**The following items remain open from the Lely Traffic Committee. In order to ensure that these issues are not lost during transition, these items will be included in the open-issues section of the Turnover Committee documentation. While they may or may not be developer-related issues, they should be reviewed to determine responsibility and ongoing involvement in solution including potential sharing of payment. Those that are currently the responsibility of the LCDD have also been included. As long as the new Master Association continues with the same LCDD-provided services, these should remain as already defined and resolved.**

The last meeting of the Lely Traffic Committee was held on January 24, 2019. The following issues were discussed at that meeting. Updates are provided below each issue.

**Sam Snead’s Intersection of Wildflower and Lely Resort Blvd**

A traffic study done last year came close to the count which would be required for an all-way stop to be implemented. The intersection continues to be a source of concern for residents. Accident data was given to the County for the intersection. In addition, an accident occurred on the day of the meeting but data was not available as to whether it was at this intersection, Greenlinks or in between. The county will conduct an additional traffic study over the next couple of months during season. Based on that study a decision will be made on next steps for the intersection.

**UPDATE**: The County completed the traffic study in March. Based on the study, a Multi-Way Stop Control is warranted. Their will be advanced Stop Ahead signs as well due to the curve and other road features on Grand Lely Blvd. For this first few months, the new stop signs will also be flashing until drivers are used to their presence. After that, the flashing feature will be removed. The report including Multi-stop recommendation will be presented to the Board of County Commissioners for approval at their May 28th meeting.

In response to a follow up question, a roundabout was considered and would work at this intersection. However, the cost of at least $500,000 is above available funding in the County prioritized project list. The County would be happy to work with the Lely Community if the community has funding available. With this in mind, the intersection will be added to the list of outstanding issues to be evaluated by the Master Association subsequent to turnover from Stock Development.

**Lely Resort Blvd between Sam Snead’s and Grand Lely Blvd.**

Issues continue with traffic driving the wrong way on Lely Resort Blvd. There is accident data for a couple of accidents. Other incidents have been reported in the past as well. Cars exiting Greenlinks can either turn right or go straight thru the median and turn left. However, it is not clear that there is no left turn allowed on the wrong side of the median. Signage should be reviewed by the County and Greenlinks to determine if there is a way to highlight the one way aspect of the Greenlinks side of the median.

There is the same issue at the intersection with Grand Lely Blvd. A wrong way or do not enter sign may be needed. The County should review this issue.

**UPDATE**: We are still waiting for a response on these issues.

**Verona Walk**

The Grand Lely intersection at Collier Blvd and Verona Walk continues to be a problem. Traffic backs up at the light on Grand Lely because there are only two lanes: a left turn lane and a shared right turn lane and straight lane. The County and Stock should determine how to have 3 lanes with a dedicated right hand turn lane. This may be an issue to be considered during Turnover from Stock.

**UPDATE**: I have spoken with and forwarded this problem to the FDOT. Commissioner Fiala has responded that Collier Blvd is a county, not a state road, at this intersection so this is not an FDOT issue. Collier Blvd becomes a state road after the intersection with Rte. 41. This issue will also be added to the outstanding issues to be evaluated by the Master Association at turnover from Stock Development.

**Elephant Feet**

The lines directing traffic, aka elephant feet, seem to be helping with traffic staying to one side at Mustang Island/Lely Resort Blvd. and at Grand Lely Blvd/Lely Resort Blvd.

**UPDATE**: There is no further update on these lines nor issues reported.

**Line of Sight**

There is still an issue with the height of the berms on the medians. The LCDD has done an excellent job of cutting back plantings to increase the line of sight. However, there are locations where the berm is higher with only grass and still blocks the view of traffic. It is not clear who is responsible for reducing these high spots since they are part of the original road. It needs to be clarified who is responsible – Stock, the County, or other? If Stock, then this is an issue that may need to be addressed for Turnover.

In particular the line of sight is a problem exiting Mustang Island and looking right (south) when wanting to go straight into Lely Island Estates to turn left. The median height blocks the view of traffic coming on Lely Resort Blvd. From the direction of the horses on 41.

**UPDATE**: The issue of berm height on the medians on Lely Resort Blvd and Grand Lely Blvd remains an issue. In those locations where the berm is higher than the regulation, the berm should be lowered if it is a safety issue as it appears to be at the Mustang Island intersection noted above. There has been no feedback on this from the County or Stock Development. This issue will be added to the outstanding issues to be evaluated by the Master Association at turnover from Stock Development.

There is an additional issue of plantings on berms growing over the regulated height. These had been trimmed in the past. I reported an issue to the LCDD on Grand Lely at the intersection of Sussex where a truck nearly struck me and stopped to apologize because he could not see my vehicle over the plantings. The LCDD responded and trimmed the plantings and are in the process of addressing others that are over regulation height.

**Law Enforcement**

One of the major issues continues to be drivers violating traffic regulations. In particular, speeding and running stop signs are issues. We need to have the regulations enforced within Lely. The Sheriff’s department does not have enough staff to patrol as much as we would like. Gerry pointed out that in the past the LCDD had hired off duty state police to patrol. We should ask the Sheriff’s department if they can increase patrols as well as have the LCDD research hiring state police again.

**UPDATE**: Waiting for a response.

**Inspira**

The final issue discussed was the traffic problem at the Inspira intersection. The construction of Inspira has added problems to an already existing problem situation. The County should review the whole traffic pattern and develop a strategy for resolution. At this point, there have been several reactive solutions rather than a long-term strategic solution. With the college expanding and the apartments to be filled, the problems will only get worse,. Independent of any traffic counts, the geometrics of exiting on Grand Lely are poorly designed. To make a left turn coming out of Inspira, it is necessary to rapidly cross two lanes and get into the left turn lane. This may be blocked because it is short. Likewise, the left turn into Inspira from northbound Grand Lely Drive is short and backs up into the line of traffic waiting for the light onto Rattlesnake Hammock. Under current conditions, it is bad and will only get worse. For example, today, I waited for 3 lights to get a left turn onto Rattlesnake Hammock. We have no accident data for Inspira and would like to have it to review.

**UPDATE**: We are still waiting for an update on this intersection.

**Next Steps**

I have followed up again with the County, LCDD, and Sheriff’s department on those issues where we have no status. The major issues noted above will be added to the the outstanding issues to be evaluated by the Master Association at turnover from Stock Development. In this way, they will not be lost; a determination can be made of what organization(s) is responsible; prioritization can be made of each issue; and cost can be established for each issue.