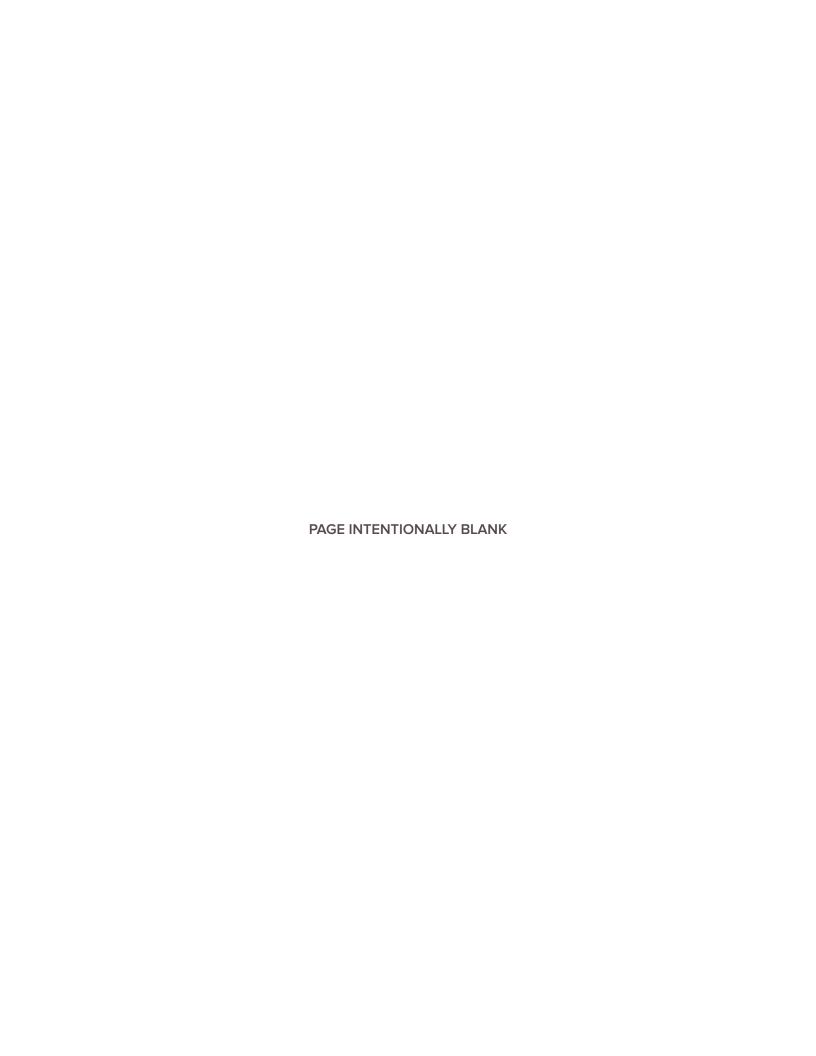
APPENDIX 1 PROJECT IDENTIFICATION AND PRIORITIZATION

CAPE CORAL BICYCLE + PEDESTRIAN MASTER PLAN ADOPTED 2017



PREPARED FOR



PREPARED BY



WITH SUPPORT FROM



FUNDING FOR THIS PROJECT PROVIDED BY







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The project list represent places where people would like to walk and bike but currently the street is not designed to support that activity.

The project list was identified throughout the planning process. These projects represent places where people would like to walk and bike but the street is not designed to support that activity. It also includes a list of corridors and intersections that the City of Cape Coral should target for safety-focused projects. These corridors and intersections deserve attention based on the especially high number of crashes that have occurred there within the last five years.

Project Identification

Potential infrastructure projects were generated based on the findings of the needs assessment. The assessment included three analyses, a safety analysis, inventory of existing facilities and conditions, and Bicycle Suitability Index (PSI) Analysis which directly informed project development in the following ways:

> The safety analysis described patterns associated with bicycle and pedestrian crashes. Corridors and intersections with high concentrations of crashes involving people walking and bicycling were identified as locations that require a detailed safety audit to determine the appropriate countermeasure. Examples include constructing new mid-block pedestrian crossings, striping high visibility crosswalks, signal phasing enhancements, providing a dedicated bikeway, and installing traffic

calming elements.

- The existing facilities and conditions analysis, including extensive fieldwork, identified sidewalk and bikeway network gaps, barriers, and problem locations for walking and bicycling. One of the primary criteria for potential walkway, bikeway, and multi-use path recommendations was improving connectivity between existing facilities.
- > The Bicycle Suitability Index (BSI) and Pedestrian Suitability Index (PSI) identified locations where demand for walking and bicycling is high, but supply of facilities is low. These streets, in addition to low-supply corridors that connect to high-demand areas, were considered for bikeways, sidewalks, and trails.

Proposed walking and biking projects complement the existing networks for walking and biking respectively.

Available traffic data, right-of-way dimensions, and utility location information was also reviewed to shed light on the feasibility of potential projects. The project team incorporated previously planned and/or funded sidewalks, bikeways, and trails into the project list maps and tables.

Table 1 shows how the network's existing elements will become more ubiquitous in Cape Coral's street network. In addition, the projects include 0.1 mi of pedestrian and bike bridges, 0.7 mi of shared lane markings, and 18 mi of improvements to existing walkways. It also includes 37 miles of neighborhood greenway, which will complement the signed bike route network.

Table 1. Network expansion by facility type

	EXISTING (MI)	PROPOSED (MI)	% INCREASE
Sidewalk	135	93	69%
Neighborhood Greenway	N/A	37	N/A
Shared Lane Marking	N/A	0.7	N/A
Bike Lane	22	2	8%
Buffered Bike Lane	45	78	175%
Separated Bike Lane	0	1	N/A
Bikeway Type Requires Further Study ¹	N/A	18	N/A
Multi-Use Path	9	22	250%
Bicycle and Pedestrian Bridge	N/A	0.1	N/A

Note: Total are based on road center-line miles

^{1.} Several major corridors require a separated bike lane or a multi-use path in order to reduce traffic stress and improve safety. These corridors also have right-of-way constraints and vehicle capacity considerations that require further study to identify the appropriate corridor design and bikeway type for the corridor.



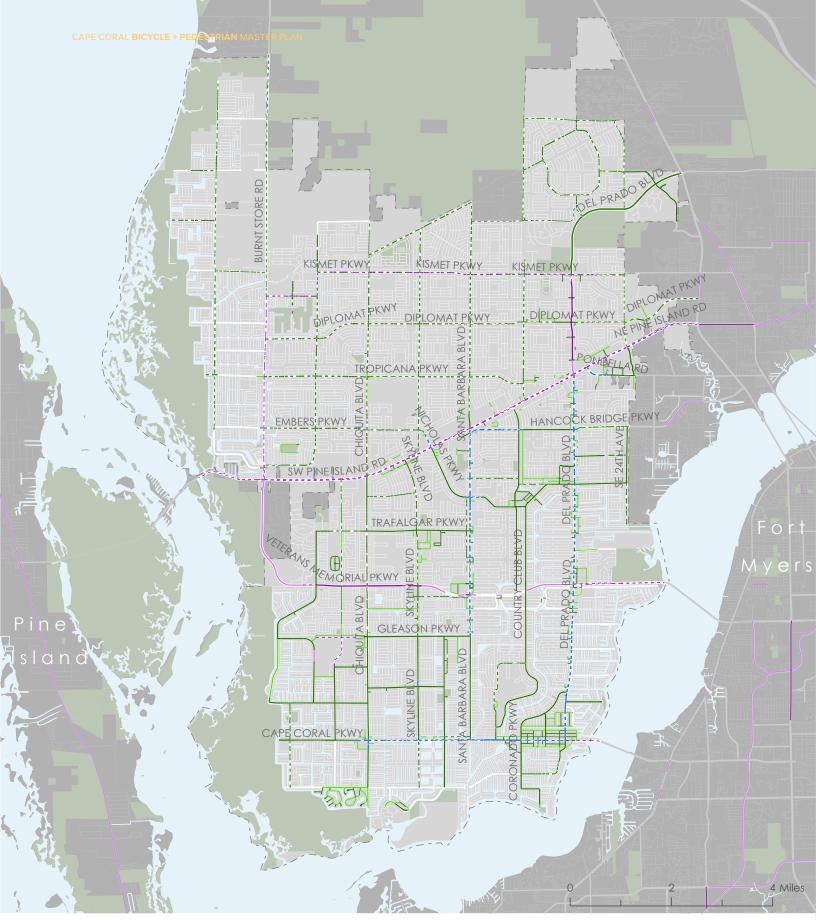


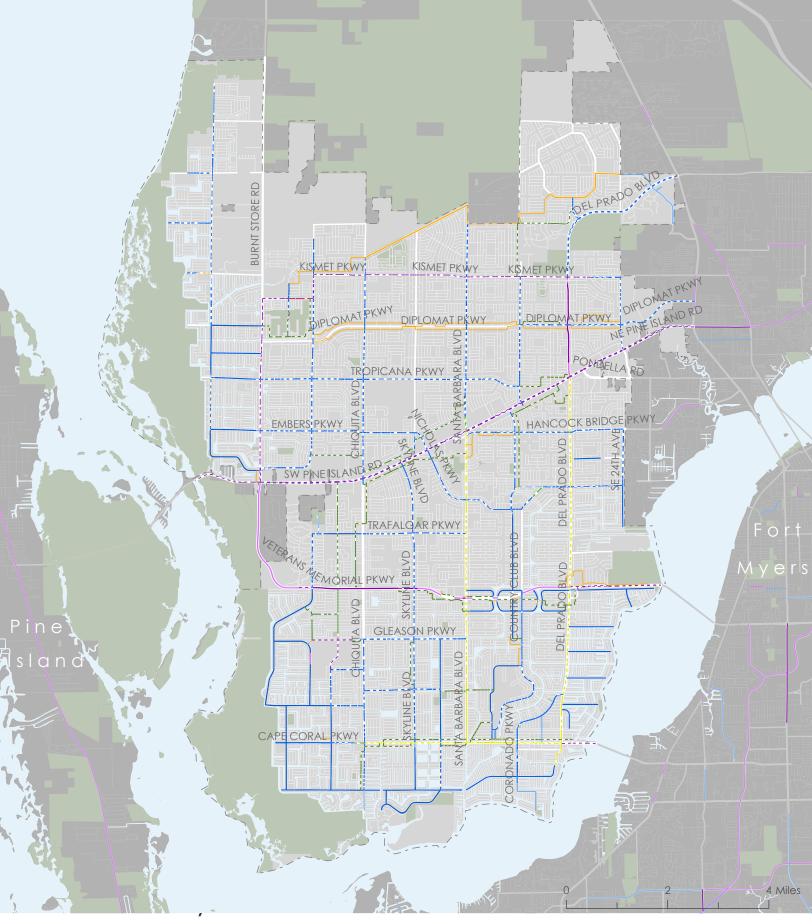
Figure 1. Existing and proposed walkway network

Proposed Facilities

- ---- Install New Walkway
- ---- Enhance Existing Walkway
- ---- Construct New Multi-Use Path

Existing Facilities

- Sidewalk on one side of street
 - Sidewalk on both sides of street
 - Multi-Use Path on one side of street
- Multi-Use Path on both sides of street

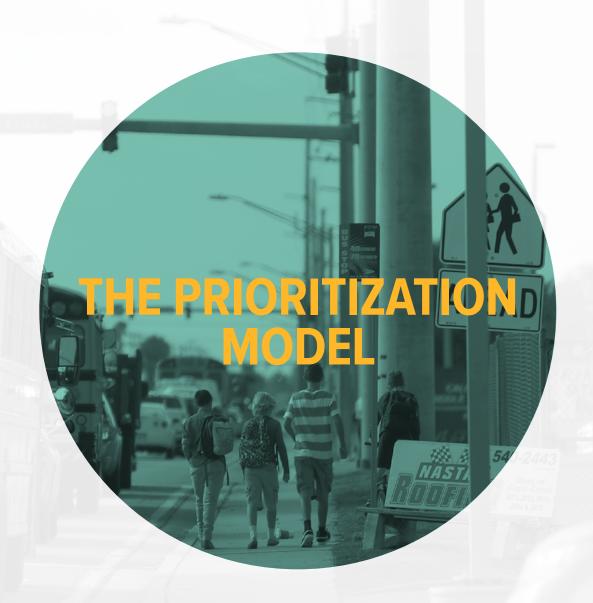


- Proposed Bikeways
 ----- Shared Lane Marking
- Neighborhood Greenway
- Bike Lane Buffered Bike Lane
- Separated Bike Lane
- Multi-Use Path
- Bicycle and Pedestrian Bridge
- Requires Further Study

Existing Bikeways and Routes Signed Bike Route

- - Bike Lane
- Buffered Bike Lane
 - Multi-Use Path on one side of street
 - Multi-Use Path on both sides of street

Figure 2. Existing and proposed bikeway network



The prioritization model used several criteria associated with the street or its surroundings to determine what streets are most in need of bicycle and pedestrian improvements.

Project Prioritization Evaluation Criteria

The prioritization model used several criteria associated with the street or its surroundings to determine what streets are most in need of bicycle and pedestrian improvements.

Table 2 shows these criteria and their respective weights. The criteria and associated weights were developed by Alta Planning + Design with feedback from the PAC.

Prioritization Workflow Model

If any of the criteria in Table 2 were met within the extent of a project, it was coded to indicate that. Next, a model was run that assigned coefficients to each criteria reflecting the weight. Finally, the model gave an overall score that represents the level of priority the project should receive.

Table 2. Evaluation Criteria and Weights

CRITERIA	INPUT	WEIGHT
Serves Activity Centers	Project is in a high demand area	4
	Project is in a moderate demand area	3
Inadequate Infrastructure	Project is designated as low supply	4
	Project is designated as medium supply	3
Increases Network Connectivity	Project connects to an existing facility	5
Promotes Safety	Multiple crashes reported at/along the project	5
	Crash reported at/along the project	3
Transit Access	Project is within 1/4 mile of a high ridership bus stop	4
	Project is within 1/4 mile of a low - medium ridership bus stop	2
Park Access	Project is within 1/4 mile of a park or recreation center	3
	Project is within 1/2 mile of a park or recreation center	2
School Access	Project is within 1/4 mile of a public school	3
	Project is within 1/2 mile of a public school	2
Responds to Public Input	Project was identified as a priority in online input map/survey	3
	Project was identified in online input map/survey	1





The highest priority projects are all along major roadways in Cape Coral where needs and demand for walking and biking are highest.

Proposed Pedestrian Projects

The highest priority pedestrian projects are all enhancements to the existing walkways along Del Prado Blvd, Cape Coral Pkwy, and Santa Barbara Blvd. Projects toward the north of the city came in as lower priority given the lower density of destinations. Figure 3 shows the results of the prioritization model for the pedestrian projects.

Proposed Bicycle Projects

The highest priority corridors among the bicycle projects were Santa Barbara Blvd, Hancock Bridge Pkwy, Del Prado Blvd, and Cape Coral Pkwy. Most of these projects are recommended as buffered or separated bike lanes to provide sufficient comfort from the faster traffic speeds along these roads. Similar to the prioritized pedestrian projects, most of the lower priority bicycle projects were toward the north of the city. Figure 4 shows the results of the bikeway and bike route project prioritization.

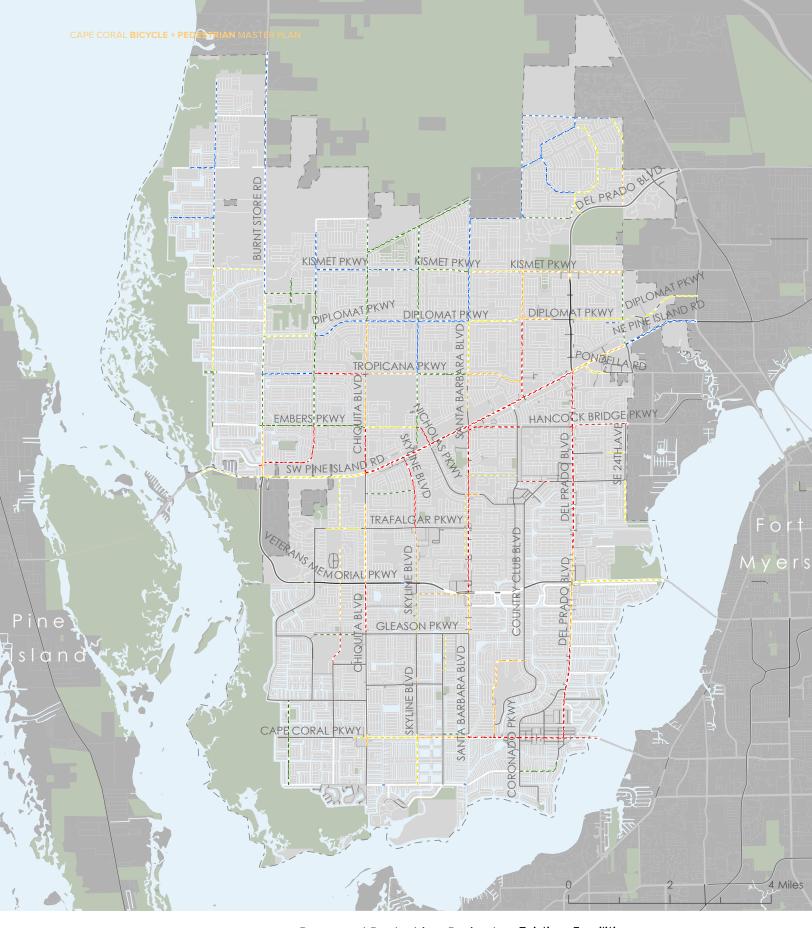


Figure 3. Proposed pedestrian facilities by priority score

Proposed Pedestrian Projects Priority Score ----- Lowest

---- Highest

Existing Facilities

- Sidewalk on one side of street
- —— Sidewalk on both sides of street
- Multi-Use Path on one side of street
- Multi-Use Path on both sides of street

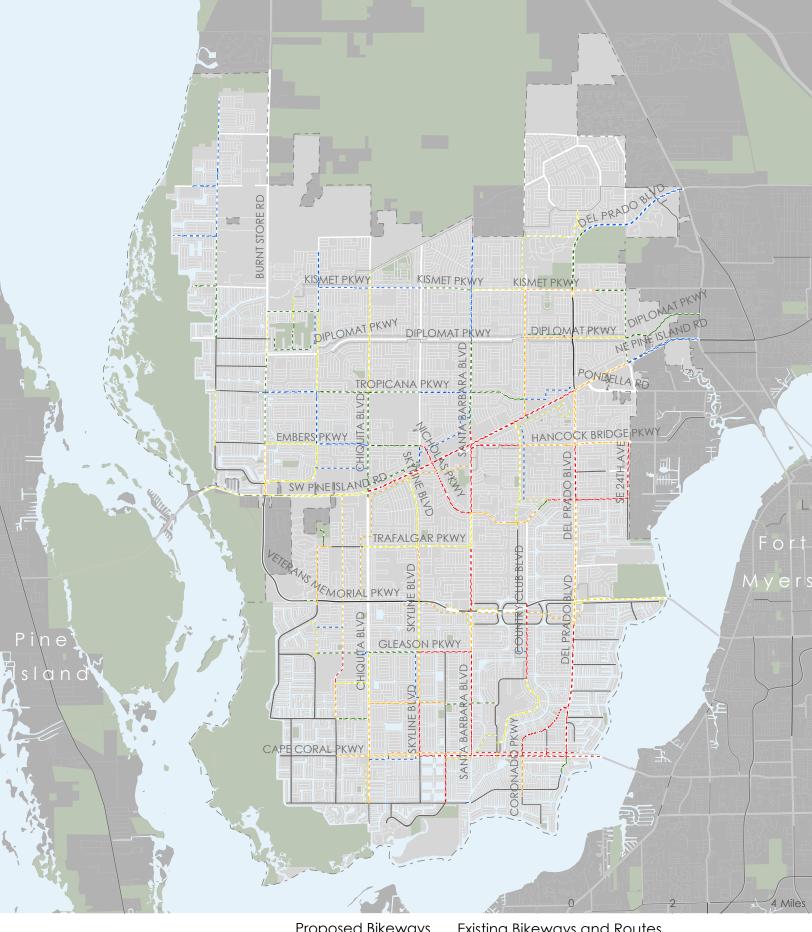


Figure 4. Proposed bikeways by priority

Proposed Bikeways

Priority Score

---- Lowest

---- Highest

Existing Bikeways and Routes

Signed Bike Route Bike Lane

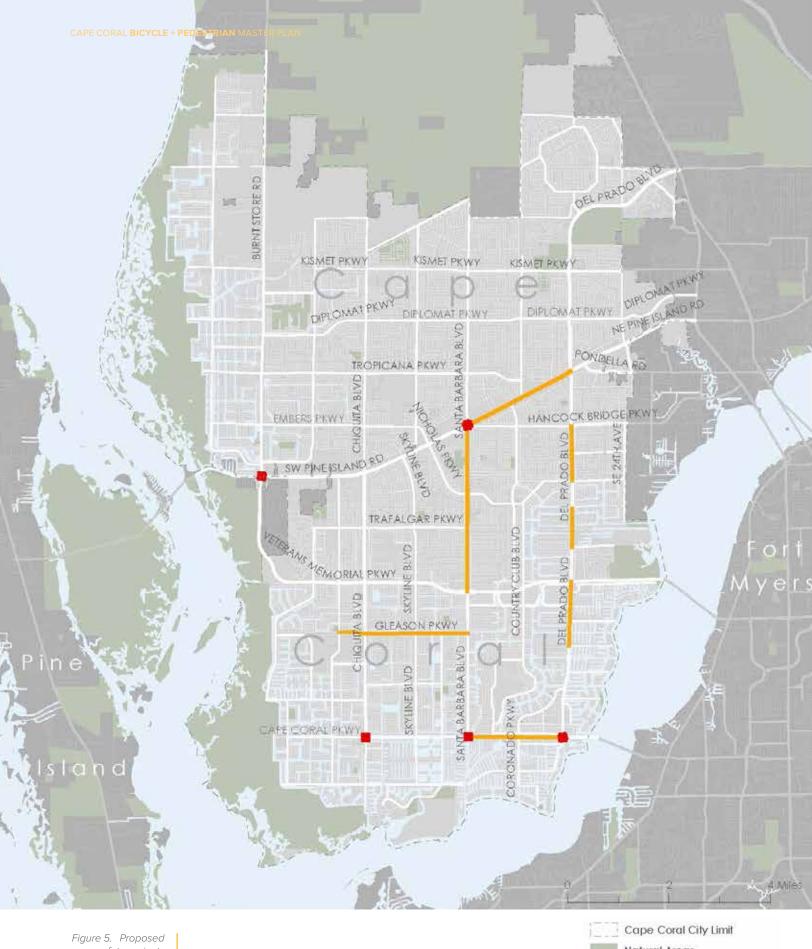
Buffered Bike Lane Multi-Use Path on one side of street

Multi-Use Path on both sides of street



Safety projects are a separate group of corridors and intersections that are in need of improvements solely based on their relatively high rate of crashes involving people on foot and bike.

Safety projects are a separate group of corridors and intersections that are in need of improvements solely based on their relatively high rate of crashes involving people on foot and bike. Figure 5 shows the intersections and corridors that deserve particular attention to design that will improve safety for bicyclists and pedestrians. Table 3 lists those projects.



safety projects

Safety Pr

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Table 3. Safety projects

PROJECT TYPE	ROADWAY	то	FROM	NOTES
Intersection	N/A	Pine Island Road	Veterans Memo- rial Parkway	Enhance intersection with crossing improvements to improve transition from multi-use path to bike route along SW 32nd Place and Burnt Store Road
Intersection	N/A	Cape Coral Parkway	Chiquita Boule- vard	
Intersection	N/A	Cape Coral Parkway	Santa Barbara Boulevard	
Intersection	N/A	Cape Coral Parkway	Del Prado Bou- levard	
Intersection	N/A	Pine Island Road	Santa Barbara Boulevard	Implement the Lee County MPO/FDOT Bicycle and Pedestrian Safety Audit findings for this intersection.
Corridor	Cape Coral Parkway	Santa Barbara Boulevard	Del Prado Bou- levard	
Corridor	Del Prado Boulevard	Palaco Grande Parkway	Veterans Memo- rial Parkway	
Corridor	Del Prado Boulevard	Four Mile Cove Parkway	SE 13th St.	
Corridor	Del Prado Boulevard	Country Club Blvd/Vizcaya Parkway	Hancock Bridge Parkway	
Corridor	Santa Barbara Boulevard	Veterans Memo- rial Parkway	Pine Island Road	
Corridor	Pine Island Road	Santa Barbara Boulevard	Del Prado Bou- levard	
Corridor	Gleason Parkway	SW 20th Avenue	Santa Barbara Boulevard	