

Our Recommendations for Making Lee County Safer and More Accessible for Non-Motorists

Through governmental policy reform and more appropriate funding than is currently being provided create a bike/ped-friendly environment in terms of infrastructure, accommodation (especially related to street crossing), and motorists' behavior towards both non-motorists and fellow motorists.

Some suggestions and approaches:

- Design & construct "Complete Streets" as per policy and not just in some cases (Winkler Ave near the Edison Mall is one of only a few good examples locally)
- Enforce laws designed to protect non-motorists, especially those that pertain to motorists (i.e. failure to yield to crosswalk traffic; illegal sidewalk parking; passing cyclists too closely.....)
- Provide viable options to single passenger auto use (i.e. significantly better funding of transit and paratransit; workplace shower facilities for bike commuters; financial or other incentives for carpooling, cycling, and other energy efficient commuting,,,,,)
- Reform pedestrian signal operation (i.e. automatically phasing to "Walk" upon corresponding motor vehicle "Green" vs the apparent local policy of most signals requiring the button to be used to call for "Walk")
- Reform laws and penalties related to injuring or killing another due to inappropriate operation of one's motor vehicle (three points and a \$100 fine for a "failure to yield" or other similar moving violation that results in a fatality reinforces the message that this is an acceptable cost of mobility)
- Create a transportation system designed to help move people and not motor vehicles as the primary priority
- Reform land use and community planning rules that lead to the creation of sprawl and the negative effect of needing to travel significant distances for everyday activities (i.e. implement Smartgrowth principles know to work towards that end)
- Reform our process of obtaining a license by providing significantly more education before allowing one to get behind the wheel in Florida

Provide pedestrian and bicycle safety education in schools and other child-focused institutions on a more routine basis (If successfully implemented it can result in delaying perceived need to drive as soon as one reaches the legal age to be able do so, thereby resulting in more physically active young people, less income spent on transportation, and fewer cars on the roads)