

## MEMORANDUM

DATE: August 6, 2013

TO: City Council

THROUGH: City Manager Judie Zimomra

FROM: Public Works Director Keith Williams

RE: City of Sanibel Crosswalk Study Area: 1020-1046 Periwinkle Way

RECOMMENDATION: Authorize City Staff to proceed with design, negotiation and acquisition of easements, and construction of alternative two, the preferred alternative.

On July 16, 2013 City of Sanibel Public Works staff as well as staff from Kittelson and Associates, Inc, a transportation planning and engineering consultant, presented recommendations to Council regarding crosswalk options for the 1020-1046 block of Periwinkle Way. This is the area where the current Dairy Queen and Lazy Flamingo, as well as the proposed, under development Bennett's Coffee, restaurants are located.

In consideration of the available crosswalk options, Kittelson and Associates, Inc carried out a study of the area including vehicular, bicyclist and pedestrian counts, vehicle speed analysis and field observation. The result of the study was four alternatives, with alternative two being the recommended alternative. Alternative two proposes a mid-block crosswalk across Periwinkle Way from the existing SUP on the south side to a proposed new section of SUP on the north side. This crossing is proposed to be located between the existing Dairy Queen and Lazy Flamingo. The proposed new section of SUP on the north side would run from that crossing east to connect to the current SUP at Bailey Road.

Alternative two was determined as the recommended alternative based on a series of factors resulting from traffic data collection as well as field observation. The primary goal in determining the location for the proposed crosswalk was safety coupled with effectiveness. Based on the traffic data collected, Periwinkle Way within this stretch averages over 400 vehicles per hour during the peak period, with an average speed in the 15mph to 18mph range. Field observations during the peak vehicular period determined that proposed crosswalk locations west of alternative two (this included alternatives three and four) compromised site distance and visibility. Additionally, based on the data collected and field observations, it was determined that alternative one, which proposed a crosswalk further east of alternative two, may prove to be ineffective, as it would require an east-bound bike/ped to travel past their destination prior to crossing. In considering the advantages and challenges of each proposed alternative; alternative two possesses the best combination of safety while also accomplishing operational goals. The concept based engineering cost estimate for the construction of alternative two is approximately \$40,000.

Staff recommends authorization to proceed with design, negotiation and acquisition of easements, and construction of alternative two, the preferred alternative.

cc: Finance Director Sylvia Edwards  
City Attorney Ken Cuyler