

**SANDY LANE EXTENSION CORRIDOR  
ALIGNMENT STUDY**

**SUMMARY OF PUBLIC INVOLVEMENT  
PROGRAM**

Lee County Project #: 4084

Lee County, Florida

Report Date: September 2004

Prepared For:  
Lee County Board Of County Commissioners  
Department Of Transportation  
P. O. Box 398  
Fort Myers, Florida 33902-0398

# **Sandy Lane Extension Corridor Alignment Study**

## **Public Involvement Executive Summary**

### **September 2004**

#### **Introduction**

The Sandy Lane Extension Corridor Alignment Study commenced in the spring of 2003. This corridor alignment study was conducted by the Lee County Department of Transportation (LC DOT) and their project team to evaluate alternative alignments for the extension of Sandy Lane in southern Lee County and in the City of Bonita Springs. The southern portion of the project study area extends north from Old U.S. 41 to just north of the Bonita Springs city limits. The northern portion of the study area extends from Corkscrew Road north to the intersection of Oriole Road and Alico Road. The total project length for the road is approximately five miles.

#### **Public Involvement Program**

An extensive Public Involvement Program (PIP) was conducted to inform and solicit comment from the general public. Due to the nature of this project and the potential impact it could have on local communities, this program was vitally important to the project's acceptance and success. The LC DOT approved the PIP developed for the Sandy Lane Extension Corridor Alignment Study in April 2003.

The purpose of the PIP is to establish and maintain communication with and solicit comment from the public, individuals and agencies concerned with the project. The Sandy Lane Extension Corridor Alignment Study included data collection and traffic projections, development of corridor alternatives, analysis and ranking of alternatives, and selection of a preferred corridor alternative. The public was informed throughout the study with project newsletters, meeting notices and display advertising. Public input was collected throughout the project process. A project hotline was established for the duration of the project and was widely advertised to the public.

#### **Project Kick-Off**

An introductory notification letter was sent to elected officials and agencies to announce and outline the project on June 6, 2003. A copy of the letter, the attachments, and the mailing list follow this summary.

#### **Community Presentations**

The project team held three community presentations on the Sandy Lane Extension Corridor Alignment Study. A community presentation was held for the property owners and tenants living within 300' of the right-of-way of all proposed alternatives in Bonita Springs on January 20, 2004. Attendance at this presentation was 127 people. A community presentation was held for the Estero Community Planning Panel and property owners living within 300' of the right-of-way of all alternatives from Corkscrew Road to Estero Parkway. An estimated 100 people attended this community presentation on December 8, 2003. A community presentation was also held for the San Carlos Park Civic Association and property owners living within 300' of Oriole Road on January 14, 2004. Attendance for this meeting was recorded to be 181 people.

The purpose of these presentations was to make the affected communities aware of the project and solicit public comment and input during the development and evaluation of the alternatives and the selection of the recommended alternative alignment. A copy of the slideshow can be found in the Community Presentations, Part 1, Section C.

Letters announcing the community presentations were mailed to persons with property lying within at least 300' of the right-of-way of the alternative alignments being studied. A handout that summarized the project was provided to the public at the registration table at each presentation. Project team members and representatives from LC DOT were present to explain the need for the project, discuss conceptual design alternatives and answer questions from the public. For the San Carlos and Bonita Springs community presentations, the public was provided with comment forms to have their opinions recorded as public record. A total of 117 comments were received from the San Carlos community presentation and 84 were received from the Bonita Springs community presentation. The project team summarized the oral comments from the Estero community presentation. Copies of the notification letters, mailing lists, meeting minutes, community presentation handouts and comments are provided in the attached summaries of presentations for each of the communities.

### **Public Workshop**

A Recommended Alternative Alignments Public Information Workshop was held on Tuesday, May 25, 2004 at the Three Oaks Banquet and Conference Center, 20991 Three Oaks Parkway, Estero, Florida for the Sandy Lane Extension Corridor Alignment Study. The purpose of the workshop was to present the recommended alternative alignments that resulted from the environmental and engineering analysis for the long-range improvements for a transportation facility east of U.S. 41 from Old U.S. 41 to Oriole Road. Discussion with business owners and residents aided in the development and the evaluation of the alternative alignments for the project. The proposed alignments for Bonita Springs, Estero, and San Carlos Park were presented and the public was encouraged to give input and fill out comment forms. A total of 141 people signed in at the registration table.

A newsletter announcing the meeting was mailed on May 19, 2004 to interested persons and persons with property lying within 300' of the right-of-way of the alignments in the study. A legal display ad was printed in *The News-Press* on May 22, 2004 and in the *Naples Daily News* on May 23, 2004. Press releases were submitted to *The News-Press* and the *Naples Daily News*. Variable message boards were placed within the project limits for a period of one week prior to the workshop to inform the traveling public.

The Public Information Workshop was conducted in an open house format that allowed the public to view the project material between the hours of 5:00-7:00 p.m. A slide presentation explaining the project ran continuously throughout the meeting and a handout that summarized the project was provided to the public at the registration table. Project team members and representatives from LC DOT were present to explain the data boards and answer the public's questions.

The public was provided comment forms at the meeting in order for the project team to evaluate suggestions to improve the project, address the public's concerns and to have their opinion recorded as public record. A total of 370 comment forms were received at

the meeting and in the fourteen days following. The comments were divided into four geographic sections: City of Bonita Springs, Estero, San Carlos Park, and Pelican Landing. Copies of the newsletter, mailing list, handout, legal display ads, press releases, comment forms and summaries from the Public Information Workshop are attached in the Summary of the Recommended Alternative Alignments for the Public Information Workshop.

Following a meeting with the Bonita Springs City Council on August 4, 2004, a letter was mailed to the property owners affected by the realignment of the Production Circle option. These can be found in Section E of the Summary of the Recommended Alternative Alignments for the Public Information Workshop.

### **Summary of *Comments* from the Public Information Workshop**

The comments were summarized to provide the public's opinions on the project overall and regarding specific elements or locations within the project study area as follows:

***Comment:*** Opposed to proposed alignment/project (11)

***Comment:*** Support the whole project (40)

***Comment:*** Opposed to Estero Alignment (37)

Specifically opposed to road through Cascades (24)

Specifically opposed to road north from Corkscrew Road to Estero Parkway (13)

***Comment:*** Support the recommended Estero Alignment (31)

***Comment:*** Support connect to Old 41 in Bonita (6)

***Comment:*** Support the Railroad/Tuck Drive/Old U.S. 41 Alignment (19)

***Comment:*** Support the Production Circle Alignment (10)

***Comment:*** Oppose alignment in San Carlos Estates (2)

***Comment:*** Pelican Landing residents support the project connecting to Old 41 in Bonita Springs (228)

***Comment:*** Pelican Landing residents oppose the project connecting to Old 41 in Bonita Springs (2)

### **Cascades Neighborhood Meeting**

The Lee County Department of Transportation (LC DOT) held a neighborhood meeting on Tuesday, August 3, 2004 at Our Lady of Light Church, 19680 Cypress View Drive, Fort Myers, Florida for the existing and future residents of the Cascades. The meeting was held for residents who were not on the property appraisers database mailing list for the workshop in May. The purpose of this meeting was to discuss the chosen alignment alternative and to present a roundabout concept for the potential intersection at Sandy Lane and Cascade Isle Boulevard. A total of 188 people signed in at the registration table. Copies of the sign-in sheets are attached in Section A.

Letters announcing the neighborhood meeting were mailed on July 19, 2004 to existing and future residents of the Cascades development. Copies of the notification letter and mailing list are attached in Section B.

A slideshow presentation outlining the project began at 6.30 p.m. A formal question and answer period followed the presentation for approximately one hour. A handout that

summarized the project was provided to the public at the registration table. Project team members and representatives from LC DOT were present to explain the conceptual roundabout design alternative and answer questions. The meeting handout is attached in Section C.

The public was provided with comment forms in order to have their opinion recorded as public record. Seventeen comment sheets were received at the Cascades Neighborhood Meeting and in the 14 days following. All seventeen comments were against the Sandy Lane Extension going through the Cascades neighborhood. Safety was cited by eight of the residents as the most important reason for not having Sandy Lane through the Cascades. Six of the residents also stated that it would divide the community, and five others discussed the fact that they would no longer be “gated” as one development. The other issues mentioned were decreases in property values, traffic noise, and if Sandy Lane would still be warranted north of Corkscrew after the completion of the other road improvements in the area. The residents of the Cascades also believed that there were safety issues concerning pedestrian and bicyclists crossing the proposed roundabout. Copies of the comment forms are attached in Section D.

### **Government Presentations**

Presentations were made during the study to the following government entities:

- Bonita Springs City Council, Council Meeting
  - December 3, 2003
  - February 18, 2004
  - July 21, 2004
  - August 4, 2004
- The Lee County Board of County Commissioners, Management Planning
  - June 2, 2004

A public hearing will be held at a future date with a summary to follow.

**SANDY LANE EXTENSION CORRIDOR  
ALIGNMENT STUDY**

**SUMMARY OF PRESENTATION TO THE  
BONITA SPRINGS COMMUNITY**

Lee County Project #: 4084

Lee County, Florida

Date of Meeting: January 20, 2004

## **Sandy Lane Extension Corridor Alignment Study Bonita Springs Community Presentation**

The Lee County Department of Transportation (LC DOT) held a community presentation on Tuesday, January 20, 2004 at the Bonita Springs Middle School at 10141 West Terry Street, Bonita Springs, Florida. The limits of the Sandy Lane Extension Corridor Alignment Study extend from Old U.S. 41 to just north of the Bonita Springs city limits and from Corkscrew Road north to the intersection of Oriole Road and Alico Road. The presentation was made the property owners and tenants living within 300' of the right-of-way of all proposed alternatives in Bonita Springs. The purpose of the presentation was to make the public aware of the project and solicit public comment and input during the development and evaluation of the alternatives and the selection of the recommended alternative. A total of 127 people signed in at the registration table. Copies of the sign-in sheets are attached in Part 1, Section A.

Letters announcing the community presentation were mailed on January 8, 2004 to interested parties, tenants and persons with property lying within 300' of the right-of-way of all proposed alternatives in Bonita Springs. Copies of the notification letter and mailing list are attached in Part 1, Section B.

A slide presentation outlining the project began at 6.00 p.m. A handout that summarized the project was provided to the public at the registration table. Project team members and representatives from LC DOT were present to explain conceptual design alternatives and answer the public's questions. A copy of the slideshow presentation and handout are attached in Part 1, Section C.

The public was provided with comment forms at the community presentation in order to have their opinion recorded as public record. A total of 84 comment forms were received at the presentation and in the 14 days following. The comments were recorded and analyzed. A summary of written comments is included below. The number in parenthesis after each comment indicates the number of times that same comment was submitted. Copies of the comment forms are attached in Part 1, Section D.

### **Summary of Written Comments - 84 Comments Returned**

#### **Not In Favor**

- Comment:** Favor no build option (8)
- Comment:** Building it will be a road to nowhere only depositing traffic on already congested shops (1)
- Comment:** Opposed to running Sandy Lane through Rhodas Drive (1)
- Comment:** College of Life opposed to the west alignment as it would be unnecessarily expensive and would take 2,500 feet of land useable by the foundation (1)
- Comment:** Opposed to connection from Alico Road to Old U.S. 41, problems out weigh benefits (1)
- Comment:** Not one person thinks this road is necessary or a good idea (1)

**Comment:** Do not believe that the solution under discussion will help (1)

**Comment:** San Carlos will fight the road if it goes through our community; there are less disruptive routes (3)

**Comment:** Opposed to any alignment that goes through Bonita, the problems it would create are mind boggling and unnecessary (2)

### **In Favor Of**

**Comment:** Needed as soon as possible (partly because cost of acquiring right-of-way goes up each year) and growth (7)

**Comment:** Incorrect to say only the developers will benefit, residents also will (1)

**Comment:** The No build option is not an option (2)

### **General Comments**

**Comment:** Could not hear questions (2)

**Comment:** Excellent meeting (2)

**Comment:** The only reason Estero is in favor of Sandy Lane is so they can dump their traffic on other communities (1)

**Comment:** The problem is south of Bonita Beach Road down to Corkscrew Road (1)

**Comment:** The Brooks needs to take some of the responsibility (2)

**Comment:** Take commercial not residential properties (1)

**Comment:** The west alignment through the industrial estate is best (1)

**Comment:** Some alternatives are too winding (1)

**Comment:** Seems that retirement parks and low-income housing are being wiped out to build roads (1)

**Comment:** Extension is trouble and will cause bottlenecks where they empty to Old U.S. 41 and U.S. 41 (6)

**Comment:** Alignments east of I-75 are better (1)

**Comment:** Access to the east of U.S. 41 taking traffic to I-75 would be best (1)

**Comment:** Our tax dollars (from Pelican Landing, The Colony, etc.) should not go into restoring Old U.S. 41 but roads that affect us (1)

**Comment:** Hope the new name of the road is not Sandy Lane (1)

**Comment:** Any proposal through Production Circle will gravely affect our business and we will probably have to leave (1)

**Comment:** The County recognized the need for this road long before the Coconut Point Project was proposed (1)

## **Concerns**

- Comment:** The road seems to be only being built for the mall – will my taxes go up? **(1)**
- Comment:** The final alignment might become attractive to impatient/speeding drivers **(1)**
- Comment:** The western alignment extending Sandy Lane to Old U.S. 41 is dangerous and too close to U.S. 41 **(1)**
- Comment:** Concerned that Sandy Lane will deposit traffic at Pelican Landing **(6)**
- Comment:** Concerned that crime and traffic will increase **(1)**
- Comment:** Concerned that truck traffic will increase **(1)**

## **Suggestions**

- Comment:** Study should connect to Bonita Beach Road **(1)**
- Comment:** Traffic study should look at impact on traffic on Old U.S. 41 in Bonita Springs **(1)**
- Comment:** Widen Coconut Road with an interchange at I-75 **(1)**
- Comment:** Connect Alico Road to Old U.S. 41 **(1)**
- Comment:** The alignment should connect to Old U.S. 41 **(2)**
- Comment:** Go across railroad tracks south of the city limits stay on east side until Old U.S. 41 where they would join up, it would cross the cement plant but should not effect any buildings **(2)**
- Comment:** Use the railroad **(2)**
- Comment:** Use railroad track right of way but bring the road east to intersect with Old 41 **(1)**
- Comment:** The road should leave the mall curve east cross the railroad. Then turn south and terminate at Old 41 and Signal Rd **(1)**
- Comment:** Road needed from Old 41 to Coconut Road **(4)**
- Comment:** Road should end at Pelican and deposit on to U.S. 41 **(3)**
- Comment:** If it is to be effective south of Pelican Colony it must empty onto Old 41 south of Strike Lane and on U.S. 41 at or south of Signal Road **(1)**
- Comment:** Need to extend it south from Pelican Colony or it will back up traffic **(1)**
- Comment:** An alignment connecting at Signal Road would be best **(18)**
- Comment:** The alignment should also meet Strike Lane **(1)**
- Comment:** Stop Sandy Lane at Coconut Road, do not go further south **(3)**
- Comment:** Develop Coconut Point estate – avoids taking houses **(1)**
- Comment:** The alignment should displace and cause the least amount of property damage **(9)**
- Comment:** Avoid routing through houses **(3)**

***Comment:*** Layer U.S. 41 **(1)**

***Comment:*** Sandy Lane south should be four lanes **(1)**

***Comment:*** Share the cost and effort between Lee County and Bonita Springs **(15)**

**Questions**

***Comment:*** Can the public have input during the design phase? **(1)**

***Comment:*** Where was the DOT years ago in planning for a problem like this? **(1)**

***Comment:*** Why go south of Coconut Road? **(1)**

***Comment:*** Some property owners were physically unable to come – how can we address their concerns? They may lose homes they have lived in for years **(1)**

**SANDY LANE EXTENSION CORRIDOR  
ALIGNMENT STUDY**

**SUMMARY OF PRESENTATION TO  
THE ESTERO COMMUNITY**

Lee County Project #: 4084

Lee County, Florida

Date of Meeting: December 8, 2003

## **Sandy Lane Extension Corridor Alignment Study Estero Community Presentation**

The Lee County Department of Transportation (LC DOT) held a community presentation on Monday, December 8, 2003 at the Marsh Landing Clubhouse, 22900 Marsh Landing Blvd., Estero, Florida. The limits of the Sandy Lane Extension Corridor Alignment Study extend from Old U.S. 41 to just north of the Bonita Springs City limits and from Corkscrew Road north to the intersection of Oriole Road and Alico Road. The presentation was made to interested parties and members of the Estero Community Planning Panel. The purpose of the presentation was to make the public aware of the project and solicit public comment and input during the development and evaluation of the alternatives and the selection of the recommended alternative. An estimated 70 people attended the meeting.

Letters announcing the community presentation were mailed on December 1, 2003 to the Estero Community Planning Panel, interested parties and property owners living within 300' of the right-of-way of all alternatives from Corkscrew Road to Estero Parkway. Copies of the notification letter and mailing list are attached in Part 2, Section A.

A slide presentation outlining the project began at 6:00 p.m. A copy of the slideshow can be found in this report before the summaries of the three community presentations. A handout that summarized the project was provided to the public at the registration table. Project team members and representatives from LC DOT were present to explain conceptual design alternatives and answer the public's questions. A copy of the handout is attached in Part 2, Section B.

The public was provided the opportunity to make comment for public record. Meeting minutes are attached in Part 2, Section C. Oral comments are summarized as follows:

**Comment:** The Groves' residents want things to stay the same along Sandy Lane

**Comment:** The Copperleaf/Brooks' representative would like Sandy Lane to extend to Old 41

**Comment:** Most of the citizens would like to see it extended to Old 41

**Comment:** Pelican Landing's representative stated they would like the extension completed because U.S. 41 will be negatively affected otherwise

**Comment:** Shadow Woods' representative indicated that they want Sandy Lane to happen sooner than later

**Comment:** Public noted if crossing the railroad is more expensive, yet will provide a better alignment, then money should be made available

**SANDY LANE EXTENSION CORRIDOR  
ALIGNMENT STUDY**

**SUMMARY OF PRESENTATION TO  
THE SAN CARLOS COMMUNITY**

Lee County Project #: 4084

Lee County, Florida

Date of Meeting: January 14, 2004

## **Sandy Lane Extension Corridor Alignment Study San Carlos Community Presentation**

The Lee County Department of Transportation (LC DOT) held a community presentation on Wednesday, January 14, 2004 at the Karl J. Drews Community Center at 18412 Lee Road, Fort Myers, Florida. The limits of the Sandy Lane Extension Corridor Alignment Study extend from Old U.S. 41 to just north of the Bonita Springs city limits and from Corkscrew Road north to the intersection of Oriole Road and Alico Road. The presentation was made to the San Carlos Civic Association and property owners living within 300' of Oriole Road. The purpose of the presentation was to make the public aware of the project and solicit public comment and input during the development and evaluation of the alternatives and the selection of the recommended alternative. A total of 181 people signed in at the registration table. Copies of the sign-in sheets are attached in Part 3, Section A.

Letters announcing the community presentation were mailed on December 31, 2003 to interested parties and persons with property lying within 300' of Oriole Road. Copies of the notification letter and mailing list are attached in Part 3, Section B.

A slide presentation outlining the project began at 7.30 p.m. A copy of the slideshow can be found in this report before the summaries of the three community presentations. A handout that summarized the project was provided to the public at the registration table. Project team members and representatives from LC DOT were present to explain conceptual design alternatives and answer the public's questions. The meeting handout is attached in Part 3, Section C.

The public was provided with comment forms at the community presentation in order to have their opinion recorded as public record. A total of 117 comment forms were received at the presentation and in the 14 days following. The comments were recorded and analyzed. A summary of written comments is included below. The number in parenthesis after each comment indicates the number of times that same comment was submitted. Copies of the comment forms are attached in Part 3, Section D.

### **Summary of Written Comments – 117 Comments Returned**

#### **In Favor:**

**Comment:** In favor of the connection to Oriole Road **(1)**

**Comment:** Sandy Lane Extension is needed now – to Old U.S. 41 and beyond e.g. to Coconut Road **(4)**

**Comment:** Its time to get the route funded and constructed, the longer it is delayed the more difficult it will be **(2)**

#### **Opposition**

**Comment:** No road through the Cascades/residential areas **(12)**

- Comment:** No Road/no build alternative (32)
- Comment:** Object to use of San Carlos road for the extension (1)
- Comment:** Residents of the Groves are opposed to this – please consider the impact it will have on us (4)
- Comment:** Opposed to connection to Oriole Road – dangerous for children, families, and pets, etc. (43)

**Opinion**

- Comment:** Let the people of San Carlos keep their properties and dreams. Money isn't everything (1)
- Comment:** Until the widening of U.S. 41 is completed you cannot assess the need for this road (1)
- Comment:** I'm appalled that the county would even consider this project (1)
- Comment:** Will be a disaster for the people of Oriole Road (3)
- Comment:** The road will go from four lanes into two lanes at Oriole Road, it will create a tremendous amount of traffic (2)
- Comment:** Creation of this road from Oriole Road will encourage people to use it as a short cut (5)
- Comment:** Have been told that you are taking out the stop signs (at Oriole Road) that we fought hard to have put in (1)
- Comment:** Please take out the stop signs at Oriole Road (1)
- Comment:** What's next? Four lanes on Oriole Road? (1)
- Comment:** The County states it does not want more right-of-way on Oriole Road but they may have to acquire some, as there is little room to build (1)
- Comment:** This project will not help congestion problems (8)
- Comment:** The DOT is a retarded entity; they are always behind with projects (1)
- Comment:** This was a well-run professional informative meeting (2)
- Comment:** The only people in favor of this are the Brooks and Pelican Landing because it will not impact their homes (1)
- Comment:** I live at the corner of Oriole Road and Winged Foot, since the Winged Foot Extension has opened it has become a drag strip (2)
- Comment:** Don't do this just for a mall (1)
- Comment:** The only people who want this road are the ones building the roads and the mall (1)
- Comment:** You are willing to sacrifice residential areas to line the pockets of the developers (1)
- Comment:** We must fight to maintain residential areas (2)
- Comment:** Its time to count the people (1)
- Comment:** The planners care more about the (fig) tree than the people (1)

- Comment:** The roads being built by the developers will be good enough for short local trips, leave the rest to Three Oaks Parkway and U.S. 41 **(2)**
- Comment:** We have other alternatives (Three Oaks Pkwy., six-laning U.S. 41, ten-laning I-75, six-laning Ben Hill Griffin) instead of this as they have the property and least impact **(17)**
- Comment:** We have two six-lane highways a few miles apart with this being planned between; we have had enough commercial effects in this area (Estero) **(4)**
- Comment:** It's ridiculous to expect taxpayers to fund a flyover through the Cascades development. The developer has already set the roadway and paid the impact fees don't people buying in that development look at the whole plan before they buy? **(1)**
- Comment:** Cascades was told that the road would be built between Majestic and Dynasty, I hope looking at alternatives is just a formality or the county will have a major battle with the people of Cascades **(1)**
- Comment:** Lee County should pay for the road as the shopping and revenue will mainly benefit them **(1)**
- Comment:** Owner willing to sell property in old Estero for \$2.5 million **(1)**
- Comment:** There is a need to control the traffic problem **(3)**
- Comment:** The road will be directly behind my house **(3)**

### **Suggestions**

- Comment:** Stop extension at Broadway **(2)**
- Comment:** If you must do this extension stop the extension at Corkscrew Road; don't build north **(20)**
- Comment:** The western route seems to be the least disruptive to homes and less expensive **(1)**
- Comment:** If it has to be built, the best alignment would be adjacent to railroad right of way and will pose minimum disruption and be safest alternative **(9)**
- Comment:** The route east of the railroad seems the least disruptive **(1)**
- Comment:** Use the land on the southwest corner of Sandy Lane near the railroad; it lends itself to this project **(3)**
- Comment:** Widen Three Oaks Parkway **(1)**
- Comment:** A direct connection of Sandy Lane as a four-lane road from Coconut Point Shopping Center, north to Koreshan Blvd. and south to Old 41 is urgently needed **(1)**
- Comment:** Curve the extension behind houses on the west side of Sandy Lane and along the railway where there is vacant land, it may be owned by Koreshan but vacant land should be used before tearing down homes **(2)**
- Comment:** Double deck U.S. 41 **(1)**
- Comment:** If it has to be done, use traffic calming and have good sidewalks **(4)**
- Comment:** Need a direct route that will displace least number of residents and businesses **(1)**

**Comment:** Make it a limited access road (1)

**Comment:** Sandy Lane should only be a two-lane road (2)

**Questions**

**Comment:** Can we request a residential vote? (1)

**Comment:** Study pedestrian traffic and schools? (2)

**Comment:** Can you overpass over Cascades? (3)

**Comment:** Could you build a berm to alleviate noise? It is a concern (3)

**Comment:** Can you use the access road parallel to U.S. 41 in Collier County for Sandy Lane? (1)

**Comment:** Can speed limits be adequately enforced? (5)

**Concerns**

**Comment:** Worried about heavy traffic (14)

**Comment:** Concerned about a decrease in property values (14)

**Comment:** Realtors are already trying to get us to sell on the assumption property values will drop (1)

**Comment:** Safety for children and families is a prime concern (38)

**Comment:** Cascades purchased for safety and beauty of gated community – putting a road through or building a 'flyover' would be an eyesore (1)

**Comment:** Only the developers are being listened to, please give residents the same consideration (4)

**Comment:** Developers have donated land in return for permits (how wonderful) (1)

**Comment:** Stop lining the pockets of the developers (1)

**Comment:** Stop destroying our beloved Florida (1)

**Comment:** Hope the commissioners listen to us and don't build in Estero (1)

**Comment:** To force a high-speed road through the residential neighborhoods is the wrong option (6)

**Comment:** Existing traffic does not stick to the speed limit now, or regard stop signs (6)

**SANDY LANE EXTENSION CORRIDOR  
ALIGNMENT STUDY**

**SUMMARY OF THE RECOMMENDED  
ALTERNATIVE ALIGNMENTS  
PUBLIC INFORMATION WORKSHOP**

Lee County Project #: 4084

Lee County, Florida

Date of Meeting: May 25, 2004

# **Sandy Lane Extension Corridor Alignment Study**

## **Recommended Alternative Alignments Public Information Workshop Technical Memorandum**

The Lee County Department of Transportation (LC DOT) held a Public Information Workshop on Tuesday, May 25, 2004, at the Three Oaks Banquet and Conference Center, 20991 Three Oaks Parkway, Estero, Florida for the Sandy Lane Extension Corridor Alignment Study. The purpose of the workshop was to present the recommended alternative alignments that resulted from the environmental and engineering analysis for the long-range improvements for a transportation facility east of U.S. 41 from Old U.S. 41 to Oriole Road. The southern portion of the project study area extends north from Old U.S. 41 to just north of the Bonita Springs city limits. The northern portion of the study area extends from Corkscrew Road north to the intersection of Oriole Road and Alico Road. The total project length for the road is approximately five miles. The proposed alignments for Bonita Springs, Estero, and San Carlos Park were presented and the public was encouraged to give input and fill out comment forms. A total of 141 people signed in at the registration table. Copies of the sign-in sheets are attached in Part 1, Section A.

A newsletter announcing the meeting was mailed on May 19, 2004 to interested persons and persons with property lying within 300' of the right-of-way of the recommended alternative alignments. A legal display ad was printed in *The News-Press* on May 22, 2004 and in the *Naples Daily News* on May 23, 2004. Press releases were submitted to *The News-Press* and the *Naples Daily News*. Variable message boards were placed within the project limits for a period of one week prior to the workshop to inform the traveling public. The notification newsletter, mailing list, legal display ads, and press releases for the workshop are attached in Part 1, Section B.

The Public Information Workshop was conducted in an open house format that allowed the public to view the project material between the hours of 5:00-7:00 p.m. A slide presentation explaining the project ran continuously throughout the Public Information Workshop and a handout that summarized the project was provided to the public at the registration table. Project team members and representatives from LC DOT were present to explain the data boards and answer the public's questions. Copies of the presentation and handout are attached in Part 1, Section C.

The public was provided comment forms at the meeting in order to have their opinion recorded as public record. A total of 370 comment forms were received at the meeting and in the 14 days following. The summaries and written comments were divided into four geographic sections: City of Bonita Springs, Estero, San Carlos Park, and Pelican Landing. The comments were recorded, analyzed and included in the following pages. The number in parenthesis after each comment indicates the number of times that same comment was submitted. Copies of the comment forms are attached in Part 1, Section D.

**Sandy Lane Alignments Workshop, May 25, 2004**  
**City of Bonita Springs Comments**  
**Number of Comments received: 27**

**Opinion on Proposed Alignment**

*Comment:* Oppose the alignment in San Carlos Estates (2)

*Comment:* Oppose project (1)

*Comment:* Support project (24)

Specifically in favor of the East Railroad/Tuck Dr./U.S. 41 Alignment (15)

Specifically in favor of the Production Circle Alignment (9)

*Response:* *Comments noted.*

**Comments/Concerns about Alignments**

*Comment:* Sandy Lane should not exist at all (1)

*Response:* *The Sandy Lane Extension Corridor Alignment Study is being conducted as a result of traffic evaluations that identified the need for more north/ south roads in the future to help with congestion on other roads.*

*Comment:* I have great concerns with the flow of traffic due to extra traffic lights that would need to be installed with the East Railroad /Tuck Dr./Old 41 Alignment (1)

*Response:* *The consultant has chosen the Production Circle Alignment as their recommendation for the route of the Sandy Lane Extension through Bonita Springs. It was presented to the City of Bonita Springs who approved the recommendation.*

*Comment:* Closing the existing Strike Lane/U.S. 41 intersection may increase traffic on dangerous Stillwell entrance (1)

*Response:* *If the County chooses to build Sandy Lane, the consultant has recommended that the City of Bonita Springs should close the Old U.S. 41 connection to U.S. 41 and signalize Strike Lane at U.S. 41. These details will be finalized when the project goes into the design and construction phase.*

*Comment:* Buy the railroad right-of-way and replace it with a highway (1)

*Response:* *While Lee County has the right of condemnation over many properties, the railroad property is not among them.*

*Comment:* Let the businesses move around, not people's homes (1)

*Response:* *The recommended alignments were selected based on the minimization of impacts to properties.*

*Comment:* Strongly oppose East Railroad Alignment because it is in my back yard (1)

*Response:* *The consultant has not recommended this alignment.*

**General Comments in favor of the East Railroad/Tuck Dr./Old U.S. 41 Alignment**

*Comment:* The East Railroad/Tuck Dr./Old U.S. 41 Alignment spares our homes (1)

*Comment:* The residents of Shadow Wood fully support the extension of Sandy Lane and the Railroad/Tuck Drive/Old U.S. 41 Alignment (1)

*Comment:* The Railroad/Tuck Drive/Old U.S. 41 Alignment appears to be the least disruptive to San Carlos Estates (1)

*Comment:* Production Circle Alignment appears to impact the least amount of people but there would be more congestion on U.S. 41 (1)

*Comment:* The only alignment that makes sense is the Production Circle Alignment (1)

*Comment:* Use Production Circle, with access to U.S. 41 from Strike Lane and close off Old 41 to U.S. 41 (1)

**Comment:** Commit resources and make Strike Lane a major thoroughfare, connecting it to Three Oaks Parkway. Run the Sandy Lane Extension through Bonita Springs via the Production Circle Alignment (1)

**Comment:** We prefer one of the three following: East Railroad/Tuck, West Railroad, or Production Circle (1)

**Comment:** Would like to see Sandy Lane connect with Old 41 at Signal Road in East Railroad Alignment (1)

**Response:** *The consultant has chosen the Production Circle Alignment as their recommendation for the route of the Sandy Lane Extension through Bonita Springs. It was presented to the City of Bonita Springs who approved the recommendation.*

**Comment:** The additional lanes furnished by the extension are critical (1)

**Comment:** Pelican Landing residents strongly support the extension of Sandy Lane to Old U.S. 41 (1)

**Comment:** The southern extension is critical to local residents (1)

**Comment:** The East Railroad Alignment is the second best choice (1)

**Comment:** Improve the U.S. 41 and Old 41 intersection (1)

**Response:** *Comments noted.*

### **Suggestions**

**Comment:** Safety improvements would be needed on Stillwell and future Sandy Lane (1)

**Response:** *Comment noted.*

**Comment:** I would make the intersection at Strike Lane and Old U.S. 41. Close the section of Old U.S. 41 to through traffic NW of the intersection. Rework Strike Lane from Old 41 to U.S. 41. Install traffic signals at the Strike Lane/U.S. 41 intersection. Push Strike westerly to an access road running parallel with U.S. 41. Remove the traffic signals at the two existing Pelican Landing entrances. This configuration takes into account Strike Lane providing access to Three Oaks Pkwy., and provides the most direct access (1)

**Comment:** Pave Strike Lane and connect it with Three Oaks Pkwy (3)

**Response:** *The consultant has recommended the Production Circle Alignment and this has been approved by the City of Bonita Springs. This suggests closing the Old U.S. 41 connection to U.S. 41 and signaling Strike Lane at U.S. 41. Strike Lane is shown in the long-range transportation plan as a road that will connect Three Oaks Parkway and U.S. 41.*

**Comment:** It would enhance the overall community as well as Lee County and Bonita Springs tax base to pave our road in San Carlos Estates (1)

**Response:** *Comment noted.*

**Comment:** Something needs to be done to alleviate the traffic by the new mall and residences before 2012 (1)

**Response:** *Many roadways in southern Lee County are currently congested and are becoming even more congested due to the large growth in the area. Lee County recognizes this and so commissioned this study to identify a new north/south corridor.*

### **Questions**

**Comment:** Could a long turn lane be investigated between Pelican Colony Boulevard and Old 41 along U.S. 41 as a way of mitigating the effect of termination of Sandy Lane at Pelican Colony Boulevard? (1)

**Response:** *The consultant has chosen the Production Circle Alignment as their recommendation for the route of the Sandy Lane Extension through Bonita Springs. It was presented to the City of Bonita Springs who approved the recommendation.*

### **General Comments**

**Comment:** Would like to see planted buffers in right-of-way to minimize noise impacts (1)

**Response:** *Comment noted.*

**Comment:** Mitigation for wetland impacts would appear to be supported by San Carlos Estates (1)

**Response:** *Comment noted.*

**Comment:** Have Simon, Inc., et. al pay for it through Bonita Springs (1)

**Response:** *The mall developer is paying for the construction of Sandy Lane from Corkscrew Road to Pelican Colony Boulevard.*

**Comment:** I would like to see the project advanced to before 2020 (1)

**Response:** *The County's tentative five years Capital Improvements Program would provide funding for design and right-of-way acquisition from Corkscrew Road to Estero Parkway in 2008/09*

**Comment:** No road through Cascades (1)

**Response:** *Comment noted.*

**Sandy Lane Alignments Workshop, May 25, 2004**  
**Estero Comments**  
**Number of Comments Received: 108**

**OPINION ON PROPOSED ALIGNMENT**

**Comment:** Opposed to proposed alignment/project (7)

**Comment:** Opposed to Estero Alignment (39)

Specifically opposed to road through Cascades (25)

Specifically opposed to road north from Corkscrew Road to Estero Parkway (14)

**Comment:** Support the whole project (13)

**Comment:** Support connect to Old 41 in Bonita (6)

**Comment:** Support the Railroad/Tuck Drive/Old U.S. 41 Alignment (3)

**Comment:** Support the Production Circle Alignment (1)

**Comment:** Support the recommended Estero Alignment (31)

**Response:** *Comments noted.*

**Concerns About Proposed Alignment/Project**

**Comment:** Premature to rush ahead with more north/south lanes. Wait and see after the roads that have been approved are completed (1)

**Comment:** Sandy Lane is a poor choice for a north/south road, get busy and widen U.S. 41 and I-75 (1)

**Comment:** Sandy Lane should not be used as an option to reduce traffic on U.S. 41 and Three Oaks Parkway. There will be 22 lanes within approximately 1 mile of each other. Impacts to the surrounding environment and communities will be devastating (1)

**Comment:** Any extension only suits the developers and not the residents. No one wants it. It will dissect quiet neighborhoods (1)

**Comment:** This road seems to be an attempt to appease those west of U.S. 41 at the expense of those to the east (1)

**Comment:** It is unnecessary given the other roads, residents will be affected by noise and auto fumes, our environments will be greatly threatened (1)

**Response:** *Many roads in Lee County are congested and are becoming even more congested due to the large amount of growth in the area. The limited number of north/south facilities exacerbates the problem. A traffic study concluded that the traffic volume reduction on U.S. 41 with the construction of Sandy Lane is projected to be from 8,000-10,000 vehicles per day in certain locations. These traffic projections were conducted with the assumption that Three Oaks Parkway is six-laned, which U.S. 41 is six-laned and that I-75 is widened to ten lanes. The relief that Sandy Lane would bring, even with the other roads being widened is projected to be significant.*

**Comment:** Perhaps increasing access of existing I-75 exits and Corkscrew Road and Bonita Beach Road will support the mall, it seems silly to destroy the heart of a community for retail endeavors (1)

**Comment:** We do not need more roads in an area with as small a landmass as Estero. There is no community of Estero now, also the money is not available and it should be put towards other projects when it is available (1)

**Comment:** You will not be able to get from I-75 onto Estero Parkway to access Sandy Lane to get to the mall, so what is the point? (1)

**Comment:** The only reason I see for this road is the new Wal-Mart. Does big money always win? (1)

**Response:** *The extension of Oriole Road and Sandy Lane from Williams Road to Alico Road was included on the Lee County Trafficways Map first adopted by the Lee County Board of County Commissioners in September 1986. The extension remained on the Trafficways Map through December 1991 revisions. Sandy Lane was also on the August 1989, 2010 Financially Feasible Highway Plan as a reserve project. The Sandy Lane Extension from Old U.S. 41 to Alico Road was adopted to the MPO 2020 Financially Feasible Highway Plan in December 1995, long before many of the planned developments existed in Estero or were even proposed including the malls and the Cascades.*

**Comment:** This will be the second time in 28 years I have been removed from my home. I lost my home on Corkscrew Road due to the widening, the reason I moved to my property is because it abuts the railroad and I thought it would be safe. My grandchildren will lose their inheritance (1)

**Response:** *Lee County will offer fair market value for properties needed for construction of the roadway.*

**Comment:** There is no value in extending north from Corkscrew Road; perhaps a bike route would make more sense (1)

**Comment:** It's a road to nowhere. You have to get off the road to get anywhere (1)

**Response:** *Comment noted.*

**Comment:** Don't end the road at Coconut - there is enough traffic backing up there already (1)

**Response:** *Comment noted.*

**Comment:** Call the road a different name and take a different route from Bonita to Alico Road (1)

**Response:** *Comment noted.*

**Comment:** I live on Sandy Lane and I would not like to see the road built in front of my house, we moved here for the quiet atmosphere and small town life, to lose it would be a tragedy (1)

**Response:** *The recommended alignment will leave the residential portion of Sandy Lane intact. The recommended alignment is parallel to Sandy Lane and adjacent to the railroad.*

**Comment:** I will lose property value and quality of life; the road will go through wetlands and will have no buffer at all. Can you imagine the noise? This road is not necessary given the other roads planned (1)

**Comment:** With other widening projects, I think this questions the need to extend Sandy Lane north from Corkscrew Road to Estero Parkway unless it goes all the way to Alico Road. The study clearly states that Sandy Lane north from Estero Parkway needs more study; I suggest additional study is also needed for the segment between Corkscrew Road and Estero Parkway (1)

**Response:** *Many roads in Lee County are congested and are becoming even more congested due to the large amount of growth in the area. The limited number of north/south facilities exacerbates the problem. A traffic study concluded that the traffic volume reduction on U.S. 41 with the construction of Sandy Lane is projected to be from 8,000-10,000 vehicles per day in certain locations. These traffic projections were conducted with the assumption that Three Oaks Parkway is six-laned, that U.S. 41 is six-laned and that I-75 is widened to ten lanes. The relief that Sandy Lane would bring, even with the other roads being widened is projected to be significant.*

**Comment:** If the extension must be built, make it only two lanes (1)

**Response:** *The MPO 2020 Needs Plan, which shows a future four-lane need, was adopted in February of this year. At this time, the 2020 Financially Feasible Highway Plan shows a two-lane facility and our study only evaluated the two-lane concept. We elected to evaluate a 100-foot wide corridor, as this will accommodate a four-lane section in the future consistent with County policy for all collector roads.*

**Comment:** The cost will be too high and the money should go towards other things (1)

**Response:** *Comment noted.*

**Comment:** It would bisect the heart of Old Estero Village. We are trying to get historic status (1)

**Comment:** You should not build this road through the historically important Campbell/Trebell/Bigelow house as well as historic Kay McCuller's home (1)

**Response:** *Data collection efforts did not reveal any structures with historical status.*

### **Cascades Concerns About the Alignment**

**Comment:** It will bisect the community, creating safety issues at the intersection at Cascades Isle Blvd. This is the only way in and out, and for access to the clubhouse and recreation facilities for many residents. We will no longer live in a gated community (3)

**Comment:** There will be significant pedestrian traffic at the Cascades Isle Blvd. There is restricted viewing and these safety issues were not addressed in the Sandy Lane report. It is as if they are not

worthy of mention (1)

**Comment:** The proposed alignment will also create security issues. The Cascades is a gated community designed with a 24 hr security gate through Estero Parkway. The proposed alignment will completely destroy the concept of a gated community. Safety was a main reason for many of us buying property here. With swing gates and unmanned gates this will allow unrestricted access and a security breach (3)

**Comment:** What about safety of seniors trying to cross Sandy Lane? (2)

**Response:** *The developer planned the community around the road in the zoning process, and presumably would have considered security needs for the different pods in his plans. There are security barriers shown on the Cascades proposed site plans. As per the zoning resolution the developer is also required to construct walls and landscaping along the length of Sandy Lane that goes through their property. The issue of security at the intersection is something that would be discussed at the design stage of this project if the Lee County Board of Commissioners approves it. However, the consultant has addressed the issue by suggesting a roundabout concept at the intersection to slow traffic and make it easier to cross the roads. Whether this is incorporated will depend on public opinion, funding and the decisions that are made in the design stage.*

**Comment:** A north/south 'Flyover' at the Cascades is one option that would solve both the safety and security issues, unfortunately those involved in the study do not agree and have essentially taken a position that Lee County will not pay for a 'flyover' at this location because of cost. Lee County Department Of Transportation has also stated that 4-way stop signs or lights are not likely to be installed because of federal regulations. This leaves one option, a thru street with no traffic control devices at Cascades Isle Blvd. This would be intolerable, especially if the road was eventually widened to 4-lanes (1)

**Comment:** Would only support the extension if funding from the mall, Wal-Mart and the County built a flyover over Cascades. We do not see a valid reason for the Sandy Lane Extension from Corkscrew Road to Estero Parkway (1)

**Response:** *Lee County has not refused to consider this option; the developer could approach the County about funding the design and construction of a flyover himself, as it has been done by other developments in the County. However, Lee County will not use taxpayer's dollars to fund a grade separation that is not necessary from an operational standpoint and would only benefit one sub-division.*

**Comment:** Originally Sandy Lane was dedicated for a two-lane road, and now the word is that it will be four lanes. How safe can this be? (1)

**Response:** *The MPO 2020 Needs Plan, which shows a future four-lane need, was adopted in February of this year. At this time, the 2020 Financially Feasible Highway Plan shows a two-lane facility and our study only evaluated the two-lane concept. We elected to evaluate a 100-foot wide corridor, as this will accommodate a four-lane section in the future consistent with County policy for all collector roads.*

**Comment:** The development should never have been represented as a gated community. I was not aware that this area was going to be turned into a traffic jam. I would never have moved this far from Fort Myers. It's a shame the safety and integrity of this state has to fall prey to the hard hands of commerce (1)

**Comment:** This road was represented as a community road (1)

**Comment:** This will have a detrimental effect on the Cascades community (2)

**Comment:** It will affect property prices in the Cascades (1)

**Comment:** Concerns about the Cascades (2)

**Comment:** End Sandy Lane at Corkscrew Road, please do not go through the preserve. Consider other routes (2)

**Response:** *Comments noted.*

**Comment:** The new extension should have a different name (1)

**Comment:** I believe the curve as proposed on Sandy Lane is very dangerous (1)

**Response:** *Currently this project is only to study and recommend an alignment route for the road. If the Lee County Board of County Commissioners chooses to approve the project, design and aesthetic issues such as these will be investigated.*

**Comment:** We do not need any more building; more roads should be the #1 priority (1)

**Response:** *Comment noted.*

**Comment:** I-75 should happen long before these secondary roads (1)

**Response:** *Comment noted.*

### **In Favor Comments About the Alignment**

**Comment:** It is imperative that traffic congestion be dealt with as soon as possible (1)

**Response:** *Comment noted.*

**Comment:** Don't dead-end the extension at Pelican Landing, this will be a major error (1)

**Response:** *Comment noted.*

**Comment:** We need four-lanes in the future (1)

**Response:** *The MPO 2020 Needs Plan, which shows a future four-lane need, was adopted in February of this year. At this time, the 2020 Financially Feasible Highway Plan shows a two-lane facility and our study only evaluated the two-lane concept. We elected to evaluate a 100-foot wide corridor, as this will accommodate a four-lane section in the future consistent with County policy for all collector roads.*

**Comment:** We would like to see pedestrian access on the current bridge over the Estero River Bridge, and maintain pedestrian access at Broadway if it dead-ended (1)

**Response:** *Broadway will not be closed. If the Sandy Lane Extension Project is approved the treatment of existing Sandy Lane over the river would be studied in more detail before making a decision.*

### **Questions**

**Comment:** Has an environmental study been done? (1)

**Response:** *The Sandy Lane Corridor Alignment Study is being conducted to study environmental and community impacts and to recommend the most suitable route for the road taking these factors into account.*

**Comment:** Why can't you buy the railroad and tracks? This would not take people houses and it goes a long way. The train only goes by once a week (1)

**Response:** *While Lee County has the right of condemnation over many properties, the railroad property is not among them.*

**Comment:** How will people living east of the railroad get to and from their homes? (1)

**Response:** *Broadway will remain open with access to Sandy Lane and U.S. 41.*

### **Brooks Neighborhood Comments**

**Comment:** We are interested in the destiny of Sandy Lane as it is likely to impact on the quality of life for the residents of the Brooks (1)

**Response:** *Comment noted.*

**Comment:** We are concerned that Sandy Lane will not be built for another five years; it should have a higher priority given the projected volumes of traffic. Considering the part from Coconut Point will be constructed by 2006, the southerly portion should be constructed to avoid back up of traffic on Sandy Lane from Pelican Colony Blvd. north to Coconut Road (1)

**Response:** *If the project is approved, traffic projections indicate that the section from Corkscrew Road to Estero Parkway should be built by 2010; the section from Estero Parkway to Alico Road should be built by 2020.*

**Comment:** We offer the support of The Brooks to the County regarding its plans to construct the southern portion in Bonita Springs (1)

**Response:** *Comment noted.*

### **Broadway Comments**

**Comment:** I do not understand the cul-de-sac idea for East Broadway, what will this entail? (1)

**Comment:** I do not want East Broadway to end at the railway tracks (1)

**Comment:** A new development is planned south of Estero River that will use this road. If Sandy Lane residents have to exit onto Broadway, why cul-de-sac the road? If you really want to speed up traffic, spend your money on Three Oaks Parkway (1)

**Comment:** Traffic on Broadway should have full access to Sandy Lane and any extension. They are very important connections for local traffic and cutting it off would make a hazard (1)

**Comment:** I think it is OK to cul-de-sac at Sandy Lane and Broadway (1)

**Comment:** The western corridor alignment is fine provided there is a safe way to connect Sandy Lane to Broadway due to the location of the fire station and how it uses Broadway. Closing it will double their (EMS) response time. Residents on the east side of the tracks would have to use Corkscrew Road/U.S. 41 to get to the post office instead of using Broadway. The objective is to reduce traffic on U.S. 41 not increase it (1)

**Response:** *Broadway will not be closed off. If the Sandy Lane Extension Project is approved the treatment of existing Sandy Lane over the river would be studied in more detail before making a decision.*

### **General Comments**

**Comment:** We commend you for an effective presentation (1)

**Comment:** Thank you for your effort on this project (1)

**Comment:** This will be the least disruptive and most effective of routes considered (1)

**Response:** *Comments noted.*

**Comment:** Two Wal-Marts are planned for Estero; it is a nightmare that will destroy the general neighborhood and burden U.S. 41 long-term. Reports have shown they need expanded police protection, security and there is more litter leading to higher taxes (1)

**Comment:** Don't let the Simon Group control this (1)

**Response:** *Comments noted.*

**Comment:** The idea to buy 100 ft. of right-of-way north of Estero Parkway is ludicrous; any road extension would end up at the back of our homes. These consultants should let someone else worry for a solution (1)

**Response:** *The consultant is not recommending that the alignment continue from Estero Parkway to Alico Road at this time due to the impact it would have on the communities on Oriole Road. They are recommending that further study be conducted on this section in the future. The developers of Belle Lago have set aside 100 feet of right-of-way for Sandy Lane.*

**Comment:** Please don't 4-lane Sandy Lane the impacts would be significant. With other roads being widened it would be ok to stop it at Estero River and allow mall traffic to go to other roads from there (1)

**Response:** *Comment noted.*

**Comment:** Four-lane Williams Road to Three Oaks Parkway, and then Three Oaks Parkway to Alico Road (1)

**Response:** *A four-lane road is planned for Three Oaks Parkway, which will be expandable to six lanes. The Three Oaks Parkway Widening is in the design phase now and Lee County Department Of Transportation has started right-of-way acquisition. Construction is planned for next fall; Lee County Department of Transportation may have to wait for the next funding cycle due to rising material costs.*

**Comment:** Keep the Estero River Bridge (1)

**Comment:** Building a new bridge would stress an already suffering river (1)

**Response:** *The decision on eliminating the Estero River Bridge will be studied in the design phase.*

**Comment:** We would like one or more of the County Commissioners to come to the Cascades to see what the road will do to the community (1)

**Response:** *Two of the County Commissioners, John Albion and Ray Judah, attended the Cascades Neighborhood meeting in August to talk to the Cascades residents about the proposed alignment and to listen to residents' concerns.*

**Sandy Lane Alignments Workshop, May 25, 2004**  
**San Carlos Comments**  
**Number of Comments received: 6**

**Opinion on Proposed Alignment**

*Comment:* Strongly Opposed (3)

*Comment:* Support (3)

*Response:* *Comment noted.*

**Comments/ Concerns about Alignment**

*Comment:* Concerned property value decreasing (2)

*Response:* *Comment noted.*

*Comment:* Concerned about displacing people on Oriole Rd (1)

*Response:* *The consultant is not recommending that the alignment continue from Estero Parkway to Alico Road at this time due to the impact it would have on the communities on Oriole Road. They are recommending that further study be conducted on this section in the future.*

*Comment:* Closing this segment of Broadway will more than double the Estero Fire Rescue's response time to homes east of the railroad tracks (3)

*Response:* *Broadway will not be closed off. If the Sandy Lane Extension Project is approved the treatment of existing Sandy Lane over the river would be studied in more detail before making a decision.*

*Comment:* This would increase traffic on Corkscrew/U.S. 41 and Estero/U.S. 41 from people who live east of the corridor (3)

*Response:* *Comment noted.*

**Suggestions**

*Comment:* Ben Hill Griffin or something farther to the east should be looked at (1)

*Comment:* Build a new north/south highway from Alligator Alley north (1)

*Response:* *Many roads in Lee County are congested and are becoming even more congested due to the large amount of growth in the area. The limited number of north/south facilities exacerbates the problem. A traffic study concluded that the traffic volume reduction on U.S. 41 with the construction of Sandy Lane is projected to be from 8,000-10,000 vehicles per day in certain locations. These traffic projections were conducted with the assumption that Three Oaks Parkway is six-laned, that U.S. 41 is six-laned and that I-75 is widened to ten lanes. The relief that Sandy Lane would bring, even with the other roads being widened is projected to be significant.*

*Comment:* Bisecting Cascades will cause safety issues at Cascades Isle Blvd. We urge the final report to be amended to recognize the safety issues at this intersection and to require that all feasible solutions are studied with substantial community input (3)

*Response:* *The consultant has suggested a roundabout concept at the intersection to slow traffic and make it easier to cross the roads. The incorporation of this or any other ideas will depend on public opinion, funding and the decisions that are made in the design stage.*

## Comments

**Comment:** Widening U.S. 41 and I-75 will be enough (1)

**Response:** *Many roads in Lee County are congested and are becoming even more congested due to the large amount of growth in the area. The limited number of north/south facilities exacerbates the problem. A traffic study concluded that the traffic volume reduction on U.S. 41 with the construction of Sandy Lane is projected to be from 8000-10000 vehicles per day in certain locations. These traffic projections were conducted with the assumption that Three Oaks Parkway is six-laned, that U.S. 41 is six-laned and that I-75 is widened to ten lanes. The relief that Sandy Lane would bring, even with the other roads being widened is projected to be significant.*

**Comment:** Existing Sandy Lane should retain its name and the new road should take on a new name. Community would like to be involved in this process (1)

**Response:** *Comment noted.*

**Comment:** If this has anything to do with Commercial Real Estate Developers I'm sure it will be revealed! (1)

**Response:** *Comment noted.*

**Comment:** I believe a cul-de-sac at Broadway and Sandy Lane would make more traffic on U.S. 41 near Corkscrew (1)

**Comment:** I am concerned for the residents east on Sandy Lane in regards to the emergency vehicle access if their road were to end in a cul-de-sac (1)

**Response:** *Broadway will not be closed off. If the Sandy Lane Extension Project is approved the treatment of existing Sandy Lane over the river would be studied in more detail before making a decision.*

## Questions

**Comment:** What will happen with Three Oaks Middle School and the park? (1)

**Response:** *The Sandy Lane Extension Project would not affect the school or the park.*

**Sandy Lane Alignments Workshop, May 25, 2004**  
**Pelican Landing Comments**  
**Number of Comments received: 232**

**Opinion on Proposed Project**

**Comment:** Support the extension of Sandy Lane (175)

**Comment:** Support the recommendation of the consultant (55)

**Comment:** Against this project (2)

**Response:** *Comments noted.*

**Comments on East Railroad/TuckDr./Old 41 Alignment**

**Comment:** By using the Railroad/Tuck Dr./Old 41 Alignment a much safer "T" intersection could be used (1)

**Comment:** The railroad alignment is far superior to others because it's intersection with Old 41 is the farthest from U.S. 41 and Pelican Landing Blvd. (1)

**Comment:** The railroad route avoids intolerable traffic congestion directly in front of Pelican Landing (1)

**Comment:** The railroad alignment is practical and less intrusive (3)

**Comment:** The railroad alignment seems to minimize the impact on the community (2)

**Comment:** The railroad alignment, in the long run, will be beneficial to commercial enterprises (1)

**Comment:** The Tuck Drive Alignment will help to alleviate problems at the U.S. 41/Old 41 intersection (1)

**Comment:** The railroad alignment appears more cost-effective (1)

**Response:** *The consultant has chosen the Production Circle Alignment as their recommendation for the route of the Sandy Lane Extension through Bonita Springs. It was presented to the City of Bonita Springs who approved the recommendation.*

**Comment:** The road should be implemented ASAP (1)

**Response:** *Comment noted.*

**Comment:** The recommended alignment seems to provide better traffic routing and safety (1)

**Response:** *Comment noted.*

**Comment:** I either recommend an extension which connects to Old 41 south of Strike Lane, or having Sandy Lane stop at Pelican Colony (1)

**Response:** *Comment noted.*

**Safety Concerns**

**Comment:** The "Y" intersection near Old 41 would be dangerous and should be converted to a "T" Intersection (1)

**Response:** *Issues such as this will be addressed in the design phase of the project.*

**Suggestions**

**Comment:** Previously I proposed the following alignment of North on U.S. 41 to Bernwood Pkwy., Right on Bernwood Pkwy. to Old 41, across Old 41 and straight on a new road to Bonita Bill Road, left on Bonita Bill Rd. to the south extension of Sandy Lane. Bonita Bill Rd. could be connected to Three Oaks Pkwy. The three-north/south routes would then be interconnected. The advantage is that the Sandy Lane connection to Old 41 is not in front of the middle entrance to Pelican Landing (1)

**Response:** *The consultant has chosen the Production Circle Alignment as their recommendation for the route of the Sandy Lane Extension through Bonita Springs. It was presented to the City of Bonita Springs who approved the recommendation.*

**Comment:** I would suggest options such as increased berm height, improved vegetation landscaping, a higher boulder wall, a poured concrete wall, or a combination to help alleviate traffic noise (1)

**Response:** *Comment noted.*

**Comment:** We desperately need Imperial widened and probably further widening of U.S. 41 (1)

**Response:** *Comment noted.*

### Questions

**Comment:** If the new project creates a new railroad crossing, why do you state that the railroad crossings are unlawful? (1)

**Response:** *There are no new railroad crossings proposed on the recommended alignment.*

**Comment:** It would be great to get traffic off of U.S. 41, but what will happen to Old U.S. 41? (1)

**Response:** *Sandy Lane will extend into Old U.S. 41.*

### Supporting Comments

**Comment:** The extension will have a positive impact on traffic flow and reduce the number of traffic accidents (1)

**Comment:** If U.S. 41 must absorb more traffic now, six-lanes will be obsolete (1)

**Comment:** The safety factor alone justifies the extension (2)

**Comment:** Please complete this ASAP (2)

**Comment:** Estero Chamber of Commerce strongly supports the Sandy Lane Extensions, both north and south (1)

**Comment:** Lighthouse Bay supports the extension of Sandy Lane south (1)

**Response:** *Comments noted.*

**Comment:** I suggest that the intersection of Sandy Lane and Old 41 would be best at Signal Rd. (1)

**Comment:** Will Pelican Colony Blvd. be extended to Sandy Lane? Won't this cause the shopping mall traffic to pile up at the intersection of U.S. 41 and Pelican Colony Blvd.? (1)

**Comment:** I support the extension of Sandy Lane as long as it does not cross to Signal Road (1)

**Response:** *The consultant has chosen the Production Circle Alignment as their recommendation for the route of the Sandy Lane Extension through Bonita Springs. It was presented to the City of Bonita Springs who approved the recommendation.*

### General Comments

**Comment:** We hope the County will appropriately fund their share of the cost and work with the City of Bonita Springs to a rapid solution (1)

**Comment:** Residents in Bonita Springs, Estero, and surrounding areas are concerned about the negative impact of not completing the extension in a timely manner (1)

**Comment:** The elected representatives need to look at the needs of the greater community and cooperate to move this project ahead quickly (1)

**Comment:** Providing an alternate north/south route is critical due to planned developments in the area (2)

**Response:** *Lee County has identified the need for more north/south corridors due to future traffic needs and is conducting these studies now to provide roads for the future.*

**Comment:** The noise at the entrance of Pelican Landing is now unbearable (1)

**Comment:** Much of the traffic through Bonita Springs is not local (1)

**Comment:** Pelican Landing residents are funding more of the Bonita Springs taxes than the average resident and we deserve some return (1)

**Comment:** I wish our officials would also see the importance of tying Airport-Pulling northward to allow a traffic alternative (1)

**Comment:** Please work to resolve issues of whom will pay and what route will be taken as quickly as possible (1)

**Comment:** Thanks for sending the information to us (1)

**Comment:** I prefer not to extend Pelican Colony Blvd. to Sandy Lane (1)

**Comment:** We are in favor of minimizing traffic in front of Pelican Landing (1)

**Comment:** None of the suggestions are more than a band-aid for the failure to provide a long-term solution to north/south traffic 30 years ago (1)

**Response:** *Comments noted.*

**Comment:** I strongly believe the residents of Pelican Landing should be told the full effect of extending Sandy Lane, such as traffic lights, before being asked for their endorsement (1)

**Response:** *These details will be studied in the design phase.*

#### **Comments on Production Circle Alignment**

**Comment:** The alignment along Production Circle makes the most sense (1)

**Response:** *The consultant has chosen the Production Circle Alignment as their recommendation for the route of the Sandy Lane Extension through Bonita Springs. It was presented to the City of Bonita Springs who approved the recommendation.*

#### **Concerns about Production Circle Alignment**

**Comment:** This road would be too close to U.S. 41 (1)

**Comment:** This alignment unfairly holds Pelican Landing hostage while allowing Coconut Point to benefit only (1)

**Comment:** To dump Sandy Lane traffic to U.S. 41 so it can continue south makes no sense at all (2)

**Comment:** Most of this traffic will be left waiting to make a left turn on Old 41 (1)

**Response:** *Comments noted.*

**SANDY LANE EXTENSION CORRIDOR  
ALIGNMENT STUDY**

**CASCADES NEIGHBORHOOD MEETING**

Lee County Project #: 4084

Lee County, Florida

Date of Meeting: August 3, 2004

**Sandy Lane Extension Corridor Alignment Study**  
**Cascades Neighborhood Meeting**  
**August 3, 2004**

The Lee County Department of Transportation (LC DOT) held a neighborhood meeting on Tuesday, August 3, 2004 at Our Lady of Light Church, 19680 Cypress View Drive, Fort Myers, Florida for the existing and future residents of the Cascades. The meeting was held for residents who were not on the property appraisers database mailing list for the workshop in May. The purpose of this meeting was to discuss the chosen alignment alternative and to present a roundabout concept for the potential intersection at Sandy Lane and Cascade Isle Boulevard. A total of 188 people signed in at the registration table. Copies of the sign-in sheets are attached in Section A.

Letters announcing the neighborhood meeting were mailed on July 19, 2004 to existing and future residents of the Cascades development. Copies of the notification letter, mailing list, and news articles for the presentation are attached in Section B.

A slideshow presentation outlining the project began at 6:30 p.m. A formal question and answer period followed the presentation for approximately one hour. A handout that summarized the project was provided to the public at the registration table. Project team members and representatives from LC DOT were present to explain the conceptual roundabout design alternative and answer questions. The meeting handout is attached in Section C.

The public was provided with comment forms in order to have their opinion recorded as public record. Seventeen comment sheets were received at the Cascades Neighborhood Meeting and in the fourteen days following. All seventeen comments were against the Sandy Lane Extension going through the Cascades neighborhood. Safety was cited by eight of the residents as the most important reason for not having Sandy Lane through the Cascades. Six of the residents also stated that it would divide the community, and five others discussed the fact that they would no longer be "gated" as one development. The other issues mentioned were decreases in property values, traffic noise, and if Sandy Lane would still be warranted north of Corkscrew after the completion of the other road improvements in the area. The residents of the Cascades also believed that there were safety issues concerning pedestrian and bicyclists crossing the proposed roundabout. Copies of the comment forms are attached in Section D.