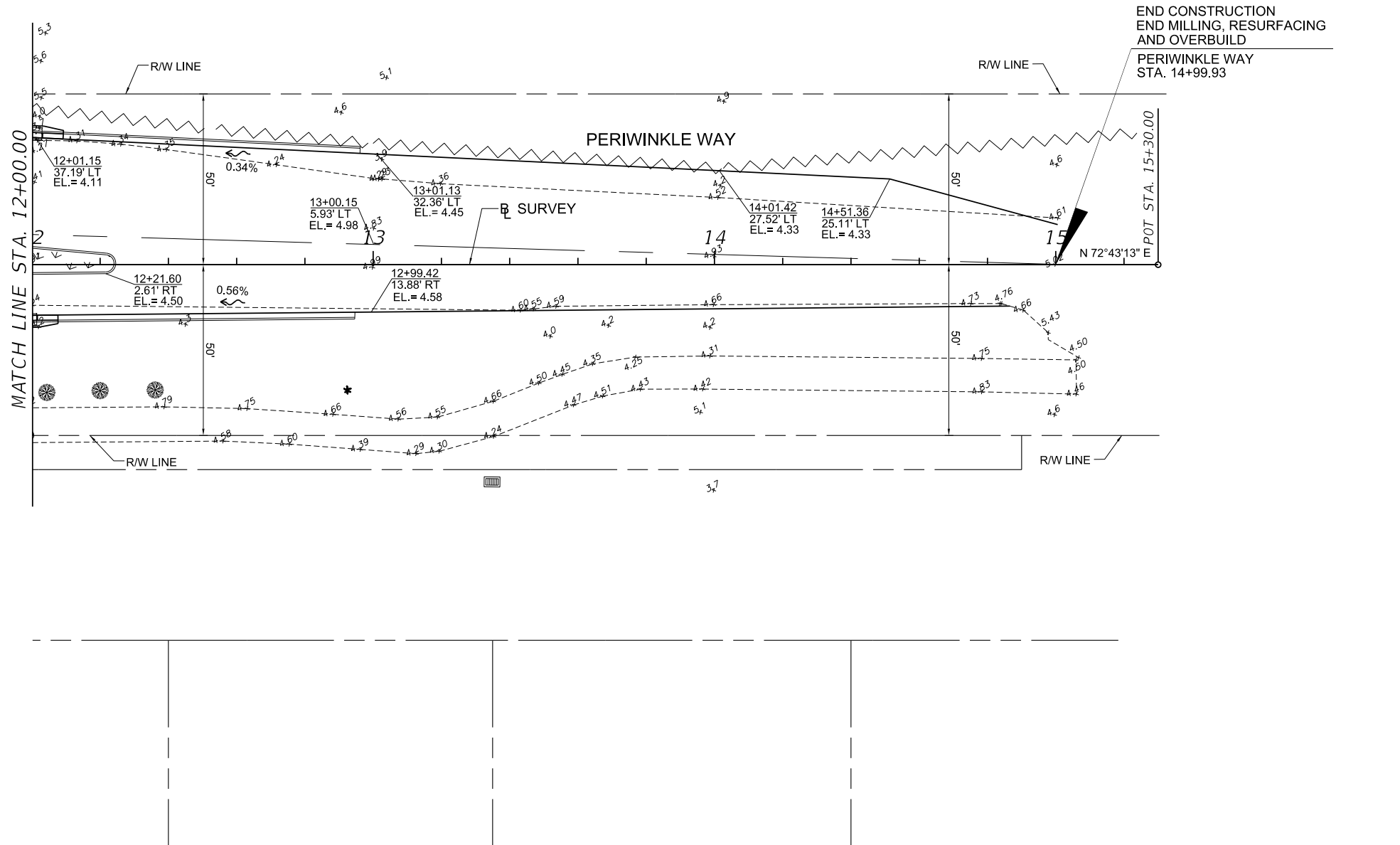
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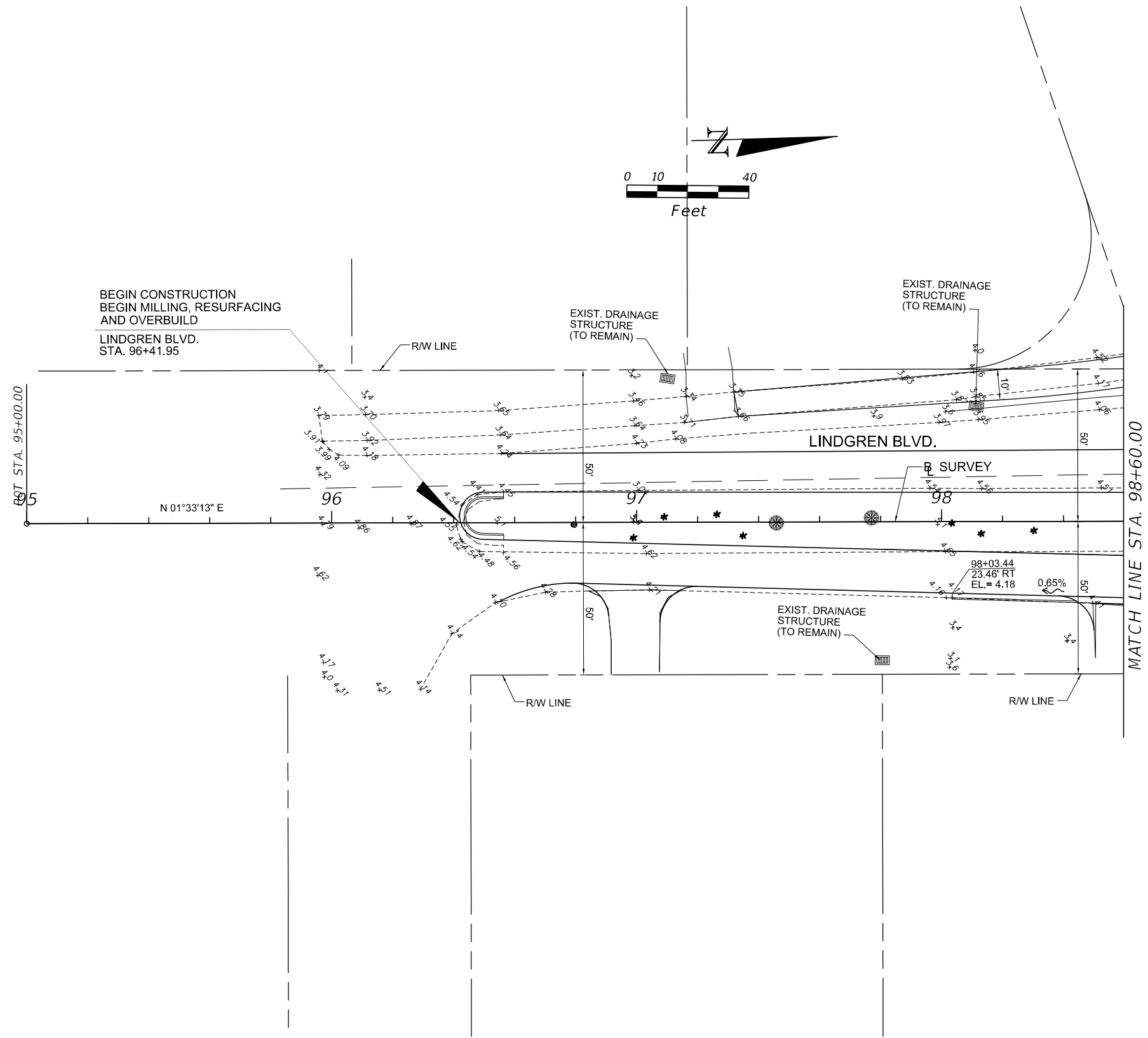
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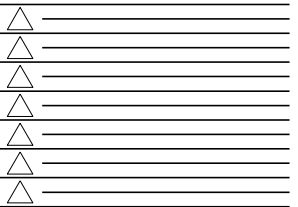
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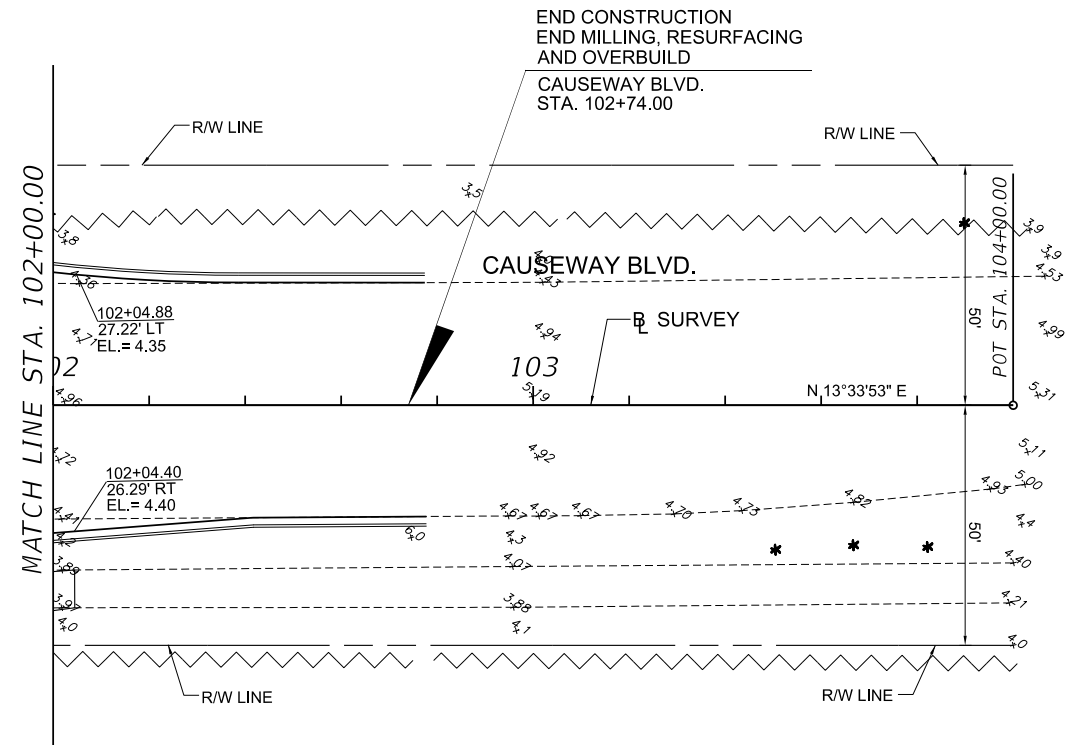
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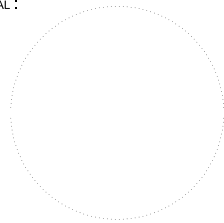
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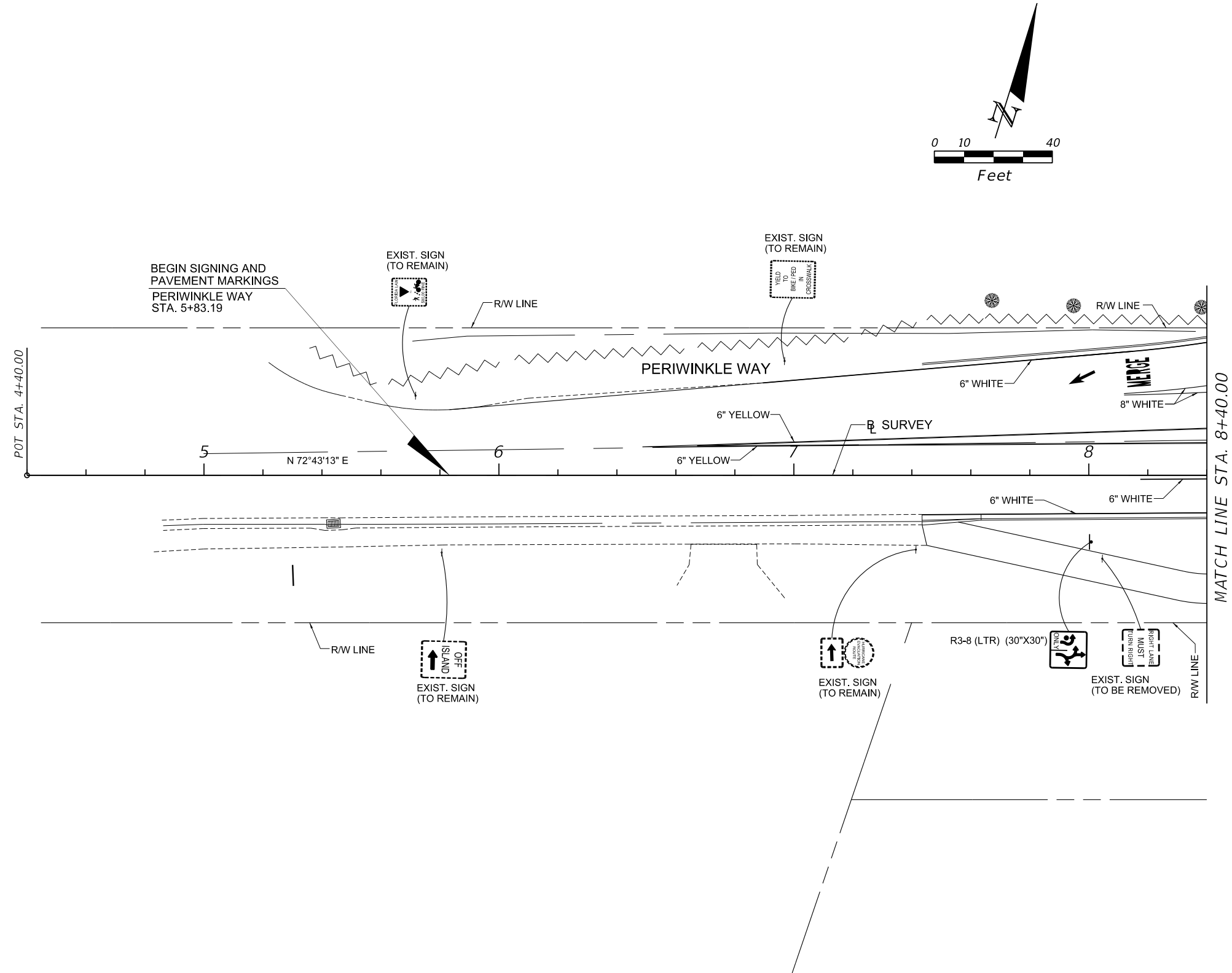
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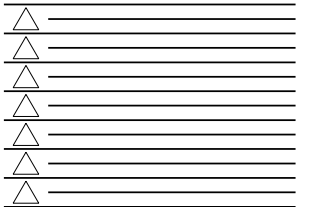
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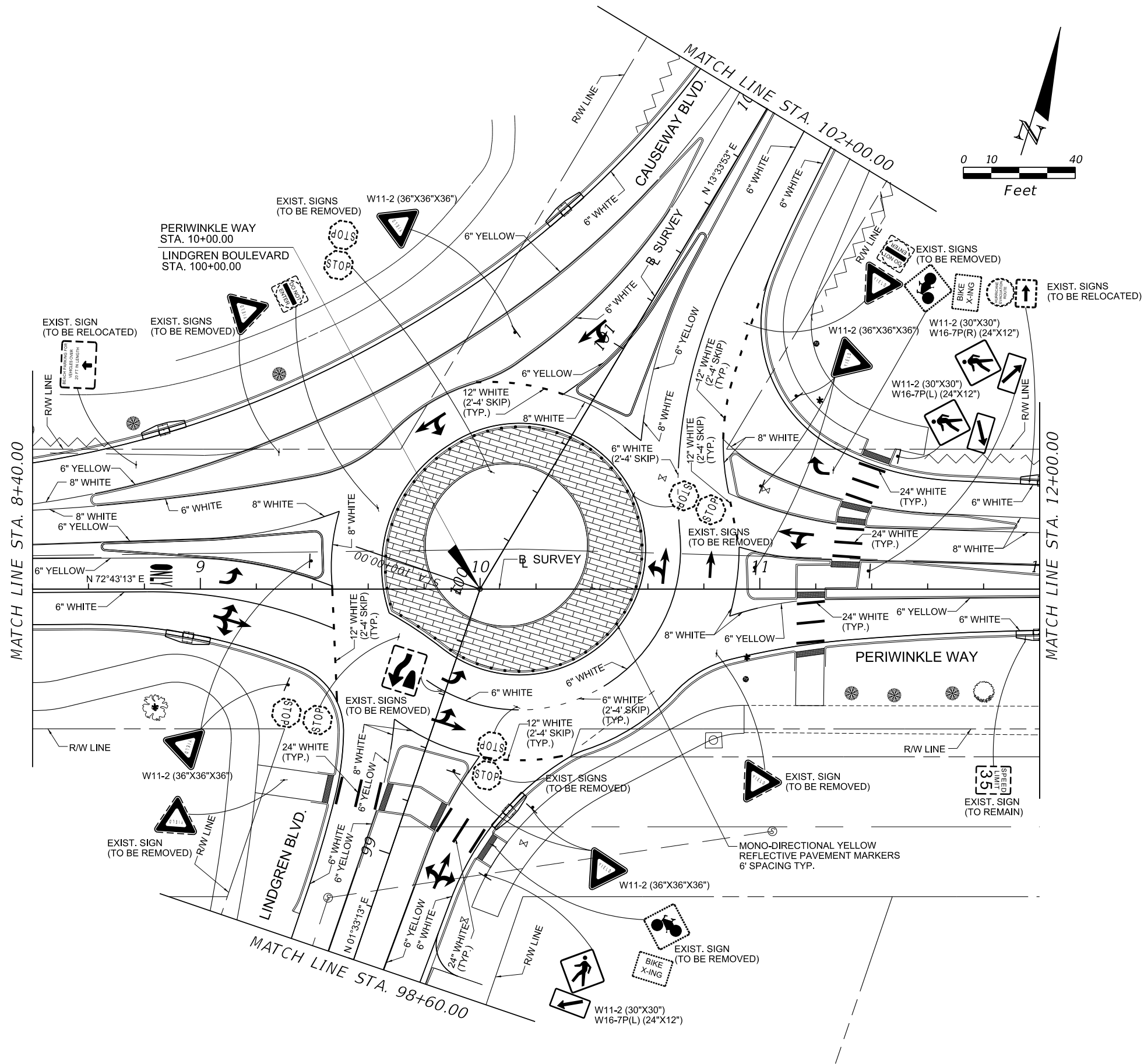
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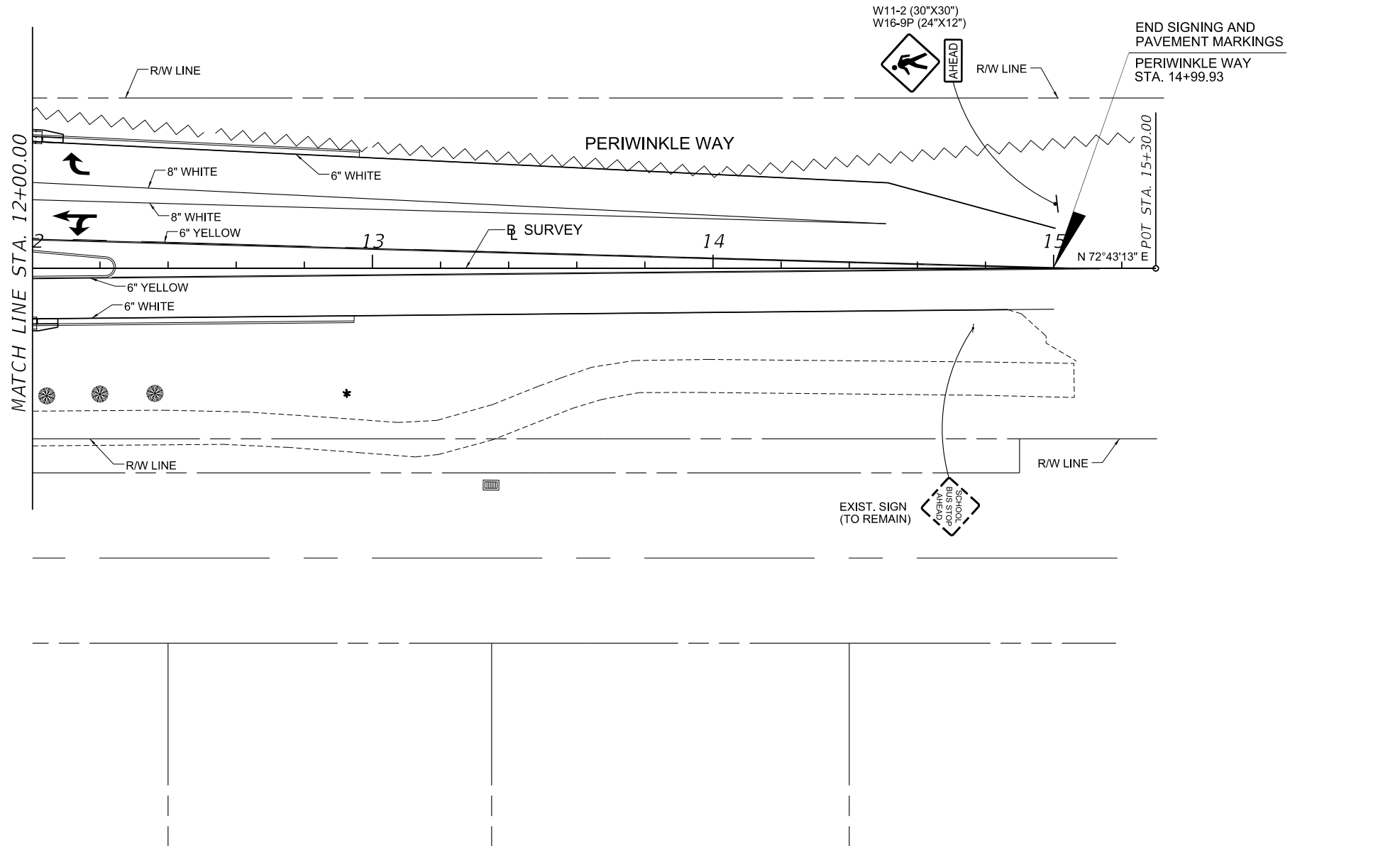
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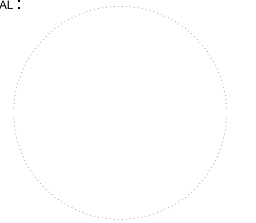
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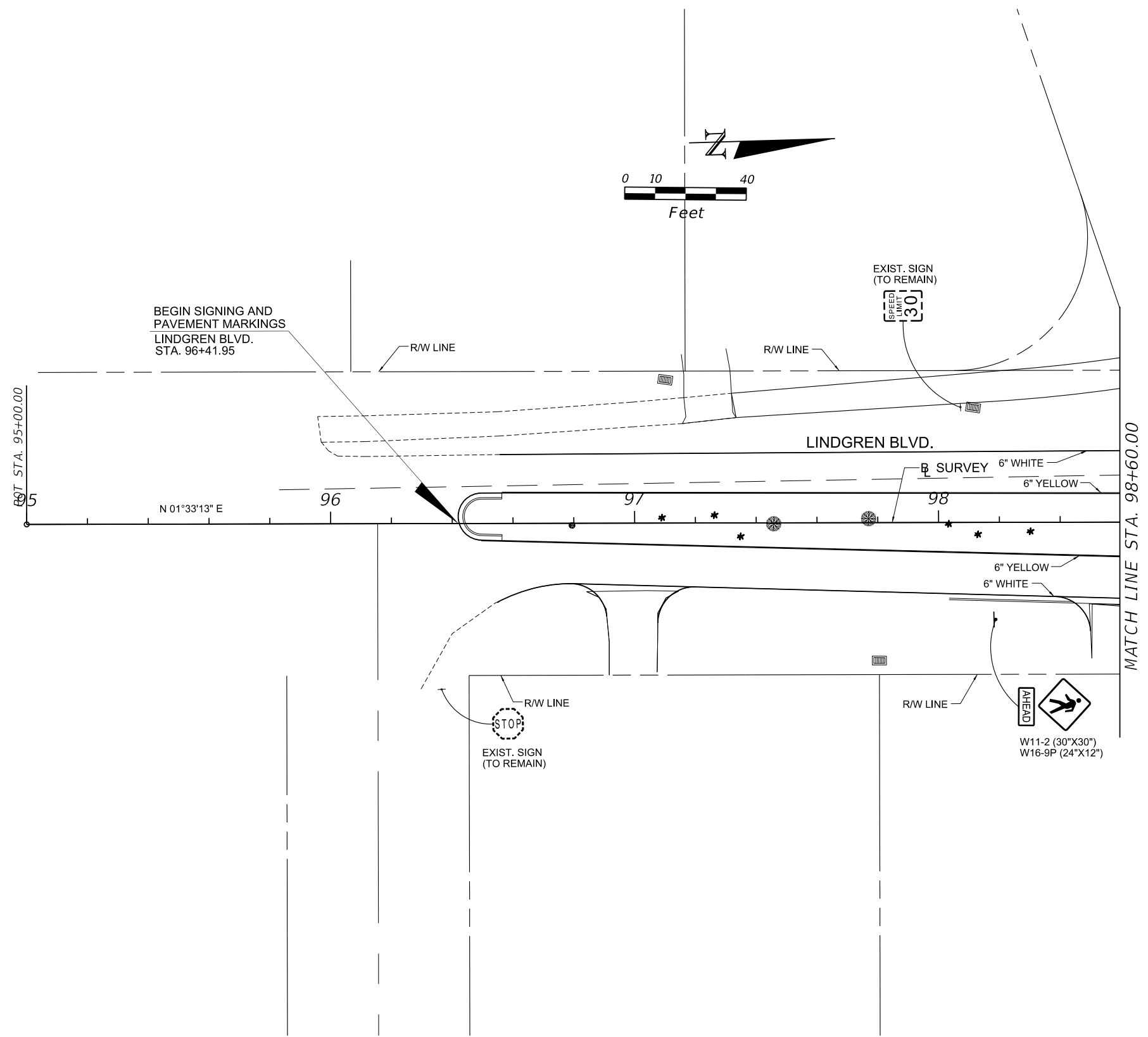


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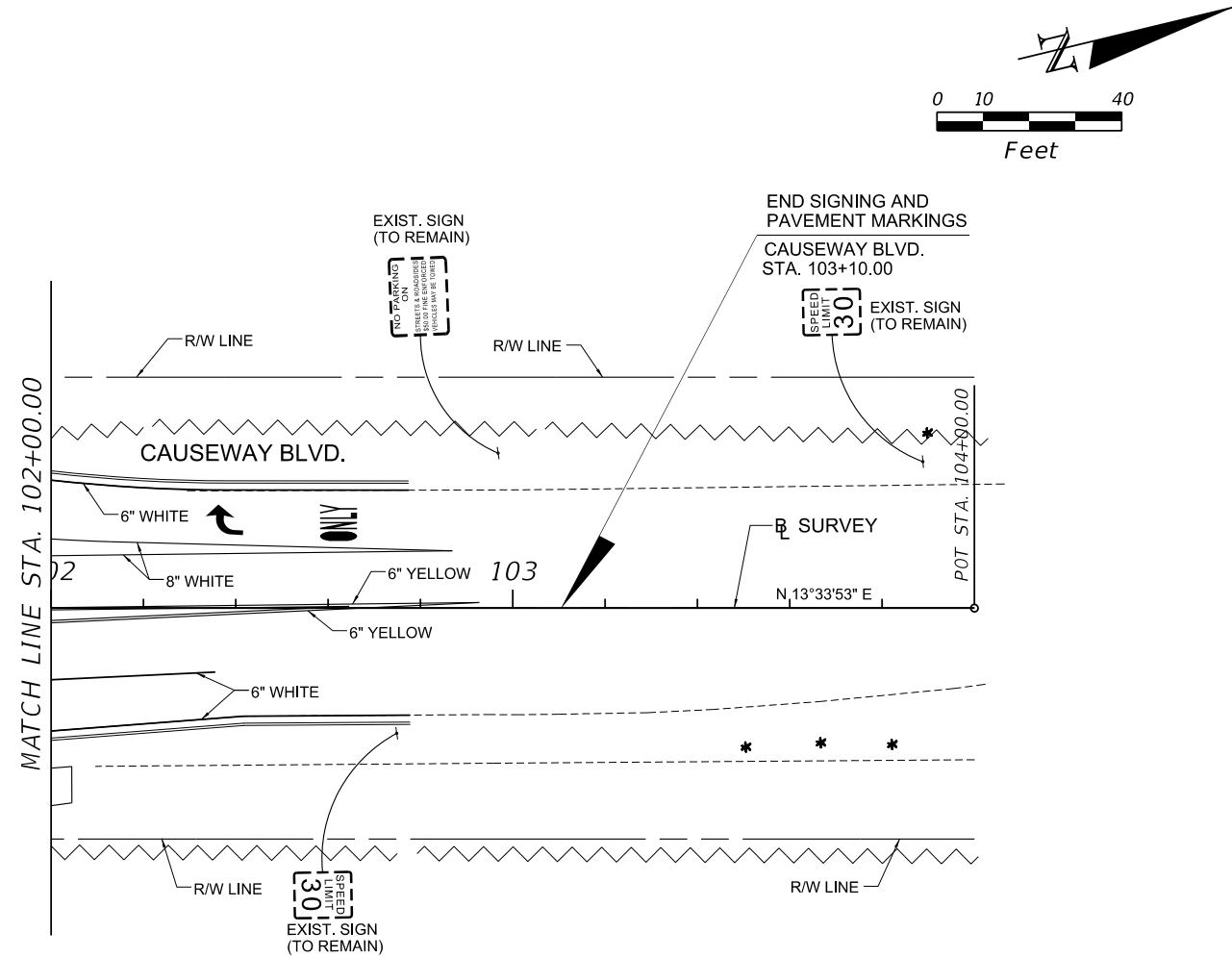
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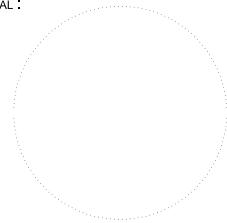
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