



## Public Hearing Frequently Asked Questions (FAQs)

### 433726-2-32-01 San Carlos Boulevard (SR 865) Design from North of Crescent Street to North of Hurricane Bay Bridge

1. What is the scope of improvements for this project?  
*The scope of the project is limited to modifications of the existing bridges and roadways. The purpose of these improvements is to provide interim solutions to current traffic and safety issues until such time a future project is designated to address expanded capacity for travel lanes, transit lanes, bicycle lanes, and sidewalks across the Matanzas Pass Bridge.*
2. Was a cantilever option explored for the Matanzas Pass Bridge?  
*Yes. The original concept from the Operational Analysis phase of the project proposed an additional 14-foot, 7 ½-inch cantilevered bridge deck widening along the western side of the Matanzas Pass Bridge to accommodate an 8-foot shared use path and associated safety barriers.*
3. What are the results of the corrosion study performed for the Matanzas Pass Bridge?  
*The results of the corrosion study showed that the Matanzas Pass Bridge is safe for use with the proposed improvements shown at the public hearing. The study includes a Life Cycle Cost Analysis to assist the FDOT in assessing the remaining lifespan of the bridge and determining when to cost-effectively replace the bridge. Additional bridge deck width will shorten the remaining lifespan of the bridge. At this time, the FDOT does not recommend additional bridge deck width until such time a future project is designated to address expanded capacity for travel lanes, transit lanes, bicycle lanes, and sidewalks across the Matanzas Pass Bridge.*
4. Can a traffic light be placed at the intersection of San Carlos Boulevard and Siesta Drive?  
*The intersection of San Carlos Boulevard and Siesta Drive is outside the limits of the design phase of this project. There are no proposed improvements for this intersection at this time. A Signal Warrant Analysis was conducted during the Operational Analysis phase of the project. The results of the analysis showed a new signal was not warranted at this intersection. The need for a new signal will be re-evaluated for any future planned improvements along San Carlos Boulevard at the Siesta Drive intersection.*
5. How does adding more traffic lights help reduce traffic?  
*The new signals proposed at the Main Street intersection and the Fifth Street intersection are intended to safely control traffic flow and not to reduce traffic flow. The new signal proposed at the Main Street intersection is intended to provide a safe crossing location for pedestrians using the existing sidewalk on the eastern side of the Matanzas Pass Bridge. The new signal proposed at the Fifth Street intersection is intended to provide a safe crossing location for pedestrians as a replacement for the existing pedestrian crosswalk signal.*
6. Can the design accommodate keeping the alternating signal?  
*Yes. While the current design does not include the alternating signal, the FDOT is coordinating with Lee County to evaluate options for maintaining the alternating signal at the Prescott*

*Street/Buttwood Drive intersection.*

7. Will pedestrian channelizing devices be implemented as part of this project?  
*Pedestrian channelizing devices are not currently proposed for this project. However, the FDOT is coordinating with the Town of Fort Myers Beach and Lee County on landscape concepts intended to enhance the aesthetics of the area near Times Square while also deterring uncontrolled pedestrian crossings through the roadway.*
8. Can a pedestrian overpass be built to avoid impacts to traffic?  
*A new pedestrian overpass is not included within the scope of this project. Representatives for the new Margaritaville Beach Resort have indicated that the resort's pedestrian overpass near Crescent Street will be open to the public.*
9. Why are there so many crosswalks as part of the design? Can the crosswalks be placed in high impact areas to help move pedestrians while avoiding impacts to traffic?  
*Crosswalks and the accompanying Walk/Do Not Walk signals and pushbuttons proposed at the Fifth Street intersection are intended as a safe replacement for the existing pedestrian crosswalk signal. Based on feedback received from the public hearing and from Fort Myers Beach Town Council, the FDOT is evaluating options to consolidate or eliminate crosswalks at the Fifth Street intersection and channelize pedestrians to the new signal at Old San Carlos Boulevard or the planned signal at Crescent Street.*
10. Will the crosswalks have flashing beacons on them to help draw attention to their placement?  
*The proposed crosswalks at Main Street intersection and Fifth Street intersection are intended to be fully signalized, with Walk/Do No Walk signals and pushbuttons. The proposed mid-block crosswalks between Fifth Street and Crescent Street will have pedestrian crossing signs with pushbutton activated rapid rectangular flashing beacons (RRFBs).*
11. Are any barriers anticipated to be placed between the traffic and bicyclist lane?  
*No barriers are proposed at this time between the travel lane and bicycle lane. New 5-foot-wide bicycle lanes are proposed along San Carlos Boulevard from Main Street to Hurricane Bay Bridge. Accommodation for the new bicycle lanes will be made by adjusting lane widths of the existing roadway. A speed study was conducted to evaluate lowering posted speed to 35 mph on San Carlos Island. At 35 mph, lane widths could be adjusted to accommodate 7-foot-wide buffered bicycle lanes. Buffered bicycle lanes have sufficient width to accommodate a lane separation device. At this time, the FDOT is recommending 40 mph posted speed on San Carlos Island and the 5-foot bicycle lanes presented at the public hearing. Further reduction of posted speed and accommodation for separation devices between the travel lane and bicycle lane would be evaluated for any future planned improvements along San Carlos Boulevard.*
12. Will the guardrail from San Carlos Blvd. to Estero Blvd. be removed as part of the project?  
*The guardrail in the southwest corner of the Fifth Street intersection is proposed to be replaced with a concrete barrier wall.*

13. Is it possible to have a separate bike lane and sidewalk instead of a shared use path?  
*Due to the limitations on the scope of work for this project and the results of the corrosion study, the Matanzas Pass Bridge will not be widened at this time. The existing bridge deck does not have sufficient width to provide a separate bicycle lane and sidewalk on the bridge.*
14. Will there be sidewalks on both sides of Matanzas Pass Bridge?  
*Due to the limitations on the scope of work for this project and the results of the corrosion study, the Matanzas Pass Bridge will not be widened at this time. The existing bridge deck does not have sufficient width to provide a separate bicycle lane and sidewalk on the bridge.*
15. Did the study include evaluating parking mitigation to help with traffic? If so, what methods were evaluated?  
*Yes, several parking mitigation methods were evaluated during the Operational Analysis Study from parking garages to designated parking lots. The results of the study can be found in the Operational Analysis Report, located under the "Documents and Publications" section of the website.*
16. Have additional transit methods like a trolley or buses been evaluated?  
*The FDOT is coordinating with LeeTran to address current and future transit needs along San Carlos Boulevard.*
17. Why is the Times Square bus stop being moved?  
*The new bus bay proposed near Crescent Beach Family Park is a coordinated effort with LeeTran and Fort Myers Beach and the planned Times Square Redesign project.*
18. Can a toll be implemented to encourage visitors to find alternative modes of transportation onto the island?  
*Southbound tolling was evaluated during the Operational Analysis phase of the project. The Operational Analysis Report did not recommend tolling based on current policy and analysis showing no impact to traffic congestion.*
19. Can traffic be diverted down Crescent Street to relieve congestion?  
*Crescent Street to Fifth Street will remain an alternate route for exiting the beach. There are no plans for this project to divert all of Estero Boulevard traffic onto Crescent Street.*
20. Can the alternating signal at the Prescott Street/Buttonwood Drive intersection be based on need, rather than time alone?  
*As part of this project, all the existing and proposed signals along San Carlos Boulevard from Pine Ridge Road to Crescent Street will be connected to the Lee County Traffic Operations Center (TOC). From the TOC, Lee County will be able to monitor the operation of the signals and adjust signal function.*

21. Can more directional/way-finding signage be added to help tourists?

*The FDOT is coordinating with Fort Myers Beach and Lee County on appropriate signage along San Carlos Boulevard and Estero Blvd. from Crescent Street to Fifth Street.*

22. Can law enforcement presence be increased as part of this project?

*The need for increased law enforcement presence within the project limits will be coordinated with the Lee County Sheriff's Office.*

23. Will this project impact emergency response times and access?

*The FDOT team has initiated further coordination with Lee County and Town of Fort Myers Beach staff to address any issues and concerns that have been brought forward regarding emergency response.*