

Southwest Florida Road Hot Spots

**Based on Documented Florida
Panther Vehicle Mortalities and
Injuries**

**Transportation SubTeam
Report**

to

**Florida Panther Recovery
Implementation Core Team**

METHODOLOGY

- Buffered all roads by 200 meters in ArcGIS
- Created a 500-meter¹ buffer around each panther-vehicle collision (deaths and injuries)
- Clipped the portion of the road buffers that fell within the 500-meter² buffer around each collision site
- Combined overlapping segments into a single segment
- Joined collision data to combined road segments
- Created “count” field

Categories of severity are based solely on Florida panther-vehicle collisions. Final shapefile is a collection of road segments containing separate panther-vehicle collision sites within 500 meters of each other. Road segments vary in length and have an associated count field reporting how many collisions occurred in each segment—

Hot Spot categories (Count Fields):

Red 9+ collisions **Orange 6-8 collisions** **Green 3-5 collisions** **Blue 1-2 collisions**

The Subteam exempted hot spots from the final map in certain cases where collisions had occurred prior to installation of crossings/fencing. Hot spots on I-75/Alligator Alley have been removed from the map and table since the nine miles of fencing between the Naples Toll Booth and Faka-Union Canal, as well as terrestrial wildlife ledges under the Faka-Union and Miller canal bridges were completed in July 2017. These measures are expected to reduce panther-vehicle collisions in this area. Efforts to improve connectivity on the western end of this segment continue. Some hot spots may not be adequately alleviated by mitigation measures currently in place, and in these situations the Subteam retained these road segments in the final map.

¹ Previous versions of this report utilized 1km buffers.

² Previous versions of this report utilized 1km buffers.

NOTICE

When the model is amended periodically with additional vehicular deaths and injuries, the level of severity of road segments may increase.

Severity may not necessarily dictate order in which crossings/fencing or other features are installed. Additional information, such as telemetry, land cover, and land ownership, shall also be considered when determining the placement of crossing features. The Florida Department of Transportation's (FDOT) 2018 Wildlife Crossings Guidelines should be consulted.

ADDITIONAL HOT SPOT SEGMENTS

The Subteam's focus was to highlight details on hot spot segments associated with current improvement opportunities. Yet, it is noteworthy to acknowledge that additional segments with **3-5** and **1-2** recorded collisions exist that were not detailed in the report. All collision hot spots will continue to be monitored, and if additional improvement opportunities arise, the report will be modified. Current hot spot status is subject to change with future collisions and/or further evaluation of telemetry, land cover, and other factors. Some hot spot segments currently exhibiting lower severity in impacts to panthers may be in important locations because they intersect with existing or proposed regional habitat linkages.

Florida Panther Recovery Implementation Team Transportation SubTeam

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