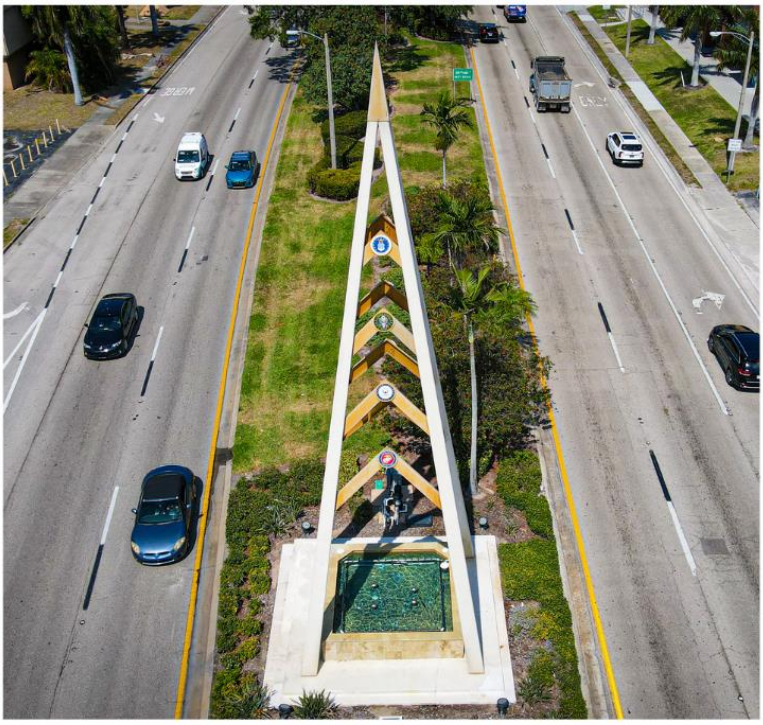

Cape Coral
FLORIDA

CAPE CORAL MULTIMODAL TRANSPORTATION MASTER PLAN

March 2024

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Executive Summary

Cape Coral's Multimodal Transportation Master Plan (Master Plan) provides a strategic 20-year vision for creating a safe multimodal transportation network in Cape Coral for people of all ages and abilities. The Master Plan updates Cape Coral's first (2016) Bicycle and Pedestrian Master Plan. It identifies nearly 300 policies, programs, and projects for funding and implementation within five-year, ten-year, and 20-year horizons.

Background

In the 1950s, car-centric development was seen as a symbol of progress and prosperity. This mindset was reflected in the development of Cape Coral, where the focus was on creating a suburban paradise with easy access to the waterways and beaches of Southwest Florida. This vision of the perfect suburban lifestyle, coupled with the convenience of automobile transportation, made Cape Coral an attractive destination for families looking to escape the hustle and bustle of city life. However, as the city grew and the population increased, the negative effects of car-centric development have become apparent. Traffic congestion, safety, air pollution, and the loss of natural habitat/tree canopy all became pressing issues.

Multimodal Transportation Master Plans are necessary adaptations to the more traditional transportation plans, which focused almost solely on auto-centric capacity. This Master Plan considers options to provide for alternative travel equal to new auto travel demands. Today, Cape Coral is working towards creating a more sustainable and balanced transportation system, with a focus on public transportation, bike lanes, and pedestrian-friendly streets. While the city's history may be rooted in the 1950s American Automobile Culture, it is now looking towards a safer, well-connected, more sustainable, and environmentally friendly future.

Findings

The goal of a Multimodal Transportation Master Plan is to create a comprehensive and integrated transportation system that meets the needs of all users, including pedestrians, cyclists, public transit riders, and drivers. This plan recognizes that transportation is not just

about moving people and goods from one place to another, but also about creating livable and sustainable communities. By incorporating a variety of transportation options, such as bike lanes, sidewalks, and public transit, the plan aims to reduce reliance on single-occupancy vehicles and promote more sustainable modes of transportation.

The Master Plan was completed in five chapters: Public Stakeholder Input, Priorities and Emerging Trends, Existing Conditions, Needs Analysis and Opportunities, and Implementation Plan. Findings are provided in detail in the attached Supplemental Information narrative following this memo and are summarized as follows.

Public Stakeholder Input

Overall, residents gave the City's transportation system a 27 percent approval rating. However, there is a strong interest in seeking alternative transportation options. About 50 percent are willing to use public transportation and 75 percent regularly walk or bike. Additionally, one-third are open to using golf carts, e-mobility, or Mobility on Demand. Traffic congestion is the most concerning issue. There is a correlation between the willingness to use alternative transportation and the potential to reduce congestion by providing these options.

Priorities and Emerging Trends

Given concerns around traffic congestion and projections for substantial population growth, it is important to prioritize viable alternative transportation options. Many cities have set a precedent by implementing sustainable transportation practices, such as building dedicated low-speed vehicle lanes, adapting micromobility and Mobility on Demand policies, and expanding sidewalk networks. These efforts not only reduce auto-dependency but enhance the livability and attractiveness of cities for residents and visitors. The Master Plan considers these needs and outlines policies, programs, and projects to incorporate Transportation Demand Management, micromobility, and MoD programs.

Existing Conditions and Opportunities

The 2023 Interactive Growth Model Update predicts a 48 percent increase in Cape Coral's population between 2016 and 2045, with approximately 100,000 more people expected to call Cape Coral home in the next 25 years; 75 percent of this growth is projected to occur north of Pine Island Road. Additionally, Cape Coral has experienced significant growth in other areas, with a 229 percent increase in total crashes per 1,000 people from 2012 to 2022. The Master Plan provides recommendations on 20 intersections and 6 key corridors to address crashes, increase safety, and adapt to the growing population. In addition, the Bicycle and Pedestrian Master Plan Update identified approximately 80-miles of sidewalk projects and over 200-miles of multi-use paths, bike lanes, or bicycle boulevards.

The Master Plan identifies spot improvements and pilot programs. These spot improvements are strategically located in areas that have been identified as high traffic areas or areas with safety concerns. By implementing these improvements and pilot programs, the Master Plan aims to address specific issues and improve overall safety and efficiency of the transportation network. The proposed projects include bridge improvements, signal installations, intersection improvements, lane repurposing, midblock crossings, pedestrian bridges, roundabouts, and the ‘Golf Course Loop’ South Cape micromobility pilot project.

Travel demand modeling was used to predict the effects of multimodal improvements resulting from the city's roadway widening projects listed as cost-feasible by the MPO. The modeling incorporated policy changes to simulate traffic calming effects, including speed limit reductions, MoD impacts, and new active travel connections. Modeling results indicate that the average congestion speeds are slightly reduced overall with the multimodal improvements. However, they are considerably reduced within certain segments, such as Cape Coral Parkway east of Santa Barbara and Santa Barbara Blvd south of Veterans Parkway.

Implementation

Nearly 300 recommendations were made for the Multimodal Transportation Master Plan and update to the 2016 Bicycle and Pedestrian Master Plan. These recommendations were

prioritized and organized into three phases for short-, mid-, and long-term implementation. The draft final recommendations policy, programs, and projects list is attached to this memo.

It is understood that Cape Coral's ability to rationally implement the transportation projects and programs in the Master Plan depends on funding. An extensive list of funding opportunities was provided as part of the Plan's implementation. These opportunities contemplate existing funding sources, such as the General Fund or the Special Revenue Fund, grant opportunities, toll revenue, and Local Option Fuel Tax. Because existing funding options are limited, and potential funding sources are variable, Cape Coral will need to identify new sources or other options for local funding. For this reason, a Mobility Plan and Fee are proposed as a priority project to ensure dedicated funding is available to implement the Multimodal Transportation Master Plan.

Next Steps

In March 2024, Cape Coral's City Transportation Advisory Committee (CTAC) Commissioners approved and accepted the 2024 Multimodal Transportation Master Plan and Bike/Pedestrian Plan Update as a guiding document for the next 20-years of transportation planning within Cape Coral.

Recommended next steps are for CTAC Commissioners to proceed with establishing funding and implementing five short-term priority projects identified within the Master Plan. The five priority projects include:

- Developing Mobility Plan and Fee
- Conducting Five Corridor Planning Studies
    - Diplomat Parkway
    - SE 47th Terrace
    - Del Prado Boulevard
    - Cape Coral Parkway
    - Chiquita Boulevard

- Implementing an Areawide Local Roadway Speed Limit Study
- Implementing a Micromobility Feasibility Study and Pilot Program
- Conducting the South Cape Mobility Hub Planning Study

Details on the five priority projects are provided in the following sections.

Mobility Plan and Fee

A mobility fee is a one-time fee paid by a developer to a local government. It pays for transportation improvements that mitigate any impacts to transportation facilities caused by new development and redevelopment.

Mobility fees would replace impact fees in areas where a mobility plan applies, such as the priority corridors listed in the Multimodal Plan. A mobility fee would provide the City with a source that pays for multimodal projects included in the Master Plan and Mobility Plan rather than solely paying for road capacity projects that impact fees fund.

Corridor Planning Studies

The bicycle, pedestrian, and micromobility facility recommendations included in the Cape Coral Multimodal Master Plan present a framework and priority list of needed improvements that will have a significant positive impact on multimodal mobility. Looking at future opportunities for prioritizing and implementing a connected, safe multimodal network, the following are recommendations for additional evaluations that Cape Coral should undertake.

Diplomat Parkway

Diplomat Parkway is identified in the 2045 MPO LRTP Cost Feasible Projects: City of Cape Coral Road Projects (Table 5-11) as a 4-lane limited access facility with anticipated funding in 2026-2030. The proposed corridor planning study seeks to update the E/W Corridor Study's findings to provide recommendations for updated widening needs, alternative multimodal capacity projects, and an updated impacts and costs scope.

SE 47th Terrace

SE 47th Terrace serves as the de facto main street in Cape Coral's downtown. It is anticipated that infill development will create a desirable walkable downtown and the need for additional measures to facilitate mobility. The proposed corridor planning study on 47th Terrace shall focus on updating this emerging main street to enhance safety by evaluating roundabouts, creating a bicycle boulevard, improving ADA accessibility, and providing context-based transportation improvements to adjacent land uses, and facilitate the development of a bike share/micromobility pilot program, and consideration for a downtown mobility hub.

Del Prado Boulevard

The Del Prado Boulevard Corridor Planning Study seeks to establish a partnership with Lee County Department of Transportation, the MPO, and the City of Cape Coral. The purpose of the corridor plan will be to assess high incident locations along the county-owned facility and establish a spot improvement recommendation list. Improvements may include signal timing, access management, and right of way constraints with the goal of identifying any fatal flaws and recommending operational improvements. This study is recommended to be submitted to the MPO for consideration and funding at the 2025 call for projects.

Areawide Local Roadway Speed Limit Study

According to the US Department of Transportation, speed control is one of the most important methods for reducing fatalities and serious injuries, especially on roads where vehicles and vulnerable users mix. Typical speed limits include 25 miles per hour (mph) in residential or school districts. Speed limits in Cape Coral range from 25 to 55 mph, although all of Cape Coral’s local roads post a speed limit of 30 mph. The study proposed examines if speed limit reduction would be a viable policy decision to enhance safety on local roadways within Cape Coral.

Micromobility Feasibility Study and Pilot Program

The 'Golf Course Loop' is a micromobility feasibility and pilot program focusing on multimodal capacity building, safety, and connectivity in South Cape. The proposed feasibility study will assess a lane repurposing on Country Club Parkway to accommodate bicycle and e-mobility users. The micromobility program will look to establish regulating ordinances for accountability, data requirements, complaint processes, geofencing operational areas, and operator fees. Additional information is provided on Page 145, Micromobility.

South Cape Mobility Hub Planning Study:

A mobility hub brings transit, micromobility, bike share, car share and other modes of transportation together in one place. The South Cape 'Core Connect' Mobility Hub is envisioned to bolster the existing transfer station, but also includes placemaking features, art, landscaping elements, flex commercial space, and real-time travel information all in one "hub." This study coincides with the need to provide viable alternative transportation options as the downtown becomes denser to limit congestions impacts and offsets single-occupancy vehicle parking needs. More information is available on Page 149, Mobility Hubs.

Introduction

The City of Cape Coral (Cape Coral) developed its first Multimodal Transportation Master Plan (Master Plan) in collaboration with LeeTran, Lee County, the Lee County Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT), and a team of consultants (Project Team). The Master Plan will guide decisions about future transportation investments through adopted project, policy, and program recommendations that are intended to improve safety and connectivity in Cape Coral for people of all ages and abilities. The Master Plan's development took place between March 2023 and March 2024. Cape Coral City Council approved the Master Plan in March 2024.

About the Cape Coral Master Plan

The Master Plan was developed through a technical analysis of crash, demographic, land use, and transportation data as well as incorporating community and stakeholder input. The Master Plan provides a strategic 20-year vision for creating a safe multimodal transportation network in Cape Coral for people of all ages and abilities. The Master Plan updates Cape Coral's first Bicycle and Pedestrian Master Plan, which was adopted in 2017. It also identifies a five-year, ten-year, and 20-year list of multimodal transportation projects, programs, and policies with strategies for funding and implementing those recommendations.

The term multimodal refers to different types of transportation modes, such as biking, walking, skating, scootering, public transit, rail, freight, and vehicles, displayed in **Figure 1**. Transportation decisions in Cape Coral have historically prioritized vehicle travel with little consideration for bikers, walkers, and transit — a narrative that is common across other U.S. cities. Today, decisionmakers must creatively reimagine and retrofit existing, constrained transportation systems to include multi-use trails, bicycle facilities, sidewalks, and innovative transit technologies and programs to foster healthy, active communities and lifestyles.

Figure 1: Multimodal Transportation Options

Bus Transit
Shard Production | Flickr

Multi-use Trail
Paul Krueger | Flickr

Sidewalk
Microsoft Stock Images

Freight
Microsoft Stock Images

Electric Scooters
David Smith | Flickr

Driving
Kent Kanouse | Flickr

Why is the Master Plan Necessary?

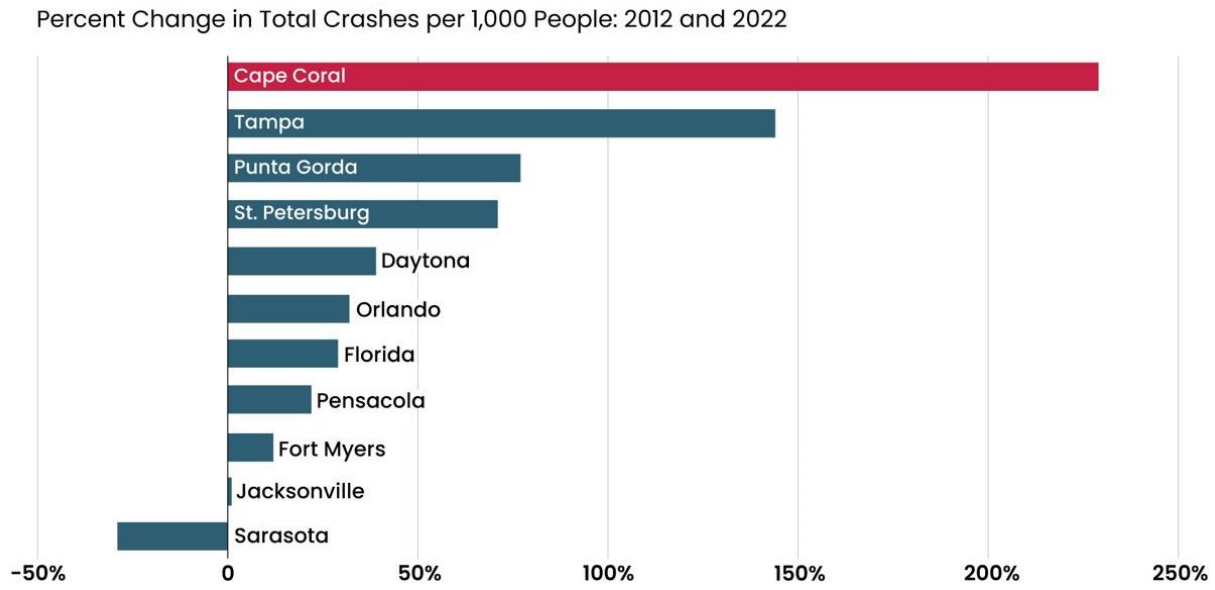
Cape Coral is the fastest growing city in Lee County with a transportation system that is designed to primarily accommodate vehicle travel. If the status quo continues with widening roads as Cape Coral grows, the City's roads will continue to become more congested. The Master Plan's recommendations include new ideas for transit and mobility that will expand modal choices for residents and visitors. The recommendations will be adaptable to future technology and consider the need for transportation infrastructure that is resilient to natural disasters.

Safety and Connectivity

Transportation safety in Cape Coral has worsened compared to other Florida cities. Cape Coral's total crashes per capita increased 229 percent between 2012 and 2022 (**Figure 2**). Bikers and walkers are especially vulnerable. The number of pedestrian and bicycle crashes increased 107 percent from 57 to 118 over the same period, while pedestrian fatalities increased 600 percent

from one to seven. If nothing is done to prioritize transportation safety, the trend will worsen as Cape Coral's forecasted population grows by about 39 percent from 215,484 in 2023 people to 300,079 in 2045.

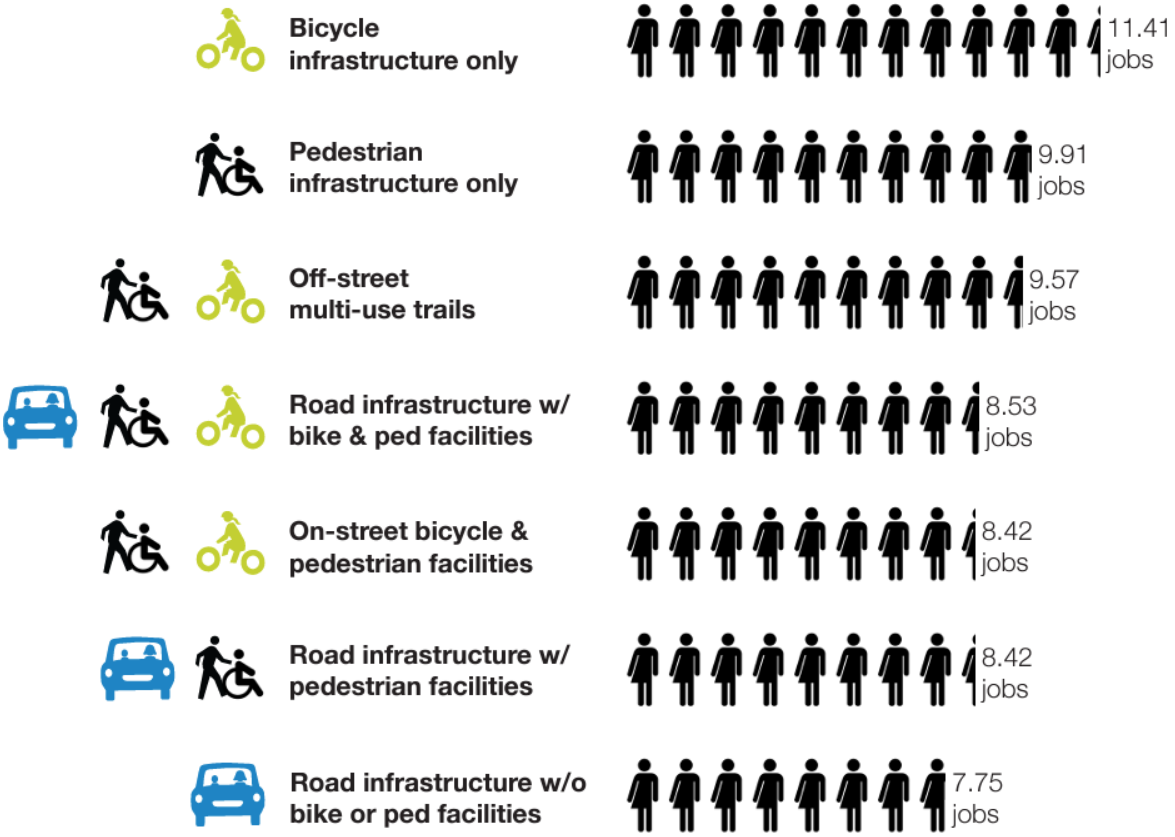
Figure 2: Cape Coral Percent Change in Total Crashes Compared to Florida Cities



Economic Development

A well-connected, safe multimodal transportation network in Cape Coral will foster a healthy, vibrant community. Every $1 invested in bicycle and pedestrian infrastructure has resulted in $24 in medical cost savings, according to Smart Growth America. Research found that investing in bicycle and pedestrian facilities created more jobs than by investing only in roads (**Figure 3**). Multi-use trails benefit the community and local tourism by providing a safe and convenient place for biking and walking and typically connect to tourist destinations, such as cafes, restaurants, and beaches. Tourism is a large source of revenue for Lee County, which earned more than $53.3 million from their tourist development tax in 2021, setting a record. In the same year, Cape Coral welcomed 53,000 visitors from abroad, surpassing Key West and the City of Fort Myers, according to Trips to Discover.

Figure 3: Jobs Created by Bicycle, Pedestrian, and Vehicle Infrastructure



Source: Smart Growth America

How to use the Master Plan?

The Master Plan guides the development of Cape Coral's long-term vision for achieving a safe, well-connected multimodal transportation network. The target audience includes the public, decision makers, planners, engineers, and stakeholders. The Master Plan identifies a need for the projects, programs, and policies recommended in this document as well as implementation steps. It is expected that the Master Plan will be updated regularly to reflect Cape Coral's long-term transportation needs, which will change as transportation technology changes and Cape Coral grows.

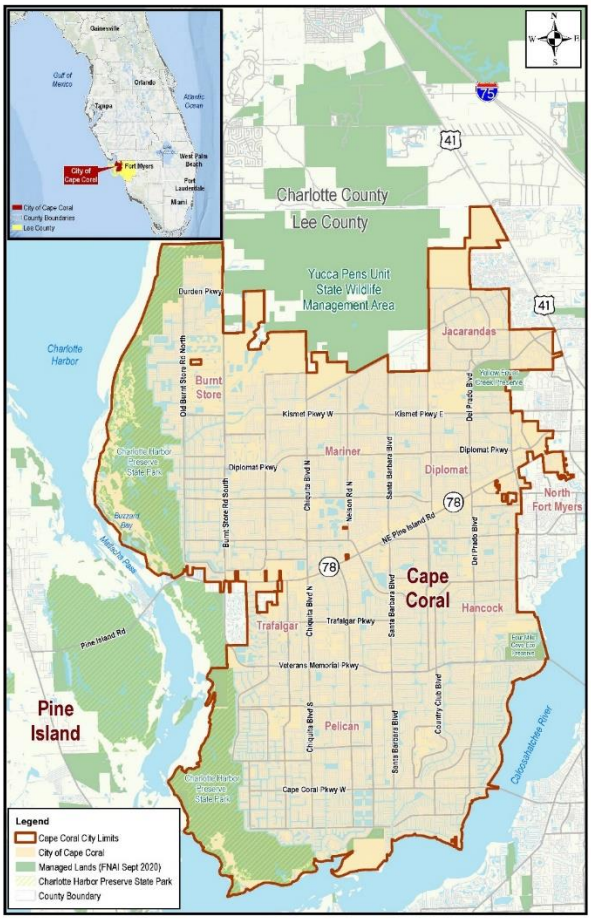
The Master Plan is organized into five chapters. Each chapter builds on the previous one. The five chapters include the following:

- **Priorities and Emerging Trends:** This chapter explains the Master Plan's priorities as well as emerging transportation trends, programs, and policies. It also summarizes four case studies from peer Florida cities on topics covering funding opportunities, transit, multimodal policies, and micromobility.
- **Existing Conditions:** This chapter summarizes existing plans, explains Cape Coral's existing and future demographics, existing transportation facilities, existing and future land use, historical crash trends, and Environmental Justice considerations.
- **Needs Analysis and Opportunities:** This chapter explains the methodology for identifying priority corridors and intersections where transportation improvements are needed. It also summarizes a citywide traffic study that analyzes the impacts of appropriate projects on traffic.
- **Implementation Plan:** This chapter explains the methodology for identifying and prioritizing five-year, ten-year, and 20-year projects; lists the recommended projects, policies, and programs; provides a funding plan; and makes recommendations for next steps beyond the Master Plan.
- **Public Involvement:** This chapter explains the tools and process used for engaging the public and stakeholders about the Master Plan. Tools included a project website, a public survey, and an interactive WikiMap to collect public feedback on projects. Public outreach included one stakeholder meeting, two public workshops, and presentations to Cape Coral's Transportation Advisory Committee (TAC), Lee County MPO Bicycle Pedestrian Coordinating Committee (BPCC), and Cape Coral City Council.

About Cape Coral

Cape Coral was incorporated in 1970 and has grown to become Florida's second largest city geographically, covering about 119 square miles. Cape Coral's history began modestly as an undeveloped tract of bug-infested swampland and palmetto scrub called Redfish Point. Brothers Leonard and Jack Rosen purchased 1,724 acres, approximately 2.7 square miles, for $678,000 in 1957. They renamed Redfish Point to Cape Coral with the vision of creating a pre-platted paradise. To achieve their vision, the Rosens dredged the flat, boggy terrain into an extensive network of 400 miles of canals, more than any city in the world (**Figure 4**).

Figure 4: Cape Coral



While the canals are a unique feature of Cape Coral, their construction has had environmental and transportation consequences. Dredging removed wetlands and natural protection against hurricanes, and the canals divided Cape Coral into numerous sections, making it challenging to seamlessly connect the transportation system.

Two key findings from the 2023 National Community Survey highlight these challenges:

- About 80 percent of Cape Coral's residents felt that biking, walking, and public transit are not practical travel options, highlighting the need for a multimodal transportation master plan.
- 47 percent felt safe from natural disasters.

Table 1 summarizes additional challenges and opportunities that the Master Plan addresses.

Table 1: Challenges and Opportunities

Challenges	Opportunities
In 2021: • 87 percent of Cape Coral's residents commute to work. • 0.3 percent of Cape Coral's residents use transit. • 98 percent of Cape Coral's households own a car. 57 percent of Cape Coral's existing land use is single-family housing. Cape Coral will be the fastest growing community in Lee County between 2023 and 2045. • The City is forecasted grow its population 37 percent from 215,242 to 294,299.	Future land use regulations, particularly north of Pine Island Road, will allow denser development that support multimodal improvements and may reduce congestion.
Safety got worse between 2012 and 2022: • Total crashes have increased 345 percent from 1,402 to 6,236. • Bicycle and pedestrian fatalities increased 500 percent from 1 to 6.	The Master Plan identifies 20 priority intersections and 6 corridors where safety is an issue.
Gaps in the bicycle and pedestrian network need to be filled.	Gaps in the bicycle and pedestrian network provide opportunities to improve connectivity, equity, and safety.
Cape Coral has not historically dedicated funding for public transit and for multimodal transportation.	New funding sources, such as a mobility fee, can pay for the recommendations in the Master Plan.
Cape Coral's arterials roads, such as Del Prado Boulevard, are congested with little to no available right-of-way to retrofit with adequate bicycle and pedestrian facilities.	Emerging transportation technology presents opportunities to implement affordable and flexible multimodal transportation, such as micromobility and Mobility on Demand transit. Cape Coral is getting younger. The median age in 2022 was 45.8 years-old, which was four percent younger than 2020.

Sources: United States Census Bureau's American Community Survey 2022 and 2021 5-Year Estimates; Interactive Growth Model

Priorities and Emerging Trends

Cape Coral and the project team developed three priority areas to guide the Master Plan's development: safety, connectivity, and equity. Priorities are based on transportation issues that need to be addressed to make Cape Coral's transportation network a safer system for people of all ages and abilities to use. Emerging transportation trends were researched to identify opportunities for implementing new transportation technologies, policies, and programs that meet the evolving mobility needs of the city's residents and visitors. Trends and priorities were further explored through case study research to identify and apply best practices to the development of the Master Plan.

This chapter is organized by priorities, emerging trends, and case study research.

Priorities

The Master Plan was developed around three priorities: safety, connectivity, and equity. Each priority is explained in the following sections.

Safety

Multimodal transportation safety applies to ground, water, and air travel, although air travel is beyond the scope of the Master Plan. Safety refers to measures taken to prevent accidents that could result in injuries and death. Florida's statewide vision is to eliminate all transportation-related fatalities and injuries for all modes of travel using available tools, technology, and knowledge. FDOT recognizes eight major approaches to improving safety:

- **Engineering:** Develop and deploy solutions such as signage, markings, lighting, and speed management as well as collaboration with MPOs and local governments to prioritize safety in transportation projects.
- **Education:** Outreach efforts to help people understand the risks of unsafe behaviors such as speeding.
- **Enforcement:** Holding people accountable for unsafe travel behaviors.

- **Emergency Response:** Responding in a timely manner to crash scenes with well-trained emergency responders.
- **Information Intelligence:** Improving and expanding upon crash data collection and analysis to identify high risk locations and behaviors.
- **Innovation:** Utilizing emerging new technologies to improve traffic safety through reducing human error and distractions.
- **Insight into Communities:** Creating safer communities with a broader range of safe transportation choices.
- **Investment and Policies:** Prioritizing investments in transportation projects that support proven safety strategies and considering how laws and policies can support a safe transportation system.

Connectivity

Connectivity in the context of a multimodal transportation system refers to the length and number of links between transportation facilities, such as roads, pedestrian facilities, and bicycle facilities. A well-connected transportation network has many short links, numerous intersections, and minimal dead-ends to provide multiple routes between the same origins and destinations. The network provides practical travel options for recreation, commuting to work, transporting goods with minimal disruptions, and allowing emergency services to promptly reach their destinations. Key components of bicycle and pedestrian network connectivity include network completeness, network density, route directness, access to destinations, and network quality.

Equity

In transportation, equity is the fair distribution of benefits and burdens associated with transportation services and infrastructure among different groups in society. An equitable transportation system provides all individuals, regardless of their socio-economic status, race, gender, age, or other characteristics, access to transportation resources and opportunities, such as jobs, education, healthcare, and other essential services. Key aspects of equity within

transportation include mobility, accessibility, affordability, safety, inclusivity, and environmental justice, which are defined in the Glossary of Terms. Environmental Justice is explained after the Glossary of Terms section.

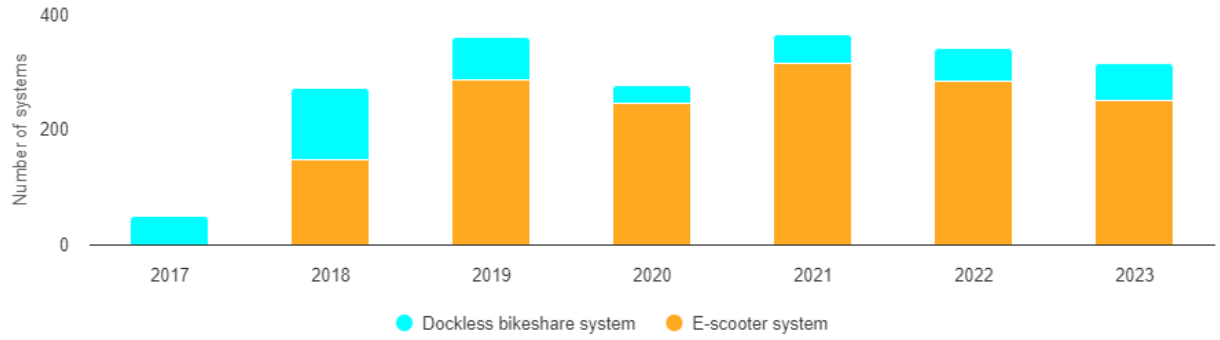
Emerging Transportation Trends and Policies

Transportation technology is continuously evolving around the changing needs of cities and communities. For example, as cities grew outward and automobiles became more affordable, people relied less on walking and public transit to get to their destinations. Car-centric transportation systems and policies are not sustainable because they do not foster safe, healthy communities. City leaders and policymakers now have tools from relatively new programs and policies and technology that provide multimodal transportation solutions, such as micromobility, policies aimed at improving safety, Transportation Demand Management, and Mobility on Demand Transit (MoD), which are discussed in the following sections.

Micromobility

Micromobility refers to lightweight transportation modes such as bicycles, electric bicycles, electric scooters, and electric skateboards used to travel short distances. Micromobility has been emerging as a popular transportation mode over the past decade, so cities have adapted their transportation infrastructure to accommodate micromobility. For example, there were more than 260 micromobility systems in the United States in 2020, and micromobility users took 136 million trips in 2019, a 60 percent increase from 2018. **Figure 5** displays the growth in bikeshare and e-scooter systems in the past six years. The growing popularity of micromobility is also reflected in national legislation. The Bipartisan Infrastructure Law, signed into law in 2021, requires that MPOs use at least 2.5 percent of their funding to develop complete streets and safe street policies that increase safe and accessible options for multiple travel modes, such as shared micromobility.

Figure 5: Growth in Dockless Bikeshare and e-Scooter Systems



Source: US Department of Transportation

Micromobility can increase connectivity by providing a first and last mile connection to public transit. Micromobility can support equity by providing affordable transportation services to low-income and underserved communities. Because micromobility has minimal infrastructure requirements, it can be quickly deployed to regions lacking public transit services.

Electric Scooters

Electric scooters, or e-scooters, serve as an alternative mode of travel for short-and medium-length trips. E-scooters can reach speeds up to 15 miles per hour. E-scooter share companies include Bird, Lime, and Veo. Bird introduced the first electric scooter sharing program in 2017. As of 2023, there are 252 e-scooter systems serving the United States. The number of e-scooter systems has increased by 40 percent from 2018 to 2023. The number of cities served by e-scooter systems has increased by 57 percent from 2018 to 2023. An electric scooter is displayed in **Figure 6**.

Figure 6: Electric Scooters

Bike Sharing

A bike share program is a service in which bicycles are available to use at a low cost. The first bikeshare pilot program in the U.S. was launched in 2008 in Washington D.C. According to the U.S. Department of Transportation, the number of bikeshare docking stations has increased by 30 percent from 2017 to 2023. In 2023, there were 56 docked bikeshare systems open to the public with 8,796 docking stations. An example of a bike share docking station is shown in **Figure 7**.

Figure 7: Bike Share Docking Station

Golf Carts and Low Speed Vehicles

As defined by Chapter 320 of the Florida Statutes, golf carts are motor vehicles that typically do not go faster than 20 miles per hour (mph), and Low-Speed Vehicles (LSVs) are four-wheeled vehicles that travel at speeds between 20 and 25 mph. No license, insurance, registration, or title is required to drive a golf cart. Golf carts can only be operated on roads that are designated for use by local government with speed limits of 30 miles per hour or less (Florida Statute 316.2126).

LSV drivers must have a valid license. The LSV must be registered, titled, and insured. In 2021, golf carts were banned from all city streets by Cape Coral City Council. LSVs were not impacted as these are allowed under state law where the posted speed limit is 35 mph.

Table 2 displays the differences between golf cards and LSVs.

Table 2: Golf Carts vs. Low-Speed Vehicles

Golf Carts	Low Speed Vehicles
Defined as not being able to exceed 20 mph	Defined as being able to maintain speeds between 20 and 25 mph
Age requirement is 14 and older	Must have a valid license to drive
Not required to be titled, registered, or have an insured driver	Must be registered, titled, and insured
Can only operate on roadways that are designated by local government and have speed limits of 30 mph or less	Can operate on any roadways marked 35 mph or less with no government designation needed

Source: Florida Highway Safety and Motor Vehicles

Safety Trends

Beginning in the early 20th century, mass motorization and urban sprawl in the United States resulted in car-centric infrastructure and policies. Between 1909 and 1924, Henry Ford's Model T sales increased from 100,000 to three million. Model T displayed in **Figure 8.** By the mid-1930s, there was already one registered automobile for every two U.S. households, and by 2021, almost 92 percent of all households owned at least one automobile.

To accommodate the growing demand for car travel, American cities developed initial standards for roadways, intersections, and traffic signals. The development of the highway system made it easier to build and travel farther away from urban centers. The Federal Highway Act of 1956 committed the Federal government to providing a 90 percent match to build the Interstate Highway System connecting rural and urban areas, and funding more than 43,000 miles of interstate built by the 1990s.

Figure 8: 1921 Henry Ford Model T

Source: Library of Congress

Although the development of roads has increased economic development, accessibility, and mobility, it also caused numerous consequences ranging from environmental to safety issues. For example, 42,916 people died in road accidents in the U.S. in 2021. In recent years, there has

been a shift away from car-centric planning and towards multimodal alternatives within the U.S. and Cape Coral.

Vision Zero

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility. The Vision Zero Network is a collaborative, nonprofit campaign to help communities set and reach this goal. Vision Zero was first implemented in Sweden in the 1990s and is gaining momentum as a policy in the United States.

Vision Zero takes an approach that all people will sometimes make mistakes. The road system and related policies should be designed so those inevitable mistakes do not result in severe injuries or fatalities. This involves utilizing design, policies, and programs, such as speed management, to lessen the severity of crashes.

Figure 9: Vision Zero Safe Systems

Figure 9 displays the responsibilities of each group to ensure safe roadway systems.

Target Zero

Target Zero, which has the same goals as Vision Zero, is a statewide initiative aimed at reducing the number of transportation-related serious injuries and deaths across Florida to zero. Target Zero focuses on influencing dangerous driver behaviors before serious and fatal crashes occur through safety campaigns.

Figure 10: Target Zero Logo

TARGET ZERO
FATALITIES & SERIOUS INJURIES

Transportation Demand Management

Transportation Demand Management (TDM) is a set of strategies aimed at maximizing traveler choices, according to the Federal Highway Administration. TDM can include mode, route, time of travel, and work location. TDM works to influence people to use existing infrastructure in more efficient ways, such as reducing solo vehicle trips or increasing the use of transit, rideshare, walking, biking, and working remotely. **Figure 11** displays eight TDM tools.

Figure 11: TDM Tools

Source: Tennessee Department of Transportation

TDM aims to decrease congestion and carbon dioxide (CO_2) emissions and increase the sustainability of the transportation system. TDM strategies are aimed at encouraging people to use efficient transportation modes and reduce the number and distance of vehicle trips. For example, implementing work from home, also called remote work or telework, policies or incentives can reduce traffic volume and congestion during peak travel times.

Mobility on Demand Transit

Mobility on Demand (MoD) is a promising transit service that has been implemented in the City of Bonita Springs (Bonita Springs) and Lehigh Acres. It is identified as a future service for the City

of Cape Coral in the Lee County Transit Department's (LeeTran) Transit Development Plan (TDP). MoD, also referred to as microtransit, is a curb-to-curb service available for people to call using a mobile app or call-in service. Because MoD is publicly funded, it is an affordable alternative to private ridesharing options such as Uber and Lyft, although MoD service is limited to a defined service zone and limited operating hours. Unlike fixed-route transit service, MoD transit is serviced by smaller vehicles that carry three to ten passengers directly from a chosen pickup location to a chosen destination within the service zone. MoD can also operate as a first and last mile service to and from transit stops that connect to destinations outside the service zone. MoD sometimes replaces an existing bus route within the MoD's service zone.

LeeTran began providing an MoD service to Bonita Springs and the unincorporated area of Lehigh Acres named ULTRA On-Demand Transit (ULTRA). LeeTran's Transit Development Plan (TDP) identifies MoD as future projects serving the City of Cape Coral, North Fort Myers, Shell Point, and The Village of Estero. A public survey conducted between July 20 and December 4, 2023, found that 34 percent of residents, business owners, and visitors to South Cape would prefer an on-demand service to reduce reliance on personal vehicles. To learn more about MoD in Lee County for Cape Coral's Multimodal Transportation Master Plan, a question-and-answer interview was conducted with LeeTran staff. LeeTran's transit service planner Clarissa Marino Diaz and planning and services manager Dawn Huff responded to the initial set of questions and follow up questions.

Takeaways include the following:

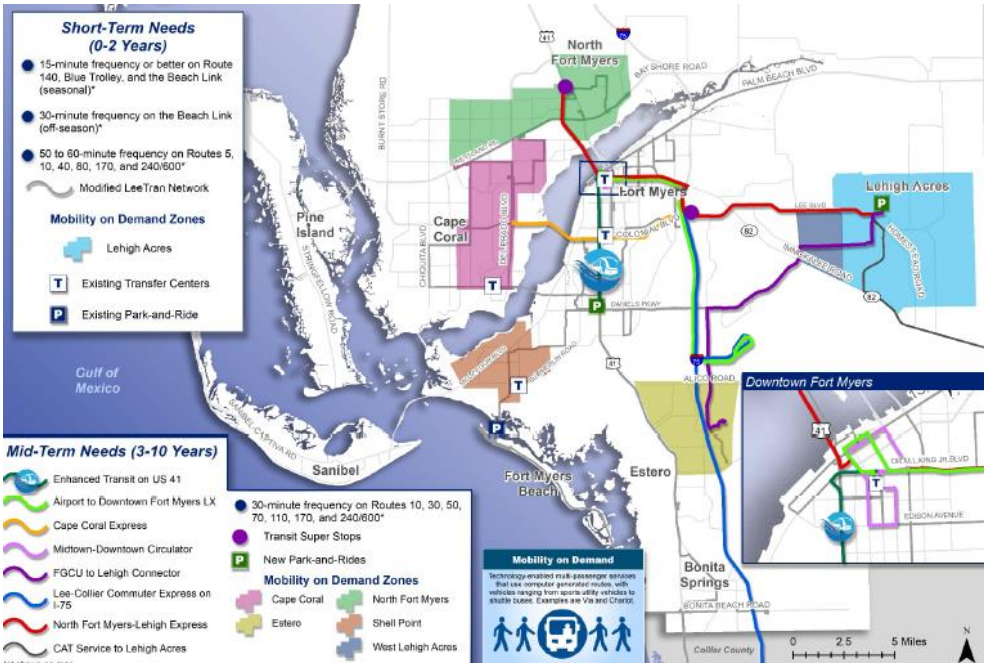
- Local and state partnerships are essential for providing MoD transit service.
    - Funding needs to come from multiple sources, such as LeeTran, the city, and the Florida Department of Transportation (FDOT).
    - Available funding is one of the largest hurdles for implementing MoD.
    - Recommended for Cape Coral to partner with LeeTran to implement MoD service in the service zone identified in the TDP; MoD target year is 2026.

- Bonita Springs contributed $154,800 in the first year of the service, with the remaining costs being covered by LeeTran.
- Ridership demand for MoD has grown significantly since the service began in Bonita Springs and Lehigh Acres due to MoD's ability to service larger areas than fixed-route service.
    - Ridership in Bonita Springs grew 2,321 percent from 208 to 5,035 between February 2022 when service began and July 2023. February's ridership numbers are only for the last two weeks of February because service did not begin until February 14th.
    - Ridership in Lehigh Acres grew 12,286 percent from 14 to 1,734 between February 2023 and July 2023.
- The two pilot programs have been successful based on increased ridership when compared to fixed routes and will continue.
    - The top lesson learned from LeeTran is that MoD needs to use a more comprehensive mobile app platform, with more detailed reporting information requested from the vendor.

Figure 12 displays transit needs in Lee County, including MoD.

Appendix A provides more explanation of ULTRA.

Figure 12: Transit Needs in Lee County



Case Studies

Four case studies were identified based on geographic location in Florida, demographic similarities, and success with implementing micromobility and safety projects and projects. Research was conducted by reviewing planning reports, ordinances, and interviews with City staff. Research from the case studies was used to help guide the Master Plan's development around policy for micromobility and microtransit, improving transportation safety, and identifying funding opportunities for transportation projects.

Case studies include the City of Port St. Lucie, City of Fort Myers, Charlotte County, and the City of Pensacola.

City of Port St. Lucie

The City of Port St. Lucie (Port St. Lucie) is a city on the Atlantic coast of southern Florida with a population of 217,535. According to the 2021 American Community Census, 20 percent of the Port St. Lucie population is 65 and older, with a median age of 43-years-old. Like Cape Coral, Port St. Lucie is a pre-platted residential community. Port St. Lucie has implemented plans and

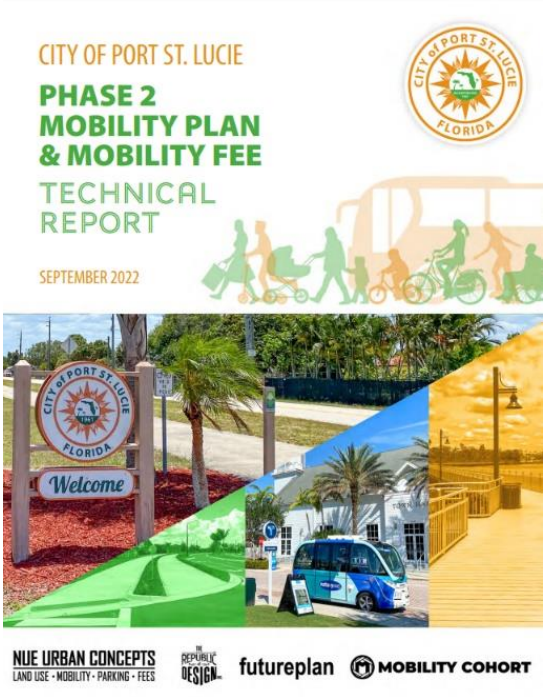
policies to increase connectivity and mobility throughout the community. They include the following:

- Port St. Lucie Mobility Plan
- Port St. Lucie Multimodal Plan
- Sidewalk Masterplan
- Neighborhood Traffic Calming Policy
- *On Demand* Microtransit
- Crosswalk Flag Program

Port St. Lucie Mobility Plan

Port St. Lucie adopted its Phase 1 Mobility Plan on October 1st, 2021. Projects include roadways and intersection capacity projects, sidewalks, bike lanes, and transit stops. The City's Phase 2 Mobility Plan and Mobility Fee was adopted in September 2022, shown in **Figure 17**. The Phase 2 Mobility Plan removed all County roads from the Mobility Plan and Fee. In addition, it is recommended that the City honor existing City Road Impact Fee credit agreements and allow developments with existing City Road Impact Fee Credits to use those credits based on the City's prior Road Impact Fee schedule. Phase 2 focuses on a more robust network of multimodal facilities, especially those in 55+ active adult communities. These communities often result in increased golf carts and neighborhood electric vehicles (NEVs) which need to have access to multimodal facilities, such as multimodal lanes.

Figure 13: Phase 2 Mobility Plan & Mobility



The Phase 2 Mobility Plan features a reduction in the number of roads projected to be widened to four lanes and an increase in the number of Complete Streets projects. The plan emphasizes providing off-street multiuse paths over on-street bike lanes and sidewalks.

Mobility Fees

With the passage of Ordinance 22-87 on October 1, 2021, Port St. Lucie replaced transportation concurrency with a mobility fee to have a more flexibility funding source for transportation projects. Florida Statute 163.3180 allows local governments to replace transportation concurrency, which is limited to funding road projects, with a mobility fee, which can fund multimodal transportation projects, such as sidewalks and bike lanes.

Port St. Lucie created two geographic areas for assessing mobility fees: assessment areas and benefit districts.

- **Assessment areas** are based on either a physical location, such as a downtown, or a type of development pattern, such as a traditional neighborhood development. There are two assessment areas in Port St. Lucie: East of the River and West of the River.
- A **benefit district** is an area within which mobility fees are collected and earmarked for expenditure. There is one benefit district in Port St. Lucie.

The City is projecting $7.4 million in mobility fee revenue for the next fiscal year of 2023/2024.

Port St. Lucie and St. Lucie County came to an interlocal agreement to accept the city's transition to mobility fees, which was last updated on October 1, 2022. With this agreement, Port St. Lucie will remove County Road capacity projects from the Mobility Plan and Mobility Fee and collect a portion of the County's Road Impact Fee from new development within the City Limits and remit those funds to the County.

Port St. Lucie Multimodal Plan

Mobility has consistently been rated below the national average within Port St. Lucie's National Community Survey and was noted as one of the most challenging aspects within the Strategic

Plan. The development of the Port St. Lucie Multimodal Plan (Multimodal Plan) was a priority project in support of mobility. The Multimodal Plan is led by guiding principles of improving safety, beautifying landscaping of roadways, public parks, gateways, and mobility. The Multimodal Plan's three goals are:

- Providing safe, comfortable, and efficient infrastructure
- Investing in healthy, safe, and walkable neighborhoods to stimulate sustainable growth
- Strengthening regional connectivity

Micromobility pilot programs are recommended in areas adjacent to but not served by fixed-route services. Recommendations include bike sharing programs, electric scooters, and micromobility lanes dedicated to bikes and scooters. Strategies to improve safety include road and lane diets, enhanced sidewalks, median and pedestrian crossing islands, and speed humps. Mobility fees are proposed to fund local transportation capital needs and fare-free transit services.

Sidewalk Master Plan

The ten-year Sidewalk Masterplan was implemented in 2018 and has constructed 10.2 miles of sidewalks out of 36.7 miles that will be built by 2028. The project is funded by a ½ cent sales tax, grants, and city funds.

Neighborhood Traffic Calming Policy

The Neighborhood Traffic Calming Policy was implemented in 2020 to prohibit or slow vehicular traffic in certain neighborhoods through physical measures that are self-enforcing. Since 2020, traffic calming measurements have been implemented on 36 streets. Funding for this project comes from many possible sources, such as private sources, public/private partnerships, Port St. Lucie's Five-Year Capital Improvement Program Budget, Community Development Grant Block Program, Neighborhood Planning Programs, and/or other grants. Examples of traffic calming measures include roundabouts, speed bumps, raised crosswalks, and raised intersections.

Area Regional Transit Program (On Demand)

The Area Regional Transit program, *On Demand*, was launched on December 9, 2019, as a free microtransit service for residents in the southwestern portion of Port St. Lucie. This is a free shared ride service where riders use the "ART On Demand" smartphone app to schedule a pickup and drop off time and location.

Figure 14: ART On Demand Vehicle

This service takes you directly from your pickup spot to the desired location to reduce the amount of walking required and accommodates people with disabilities. In its first year and a half, the program has made 7,380 trips. ART On Demand vehicle shown in **Figure 18.**

Crosswalk Flag Program

The Crosswalk Flag Program was implemented on August 19, 2021, to increase pedestrian safety for road crossings. Flags are in buckets on both sides of the crosswalk and pedestrians can carry them as they walk from one side to the other to increase pedestrian visibility. This project is funded through the available Road and Bridge Operating Budget/ Traffic Funds.

Area Speed Limit Reduction within Specified Neighborhoods

The Port St. Lucie City Council passed Ordinance 21-64, which is the Areawide Local Speed Limit Reduction Within Specified Neighborhoods, on July 26, 2021. The ordinance

Figure 15: Speed Limit Reduction

allowed the City to reduce speeds from 30 to 25 miles per hour and install 1,130 residential speed limit signs, shown in **Figure 19** on certain residential streets.

Takeaways include the following:

- Because transportation project needs cost far more than traditional funding sources can pay for, the Mobility Fee will be an important funding source for the Phase Two Mobility Plan's adopted projects, which also need to be "referenced or listed" in the Comprehensive Plan.
- The mobility fee is designed to be a flexible way to fund to implement multi-modal projects, as impact fees are limited to capacity projects and gas tax funding is a dwindling source of revenue that is limited to mostly maintenance projects.
- Land use is an important factor for estimating mobility fees and determining the impact growth will have on the transportation system, as these fees incentivize compact mixed-use development while taxing auto-centric uses.
- Port St. Lucie strategically created mobility fee areas, where fees are assessed on new development, and mobility fee districts, where fees are earmarked for transportation projects.
- The Phase 1 and Phase 2 Mobility Plans recognize the importance that road capacity projects, which impact fees are limited to funding, will not be enough to develop a transportation system that serves people of all ages, abilities, and interests.
- Older residents and residents with disabilities can benefit from micromobility in the form of accessible ride sharing services such as the Port. St. Lucie *On Demand* program.
- Funding for transportation and mobility projects can come from many areas including sales tax, mobility fees, federal funding, and the city transportation budget.

- Policy changes are important for supporting and funding multimodal transportation projects, as seen through the Mobility Plan and Fee Ordinance and the Areawide Speed Limit Reduction Within Specified Neighborhoods Ordinance.
- Port St. Lucie's local roadway network facilities are similar to Cape Coral and both of these cities can benefit from Complete Streets and reduced speed limits on local roads.

City of Fort Myers

Fort Myers is a city in Lee County, Florida, located northeast of Cape Coral. Fort Myers has a population of 92,244 with 23.4 percent 65 years and over. The City has been focusing on increasing safety in transportation through the following projects and policy:

- Matanzas Pass Bridge Reconstruction
- Fort Myers Bicycle and Pedestrian Master Plan
- Ordinance 3850
- US 41 Pedestrian Safety Resurfacing Project
- Carbon Reduction Plan

Matanzas Pass Bridge Reconstruction

The FDOT bridge project, which is in the design phase, connects the City of Fort Myers to the Town of Fort Myers Beach. The project will replace the existing bus-only lane with a second general use lane to decrease congestion to and from the Town of Fort Myers Beach. The reconstructed bridge will include a buffered shared-use path. To increase connectivity, the shared-use path will connect to San Carlos Boulevard which will be restriped to accommodate bicycle lanes in each direction. Funding for construction is budgeted with federal funds and expected to be completed in 2023. Matanzas Pass Bridge displayed in **Figure 20.**

Figure 16: Matanzas Pass Bridge

Photo of Matanzas Pass Bridge by Erin White on Flickr

Ordinance 3850 Complete Streets

Fort Myers adopted Ordinance 3850 on November 18, 2019. Ordinance 3850 requires a balanced transportation system that supports all modes of transportation for people of all ages and abilities. The ordinance required Fort Myers to create a Complete Streets program. The ordinance acknowledges that pedestrians and bicyclists do not feel comfortable on bicycle and pedestrian facilities that share the corridor with high-speed traffic. For example, Policy 1.3 of the ordinance requires the City to build buffered bicycle lanes and multi-use paths on new arterial and collector roads where feasible. Policy 1.4 also requires the City to build pedestrian facilities that connect residential areas to the waterfront and activity centers.

Ordinance 3850 is in **Appendix B**.

City of Fort Myers Bicycle and Pedestrian Master Plan

The City of Fort Myers Bicycle Pedestrian Master Plan, shown in **Figure 21,** was adopted by City Council in March 2021. The goals of this plan are to establish a framework to improve mobility and connectivity in the City of Fort Myers and enhance the safety and function of streets from both traffic and pedestrian perspectives. Recommendations to improve safety include special emphasis crosswalks, bike boxes to increase visibility and prevent crashes with right turning vehicles, and traffic calming techniques to reduce vehicle speeds.

Figure 17: Fort Myers Bicycle and Pedestrian Master Plan

The City of Fort Myers provided information regarding the implementation of projects recommended by the Master Plan. These projects include protected bike lanes on Challenger Boulevard and Winkler Avenue, shared use paths on Challenger Boulevard and over the Carroll Canal, and a feasibility study for protected bike lanes on McGregor Boulevard. The shared use path over the Carroll Canal will connect residential areas in Fort Myers to the John Yarbrough Linear Park (JYLP), increasing connectivity and mobility. The JYLP is a segment of the SUN Trail county-wide linear park and Trail. JYLP will be extended north from Colonial Boulevard 2-miles to near downtown Fort Myers including a bike/ped over pass by 2024 using $8 million in state SUN Trail funds.

US 41 Pedestrian Safety & Resurfacing Project

This safety project is currently in the construction phase and is expected to be completed in late 2023. The project limits are from Winkler Avenue to South of Dr. Martin Luther King Jr. Boulevard. Project improvements to increase pedestrian safety include raised medians, five mid-block pedestrian crossings, new and upgraded signals, lighting upgrades, and new signing

and pavement markings. The City aims to complete this project then upgrade the adjacent streets leading into US 41 to complete streets to increase pedestrian safety.

Carbon Reduction Plan

The Carbon Reduction Plan feasibility study has been funded through the Lee MPO at $350 thousand. The federal money being used for this project will be available on July 1, 2023. The City is currently modifying the draft scope of work and determining how to hire a consultant for the project. The main purpose of the Plan is to study and identify beneficial micromobility aspects for downtown Fort Myers and identify streets that should become complete streets or have protected bike lanes. This plan will provide recommendations to the Fort Myers City Council that may include the use of mobility fees in the future. Mr. Karakos believes that although downtown Fort Myers needs to have a parking plan updated, this feasibility plan is not the right plan to address parking. He also believes there may be a need to introduce transit into this study.

The main takeaways from Fort Myers include the following:

- The City of Fort Myers is supporting a balanced approach to improving transportation safety through adopted policy and engineering projects.
- The City of Fort Myers adopted a policy that incorporates land use planning with transportation.
- The City can fund bicycle and pedestrian projects through the local funds in addition to federal money leveraged through the Lee MPO.
- The City's representative believes that enforcement and speed reduction are the main keys to reducing crashes and increasing safety.

Charlotte County

Charlotte County, located in Southwest Florida, has a population of 186,847. The County is about 30 miles north of Cape Coral. The County's transit mission is to provide safe, high quality,

convenient, efficient, and affordable transportation to the public. They are achieving this through Charlotte County Transit which provides free scheduled rides within all of Charlotte County. These rides are reserved ahead of time by calling the reservation line, open Monday through Friday. The County also has a free Transportation Disadvantaged program that is a curb-to-curb transportation service for disabled, elderly, or low-income individuals, displayed in **Figure 22**. Free transportation is also provided to veterans, the homeless, and the Center for Abuse and Rape Emergencies C.A.R.E.

Figure 18: Charlotte County Transit

Source: Charlotte County

Punta Gorda is a city in Charlotte County with a population of 19,230. According to the 2021 American Community Survey, 50.3 percent of the population is 65 years and over. The project team interviewed Mr. Mitchell Austin, the City's principal planner, regarding the City of Punta Gorda's micromobility initiatives. The City has increased micromobility through their Free Bicycle Loaner Program, displayed in **Figure 23**.

This program offers free bicycles to rent and use for the day from the Fishermen's Village, Four Points Sheraton, and Springhill Suites. It was launched in 2009 by TEAM Punta Gorda, a local non-profit founded in 2004 by Punta Gorda residents. The bicycles are donated by businesses to

the City of Punta Gorda and the program is run by volunteers. There are around 6,000 check-outs per year. The length of these check-outs can range from a couple of hours to a week.

Figure 19: Punta Gorda Free Bicycle Loaner Program

Source: City of Punta Gorda

The City of Punta Gorda also has increased connectivity with shared use pathways connecting the heart of the city to the neighborhoods in the South. From these paths, residents can reach shopping and dining locations, multiple parks and natural areas, and museums and libraries. Mr. Austin mentioned that when he first moved to Punta Gorda in 2004, people did not want to walk short distances to restaurants, they would have taken their car. However, he now sees people traveling all over the city either walking or using the loaner bikes, including the older demographic. The US 41 trails were the first section of trails implemented in 2008. Since then, ten miles of sidewalks have been constructed, resulting in 130 miles of sidewalks in Punta Gorda. These shared use paths are funded in many ways including federal grants.

The main takeaways from Charlotte County include the following:

- Free or affordable public transit greatly increases mobility according to Mr. Austin's anecdotal evidence.
- Micromobility programs can be sponsored by local businesses and run by community volunteers to reduce the need for funding.
- Federal funding was key to building shared-use pathways.

City of Pensacola

Located in Florida's panhandle, the City of Pensacola (Pensacola) has a population of 53,678. Pensacola introduced the Shared Micromobility program through a 12-month pilot program that began in July 2021. The program is a part of the Engineering Department, which is under the Public Works and Facilities Department. As part of the pilot program, the City Council passed an ordinance clearly outlining proper use, restrictions, and vendor requirements. The City's Public Works and Facilities Department started the program by allowing 500 dockless electric scooters. In the Fall 2022, the City Council assessed the results of the pilot program and adopted a permanent program, codifying Ordinance 33-22 under Chapter 7-9 of the city code. The ordinance can be found in **Appendix C**.

E-scooters are permitted to be used on roads and bike lanes within a franchise area. Riders are prohibited from riding electric scooters on the sidewalk, except for accessing a sidewalk to park the e-scooter. The City's Shared Micromobility webpage outlines where e-scooter users are allowed to park, displayed in **Figure 24,** and lists specific structures and access clearance that e-scooters shall not block. Users are incentivized to park in designated e-scooter corrals, receiving a 50-cent credit on their account for a future ride.

The 12-month pilot program included the following terms:

Figure 20: E-Scooter Parking Areas

- 500 micromobility devices were allowed.
- The maximum speed was set at 15 mph.
- E-scooters were allowed to operate between 5:00 am to 12:00 am.
- Vendors were required to have the capacity to restrict use or parking of e-scooters in geofenced areas.
- The vendor was required to obtain and file a $10,000 performance bond with the City.
- Six months into the pilot program, the City Council could amend the regulations based on relevant data and community input.

Two companies were selected to participate in the pilot program: Bird and Veo, each with a deployment maximum (or “cap”) of 250 scooters. Bird offers exclusively standing scooters, while Veo scooters are equipped with a seat. For the permanent program, the City Council determined to restrict micromobility vehicles to seated e-scooters due to safety concerns. The Public Works and Facilities Department subsequently authorized a long-term operating agreement with Veo.

In June 2022 during the pilot, the Public Works and Facilities Department began installing the parking corrals, marked by thermoplastic decals on city sidewalks and on-street curb areas. The corrals are also identified by a "P" icon in the operators’ mobile apps. Veo e-scooters and parking areas are displayed in **Figure 25.**

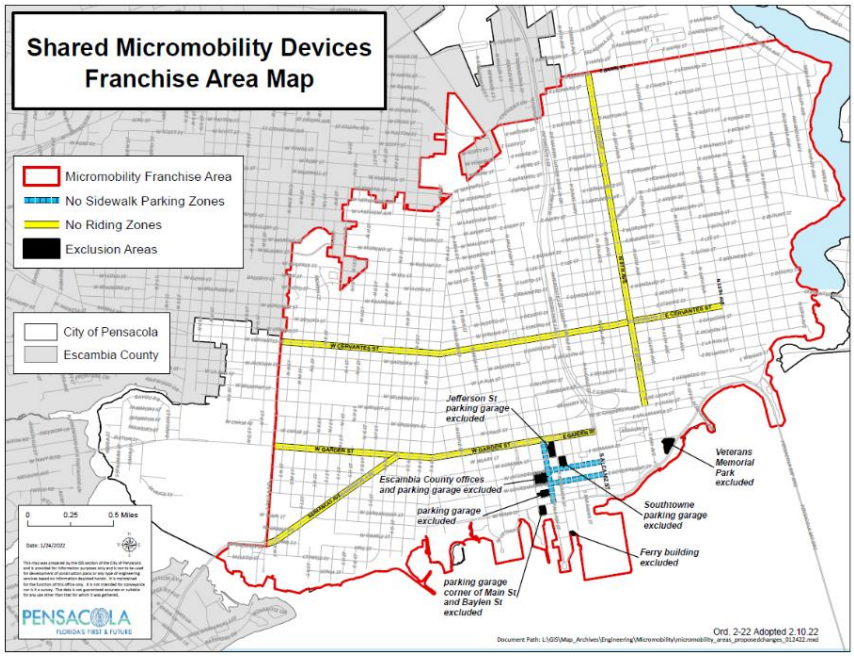
Figure 21: Veo E-Scooters and Parking Areas

Source: City of Pensacola

Franchise Area

Pensacola created a franchise area, displayed in **Figure 26,** where e-scooters are available and permitted use. The franchise area comprises approximately half of the City's area; it includes all of the downtown area and the approximately 40 roads to the north of downtown. The franchise area excludes the north part of town around Pensacola International Airport.

Figure 22: Franchise Map



Source: City of Pensacola

Exclusion Roads and Areas:

- The franchise area excludes e-scooter use on N 9th Ave, E Cervantes St, W Garden St, and Barrancas Ave and designates these roads as “No Riding Zones”. These roadways are all four- to five-lane major arterials without bike lanes.
- E-scooters are also excluded from use and parking within main downtown parking garages and Veterans Memorial Park.
- E-scooter parking is not permitted along sidewalks of three corridors with heavy downtown pedestrian traffic (W Government St, W Intendencia St, and Palafox St)
- Scooters must never block ramps, street furnishings, parking meters, sidewalks, driveways, entryways, parking meters, fire hydrants, and parking spaces.

Takeaways include the following:

- Pensacola introduced micromobility as a pilot program to test the program’s feasibility.
- Pensacola codified the pilot program and permanent program with a City ordinance.
- A franchise area was established for e-scooters to safely operate.

Existing Conditions

This chapter explains the results from the existing and future conditions assessment for the Master Plan. The existing conditions assessment summarizes previous planning documents, Cape Coral's demographics, transportation facilities, traffic, land use, safety, and environmental justice considerations. The future conditions assessment summarizes how much Cape Coral is forecasted to grow in population and jobs, and it documents Cape Coral's future land use. Datasets were provided by Cape Coral, the Florida Department of Transportation (FDOT), Lee County Metropolitan Planning Organization (Lee MPO), Lee County, LeeTran, Signal4 Analytics, the United States Census Bureau, and the United States Environmental Protection Agency (EPA). A glossary of transportation terms is provided at the end of the Master Plan to facilitate a clear understanding of the content. The chapter is organized into the following sections:

- Plans Review
- Demographics
- Transportation Facilities
- Land Use
- Safety
- Environmental Justice

Takeaways

Key takeaways include the following:

- Cape Coral's population is forecasted to grow 48 percent between 2016 and 2045.
- Cape Coral's jobs are forecasted to double between 2015 and 2045.
- Progress has been made since the adoption of the 2016 Bike-Pedestrian Master Plan:
    - Five miles of bike lanes have been added, bringing Cape Coral's total to 72 miles.
    - 85 miles of sidewalks have been added, bringing Cape Coral's total to 299.3 miles.
    - 11 miles of multi-use trails have been added, bringing Cape Coral's total to 20 miles.
- Safety has not improved since 2012 for vulnerable users:

    - Seven pedestrian fatalities in 2022.
- Four Census Tracts designated as disadvantaged communities under the EJ40 Initiative are located within Cape Coral's limits.
- Single family residential is the largest existing land use, or 57 percent of Cape Coral.
- Future land use amendments and zoning changes will reduce the number of single-family residential acres to 35 percent of Cape Coral's land area.
- Cape Coral has one block group that is in 80th percentile or higher for the demographic index compared to the United States.
- Cape Coral has five block groups that are in the 80th percentile or higher for the supplemental demographic index.

Plans Review

As part of the Master Plan, a review of current and previous planning documents was done with a goal of maintaining consistency between the Master Plan and relevant plans. The City identified the plans described in the following sections. Plan adoption dates are provided if they are available.

2016 Cape Coral Bike-Ped Master Plan

The City adopted the Cape Coral Bike-Ped Master Plan in 2017. It was the City's first bicycle and pedestrian master plan. The vision of the Cape Coral Bike-Ped Master Plan is to make walking, riding a bike, and accessing transit in Cape Coral a comfortable and integral part of daily life for people of all ages and abilities. Among the Master Plan's goals, the City is working towards the following:

- Reducing the number of bicycle and pedestrian crashes in half by 2023
- Doubling the combined walking biking, and transit commute mode share by 2023
- Creating a 228-mile sidewalk network, a 202 mile on-street bikeway network, and a 31-mile multi-use path network by 2037

North Cape East-West Corridor Study

Dated September 2012, the City of Cape Coral East/West Corridor Improvement Feasibility Study evaluated the costs and impacts associated with implementing controlled access to Diplomat Parkway and Kismet Parkway/Littleton Road corridors to improve mobility between the Cities of Cape Coral and Ft. Myers. The Diplomat Parkway corridor was recommended as the preferred corridor for a future controlled access roadway connecting Burnt Store Road and US 41. Diplomat Parkway is identified as road widening from four lanes to six lanes, but based on the current 2045 travel demand model, the present four-lane configuration of Diplomat Parkway should provide satisfactory level-of-service, without the need for six lanes.

See **Appendix D** for a technical memorandum demonstrating that six lanes are not necessary.

2045 MPO Long Range Transportation Plan

The Lee County Metropolitan Planning Organization (MPO) adopted its 2045 Long Range Transportation Plan (LRTP) on December 18, 2020. The LRTP identifies multimodal transportation projects with a 25-year planning horizon for Lee County and its municipalities.

These include reFRESH Estero Boulevard, 6 miles of sidewalks on each side of the boulevard, trolley stops, safety improvements at crosswalks, and on-road bike lanes. Transit and pedestrian projects within the boundary of Cape Coral include the Cape Coral Evacuation Route Study, Pine Island Project Development and Environment (PD&E) Study, and the Cape Coral Express transit service to be added in 2043. Funding for these projects is coming from federal, state, and local sources, including the new Carbon Reduction Program, which funds complete streets projects, public transit, trails, and bicycle and pedestrian facilities.

Cape Coral Interactive Growth Model

The Cape Coral Interactive Growth Model (Growth Model) can be used to assist in planning for school and fire facilities, transportation projects, utilities, parks, and the real estate industry. The first iteration was used in 2002 by Dr. Van Buskirk to estimate future population growth and plan for future build out scenarios for 2010. The Growth Model's forecasts have been close to

Census counts. For example, the growth model forecasted that the population of Cape Coral would grow to 155,179 permanent residents; the actual 2010 population was 154,305. The Growth Model was updated in 2016 and forecasted growth for 20 planning districts and the Travel Analysis Zones (TAZs) located within the City limits. The 2016 Growth Model forecast for future demand for housing and commercial properties in 2020 and was only off from the 2020 Census by 0.6 percent.

Cape Coral Evacuation Route Study (In Progress)

Led by the Lee County MPO and in collaboration with City Staff, the Cape Coral Evacuation Route Study is being developed at the same time as the Master Plan. The Study will provide recommendations to help lower identified clearance times. These recommendations will include alternate evacuation routes, phased evacuation, and route capacity improvements. The evacuation study will consist of the following:

- Demographic and Land Use Analysis,
- Hazard Analysis for hurricane storm surge
- A review of the Behavioral Analysis as part of the ongoing Statewide Regional Evacuation Study
- Shelter Analysis
- Evacuation and Population Vulnerability Analysis
- Transportation Analysis

It will also collect data including a City survey and evaluate County/Regional Evacuation Transportation Networks. The study will include an inventory of all new roads, road projects that increase capacity, bridges, scheduled road projects, and projects that impact the evacuation route network. This study is estimated to be completed in 2024.

SR-78 Corridor Vision Study

The SR-78 Corridor Vision Study is a master plan completed by the Florida Department of Transportation (FDOT) in 2023. The partners in this effort include the FDOT, Cape Coral, Lee County, the Lee County MPO, and the Southwest Florida Regional Planning Council (SWFRPC). The purpose of the plan was to create a vision for the SR 78 / Pine Island Road corridor that will guide transportation and land use decisions over the next 50 years. The limits of this study were from Burnt Store Road to US 41.

Cape Coral Bridge Replacement/Expansion (In Progress)

The Cape Coral Bridge Project led by Lee County, in coordination with FDOT, is currently in the PD&E phase. The purpose of this study is to identify and evaluate capacity improvements to the Cape Coral Bridge, which spans the Caloosahatchee River connecting Cape Coral Parkway and College Parkway in Lee County. Improvements being considered include increased capacity from 4 to 6 lanes, bicycle and pedestrian facilities, and intersection improvements. The study is expected to be completed by September 2024. Construction on the bridge span is planned to begin in 2026. This project is being developed by Lee County and FDOT.

LeeTran's Transit Development Plan

FDOT requires every transit department to adopt a 10-year Transit Development Plan (TDP) in order for projects to qualify for state funding. The TDP serves as a strategic blueprint for a transit agency's public transportation needs. Lee County Transit (LeeTran) adopted its current TDP on October 27, 2020. The plan is made of two elements: a comprehensive analysis of short-term needs and a strategic transit vision through 2030. Cape Coral transit improvements proposed by this plan include adding the Cape Coral Express to link the populated areas of Cape Coral to US 41 and the North Fort Myers-Lehigh Acres Express and expanding the County's Mobility on Demand (MoD) services to Cape Coral. The Cape Coral Express is currently unfunded, and the Cape Coral MoD is to be implemented in 2024.

North Cape and 7 Islands Vision Plan

The Vision Plan was adopted by the City of Cape Coral on October 31, 2016. The Vision Plan identified methods to improve multimodal connectivity within the City. This includes enhancing existing streets by applying complete street or greenway elements, such as sidewalks, multi-use trails, and street trees. The plan also explored replacing the current bridge with a mechanical bridge to maintain connectivity between North Cape and 7 Islands to increase large boat and sailboat access to the canals and adding raised pedestrian and bike access over the canals. These projects were incorporated into the 7 islands concept plans.

Parks Master Plan 2016

The Parks Master Plan (Plan) was adopted by Cape Coral City Council on December 12, 2016. The Plan was created to objectively assess leisure and recreation needs in the community, with a goal of ensuring that City resources are invested in the programs and facilities that are most important to the citizens of Cape Coral moving forward. The Plan resulted in the creation of priority projects including the construction of new trails, improving existing parks, constructing new neighborhood parks, and improving beaches. The long-range vision of this plan is to improve access to recreation, maximize existing resources, and acquire land.

South Cape Community Redevelopment Agency 2030 Vision Plan (Zyscovich)

The South Cape Community Redevelopment Agency (CRA) worked with Miami-based Zyscovich Architects to create its 2030 Vision Plan. This plan was completed and adopted by the CRA in January 2011. The Vision Plan was revised and adopted by the City in 2014.

The boundaries for the CRA are Del Prado Boulevard to the east, Palm Tree Boulevard to the west, SE 46th Street to the north, and Miramar Boulevard to the south, shown in **Figure 27**. The Vision Plan established an approach to enhance the downtown area by increasing connectivity and development. Issues noted in the Vision Plan are streets with wide vehicular lanes but narrow pedestrian and landscaping areas, longer than necessary distances between crosswalks, vacant lots, and extremely long city blocks which hinder connectivity.

Figure 23: CRA Boundaries

Source: [City of Cape Coral]

South Cape Downtown Community Redevelopment Plan

The South Cape Downtown Community Redevelopment Plan (Redevelopment Plan) was adopted by the CRA in 2010, and by the City in 2014, after the 2030 Vision Plan was added. The City Council approved updating the Redevelopment Plan in 2023. The Redevelopment Plan was amended in 2019 to include changes to the CRA governance and extended the sunset provision of the Community Redevelopment Area from 2035 to 2047. The revision also includes the study and potential development of a Mooring Field in the Bimini Basin. It recommends increasing connectivity through new bicycle network connections including along Miramar Street via a multi-use greenway. It also recommends balancing the needs of pedestrian, bicycle, and vehicular traffic through the implementation of complete street elements, such as dedicated

landscaping, ample sidewalk widths, and adequate buffers between pedestrian and vehicular traffic.

Estimated Impacts to Lee County Evacuation Times of the Proposed Del Prado Interchange and Other Improvements

Completed in 2023, CDM Smith utilized the TIME Model to develop an evacuation model for the City of Cape Coral. Several scenarios were modeled using at 2040 levels under Category 5 storm conditions to test the impacts of various highway improvements on evacuation times. The results of these assignments indicated that the proposed I-75 / Del Prado Boulevard Interchange would lead to a decrease in estimated evacuation times during a regional evacuation event, both for Lee County and for Cape Coral. The new interchange is estimated to provide improved access to I-75 under an evacuation event, with net increases in total volumes on interchange ramps north of Caloosahatchee River under most scenarios. The positive impacts of the proposed Del Prado interchange are limited under scenarios with increased volumes and queuing on I-75.

Demographics

The demographic section summarizes Cape Coral's community profile, existing population and jobs, and future population and jobs. Data for the community profile was collected from the United States Census Bureau's American Community Survey 2021 5-Year Estimate.

Cape Coral's Growth Model (Growth Model), which was provided by the city staff, was used to summarize the base year population. The base year for the Growth Model is 2016. The Growth Model estimates existing and future population, total households, housing units, commercial real estate, neighborhood parks, police stations, and schools for the base year and every five years after through 2080. The estimates are for each Travel Analysis Zone (TAZ) located within the city's limits, planning zone, and city. TAZs are the smallest geographic area and are defined by the Lee MPO.

The data for the number of jobs was provided by Lee MPO and was used for the 2045 Long Range Transportation Plan. The base year is 2015.

Community Profile

Cape Coral has the largest population and land area of any municipality in Lee County. Almost 80 percent of Cape Coral's residents drive to work, while less than one percent walk, bike, or take transit. 20 percent of workers who reside in Cape Coral work more than 50 miles from their home. Of those who reside in Cape Coral, 21 percent work in Cape Coral, 20 percent work in Fort Myers, and 46 percent work outside of Lee County, according to the US Census Bureau. According to the 2015 District One Regional Model, roughly 18-20 percent of transportation trips in Cape Coral are home-to-work/work-to-home. Additionally, trips not originating or concluding at home account for 25 percent of all trips in Cape Coral.

According to the 2021 American Community Survey 5-Year Estimates, the average travel time to work in Cape Coral is 22.8 minutes, which is less than the Lee County average, 26.3 minutes, and the state average, 26.6 minutes. From 2016 to 2021, average travel time to work has increased by 5.6 minutes. When traveling to work via public transportation, the average travel time increases to 51.5 minutes. The shortest travel time by purpose in Cape Coral is going from home to school taking an average of 11.4 minutes. Cape Coral travel times are summarized in **Tables 3 and 4**.

Cape Coral's median age is six years older than Florida's. Florida's largest minority community is Hispanics and Latinos, followed by Blacks and African Americans. Minorities make up 10 percent more of Florida's population than Cape Coral's. Cape Coral's demographics are summarized in **Table 5** and commute to work preferences in **Figure 28**.

Table 3: Average Travel Time by Mode to Work in Minutes

Mode	Cape Coral	Lee County	Florida
Total Workers (excluding worked from home)	22.8	26.3	26.6
Drove Alone	22.5	25.8	26.1
Carpooled (2-person)	22.7	28.0	26.8
Public Transportation	51.5	52.0	48.7

Mode	Cape Coral	Lee County	Florida
Bicycle	22.5	21.3	20.9
Walk	8.7	8.7	12.8

Table 4: Average Travel Time by Trip Purpose in Minutes in Cape Coral

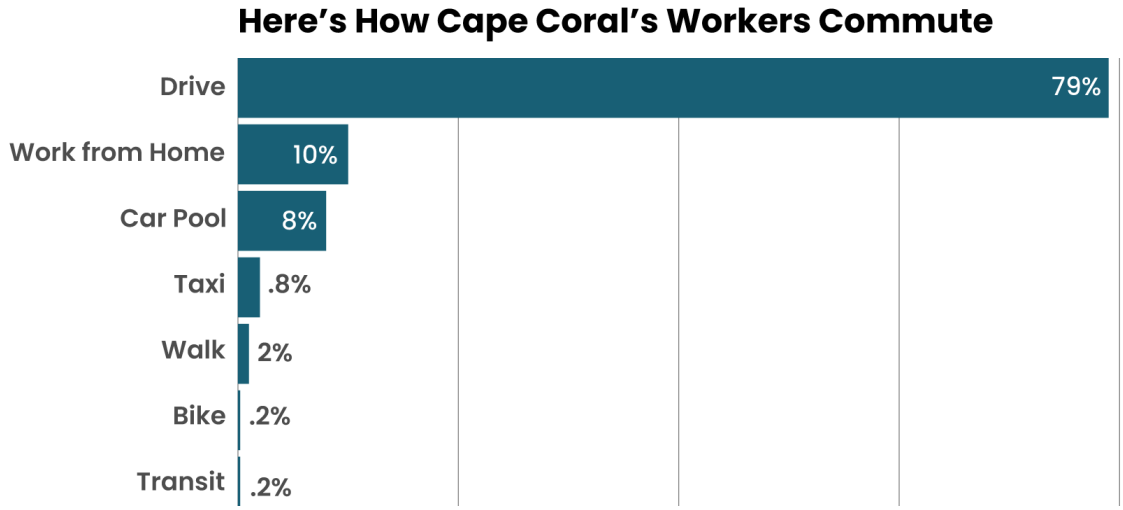
Trip Purpose	2015
Nonhome-based	14.6
Taxi or Medium/Heavy Duty Trucks	16.3
From within District 1 to Outside of District 1	46.1
Home-based	
Work (Lower Income Households)	17.7
Work (Higher Income Households)	16.5
Shopping	16.5
Social or Recreational Activities	16.5
School	11.4
College/University	21.9
Other	14.9

Table 5: Cape Coral Demographics

Demographic	Cape Coral	Florida
Total Population	193,003	21,781,128
Median Age	48.3	42.3
Percentage of residents 65 and Older	24.4%	20.4%
Percentage of Minorities	32%	43.9%
Percentage of White Alone	68%	56.1%
Percentage of Hispanics or Latinos	23.2%	26.8%
Percentage of Blacks or African Americans	5.6%	14.6%
Percentage of 16 years and Over in the Labor Force	58.2%	59.1%
Percentage of households who don't own a vehicle	3.5%	5.9%

Source: American Community Survey 2017-2021 Five-Year Estimates

Figure 24: Cape Coral Commute



Population and Jobs

The Master Plan's horizon year is 20-years from present-day Cape Coral, so the existing conditions for population summarized is through 2045. Jobs are not forecasted beyond 2045. Cape Coral's base year 2016 population is 193,003. Cape Coral's population is forecasted to grow by 48 percent to 263,782 between 2016 and 2045. Total housing units are forecasted to increase by 47 percent to 119,087 units. Single-family housing units are forecasted to increase by 53

percent to 100,877. Multi-family housing units are forecasted to increase by 22 percent to 18,209.

The total number of jobs in Cape Coral's base year (2015) is 44,164. The number of jobs is forecasted to double to 88,203 by 2045. Job growth is expected to occur primarily along NE Pine Island Road and Cape Coral's downtown district.

Table 6 summarizes population, housing, and job growth through 2045.

Figures 25 through **Figure 28** display existing population and jobs, and future population and jobs.

Table 6: Population, Housing, and Job Growth through 2045

Forecast Year	Total Population	Percent Increase	Total Housing Units	Total Single-Family Units	Total Multi-Family Units	Total Jobs
Base	178,345	Base	81,064	66,097	14,964	44,164
2020	192,784	8.1%	87,380	71,902	15,629	No Data
2045	263,782	47.9%	119,087	100,877	18,209	88,203

Figure 25: Existing Population in Cape Coral

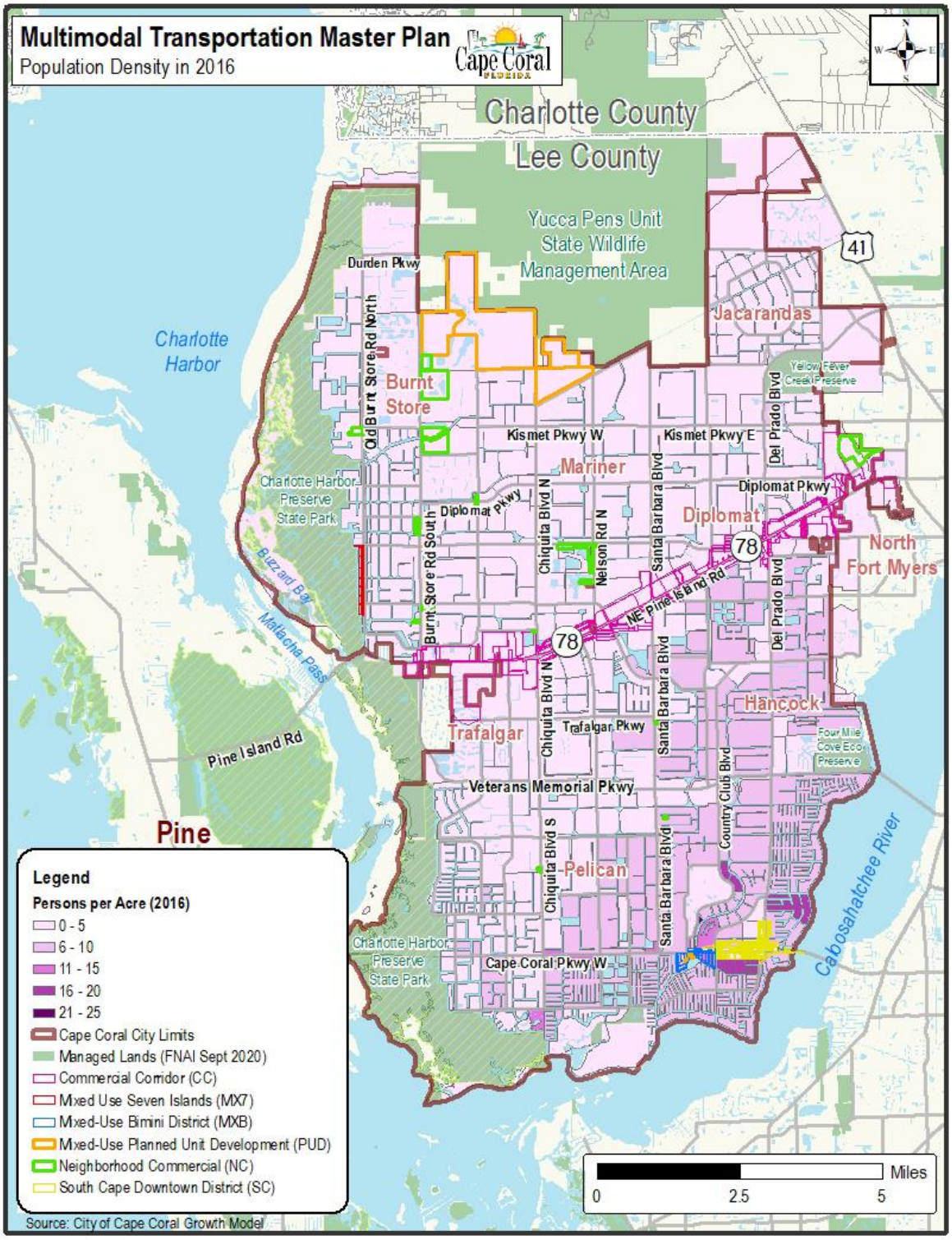


Figure 26: Future Population in Cape Coral

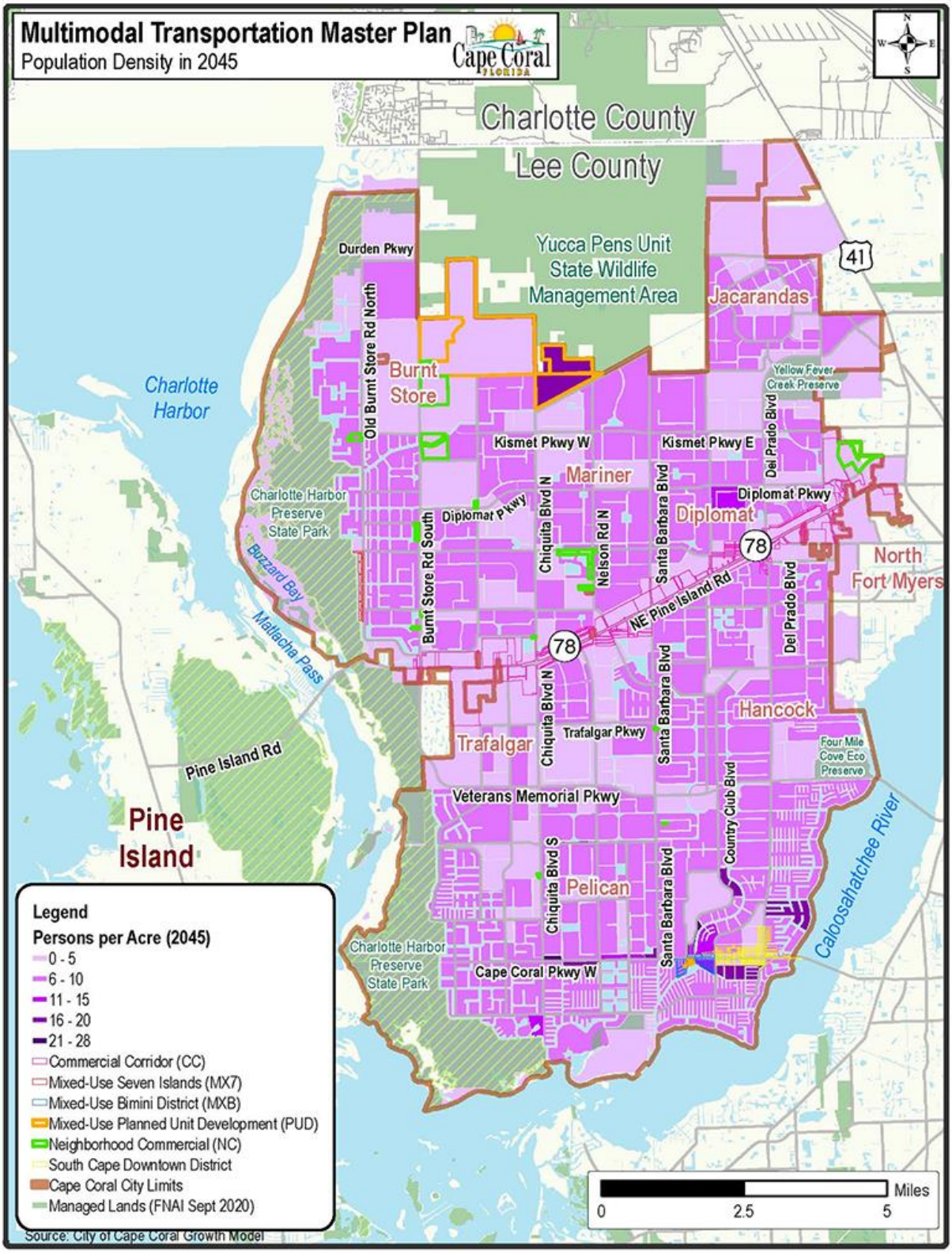


Figure 27: Existing Job Density

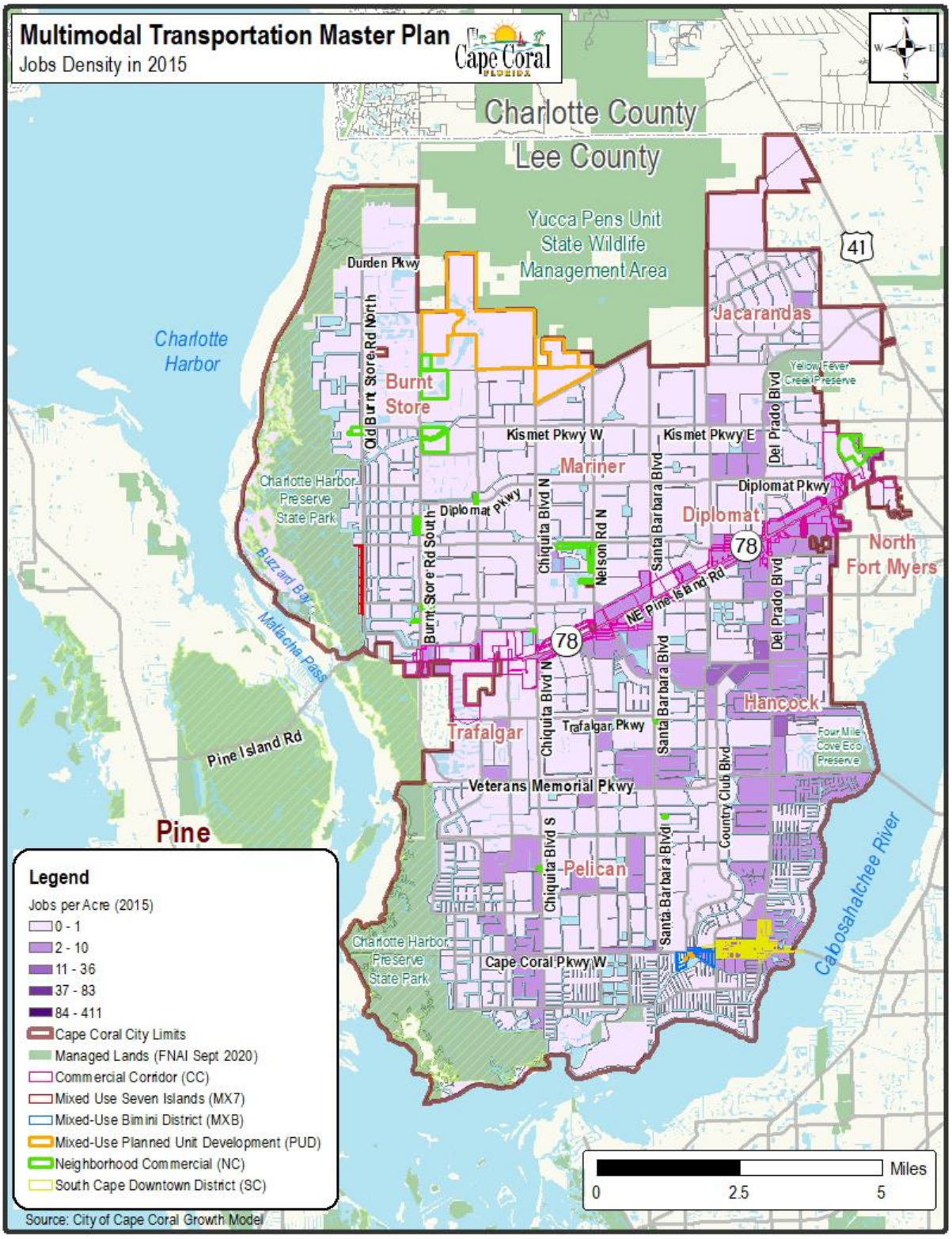
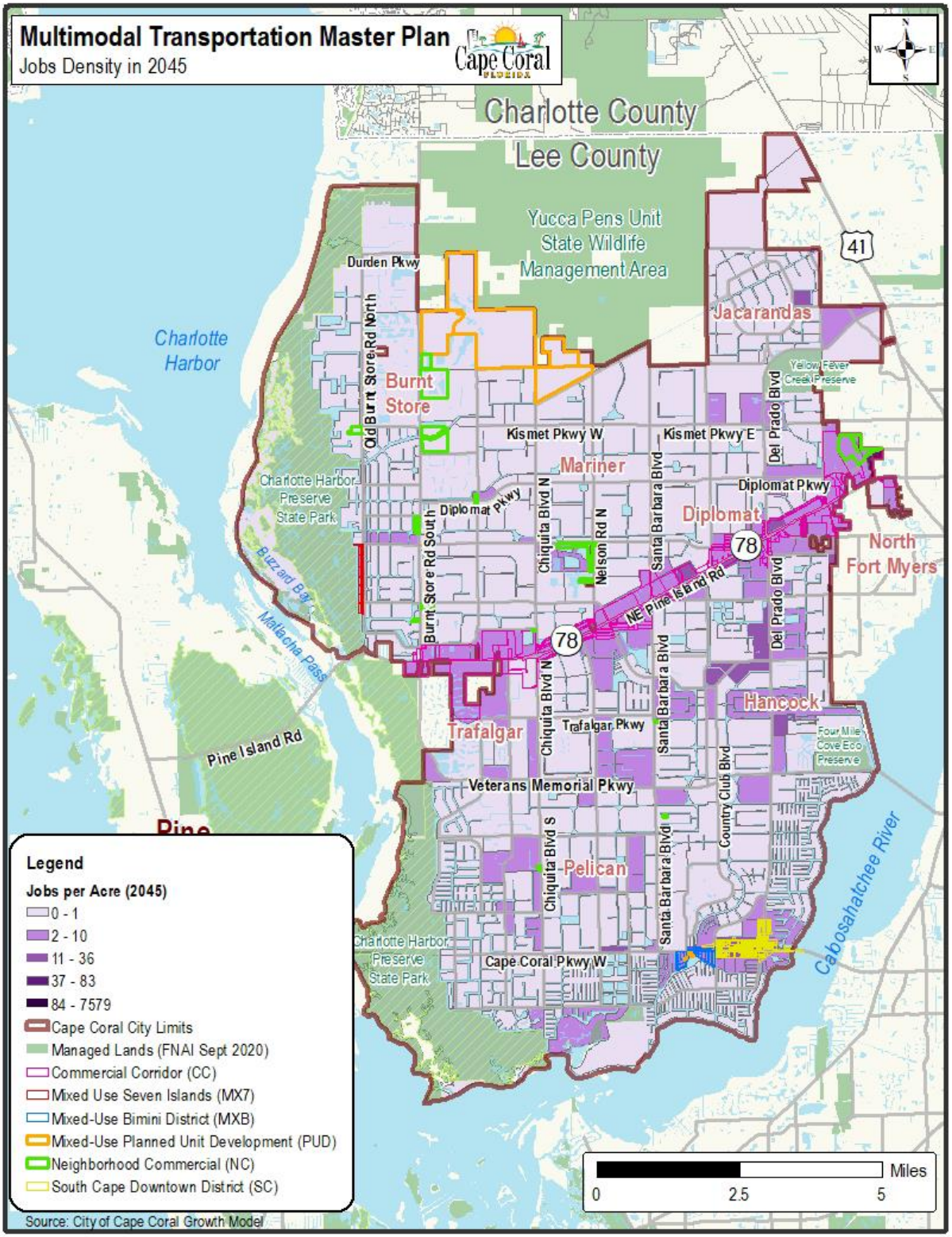


Figure 28: Future Job Density



Transportation Facilities

Cape Coral's transportation system is made up of roads, sidewalks, bike lanes, multi-use trails, and a fixed-route bus service. The following sections summarize the City's transportation system.

Roadway Functional Classification System

Cape Coral uses the Federal Highway Administration's (FHWA's) Roadway Functional Classification System to classify roads. Under the Roadway Functional Classification System, roads are classified based on the type of service they are designed to provide. Access and mobility are the main considerations for a road's classification, although connectivity is also a key component. A road that provides good access allows people to reach as many destinations as possible without traveling far. A road that provides good mobility allows people to travel long distances in the shortest travel time that is safe (**Figure 36**).

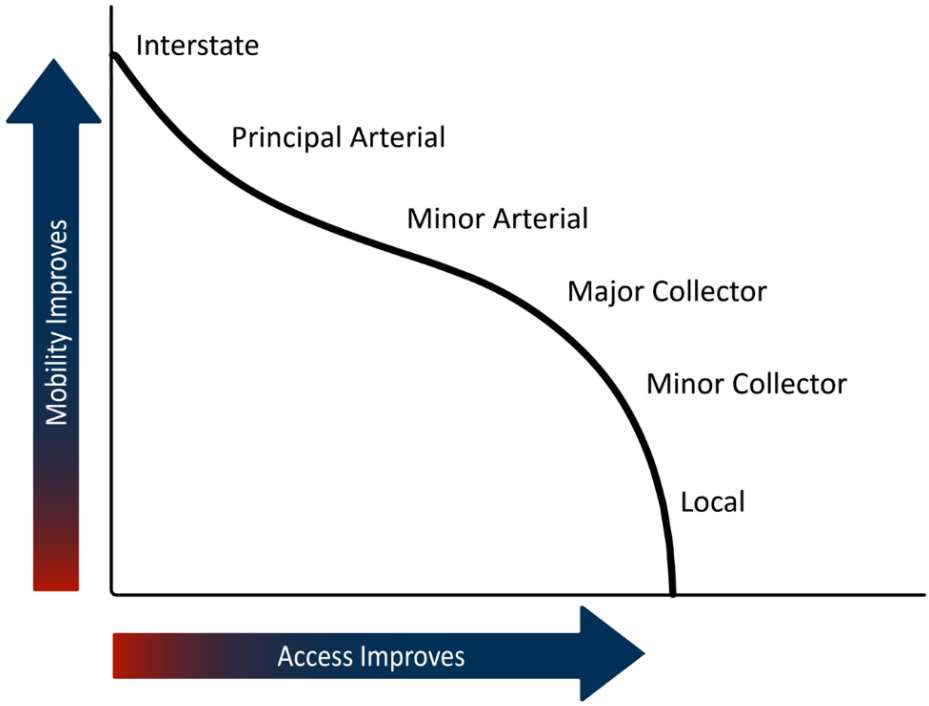
Connectivity is how well-connected a road is to the overall transportation network. Connectivity is often defined by the number of intersections along a road. More road connections typically result in better access but less mobility. Research summarized by the Victoria Transport Policy Institute has found that well-connected roads reduce the total vehicle miles traveled. Fewer cars on the road can translate to safer, more comfortable travel conditions for bikers and walkers. Traffic alone does not make the road safe; adequate bicycle and pedestrian facilities need to be present as well.

Figure 29 illustrates the relationship between mobility, access, and road classifications.

Table 7 summarizes Cape Coral's roadway classifications and the respective mileage. Cape Coral is not directly connected to an interstate. Local roads make up the majority of road centerline mileage in Cape Coral, followed by minor arterials and major collectors.

Roadway functional classification data is from Cape Coral. **Figure 30** displays the roadway classifications that serve Cape Coral.

Figure 29: Roadway Functional Classifications Relationship to Access and Mobility



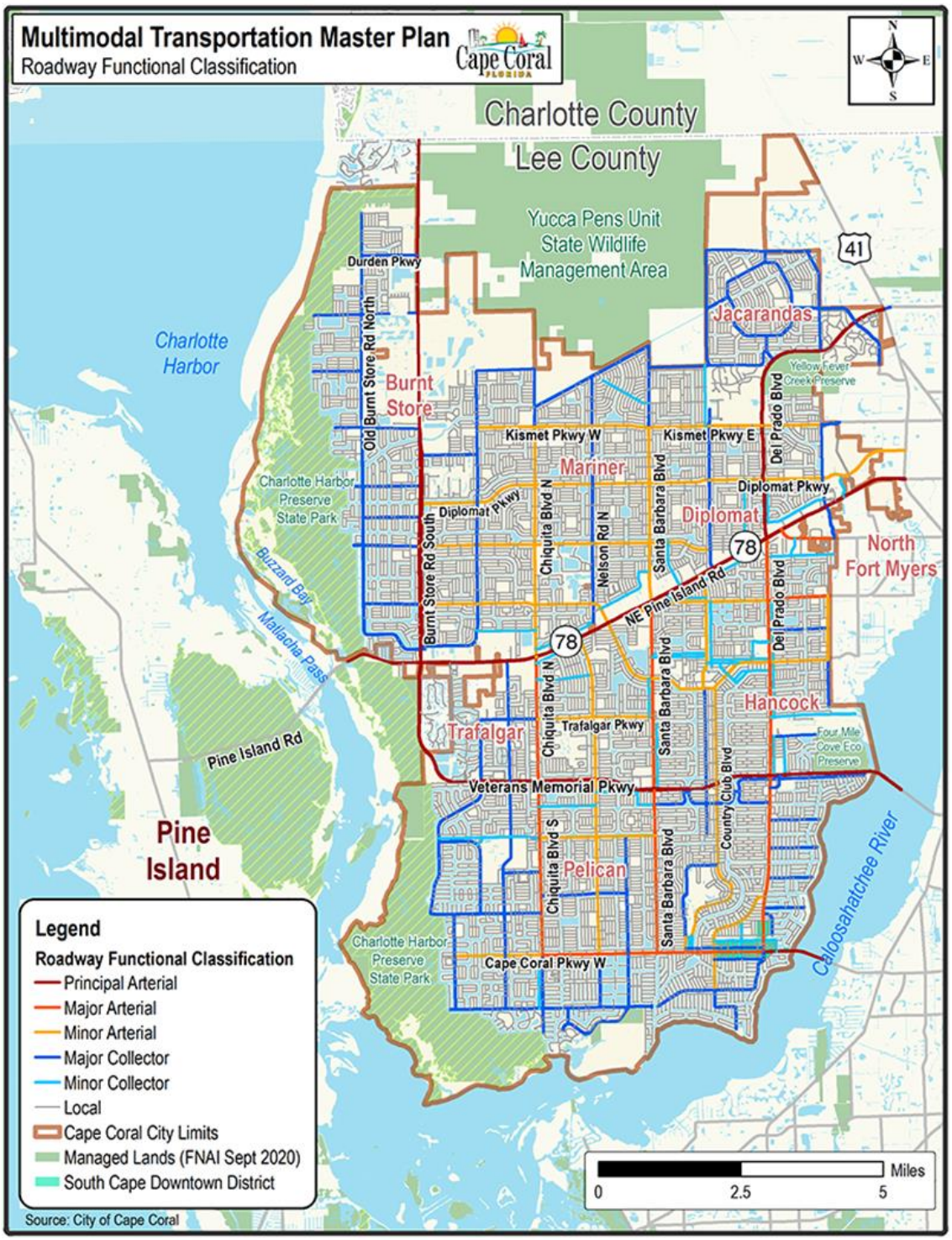
Source: [Federal Highway Administration]

Table 7: Roadway Functional Classifications that Serve Cape Coral

Functional Classification	Definition	Total Centerline Mileage	Percentage of Roads
Principal Arterial	Typically refers to highways or expressways that provide continuous routes which serve through traffic, high-traffic volumes, and long trips lengths.	67.1	4.1%
Major Arterial	Roadways that are classified below interstates or freeways that also provide continuous routes which serve through traffic, high-traffic volumes, and long average trip lengths	48.5	3.0%
Minor Arterial	Roadways that provide service for trips of moderate length, geographic areas that are smaller than their higher arterial counterparts, and connect to the higher arterial system	118.7	7.2%

Functional Classification	Definition	Total Centerline Mileage	Percentage of Roads
Major Collector	Roadway which serves to link arterials with local roads or major traffic generators. Major collectors serve a larger geographical area than minor	118.3	7.2%
Minor Collector	Roadway which serves to link arterials with local roads or major traffic generators	37.4	2.3%
Local	Roadways which provide high access to abutting property, low average traffic volumes, and short average trip lengths	1,249.2	76.2%

Figure 30: Roadway Functional Classification

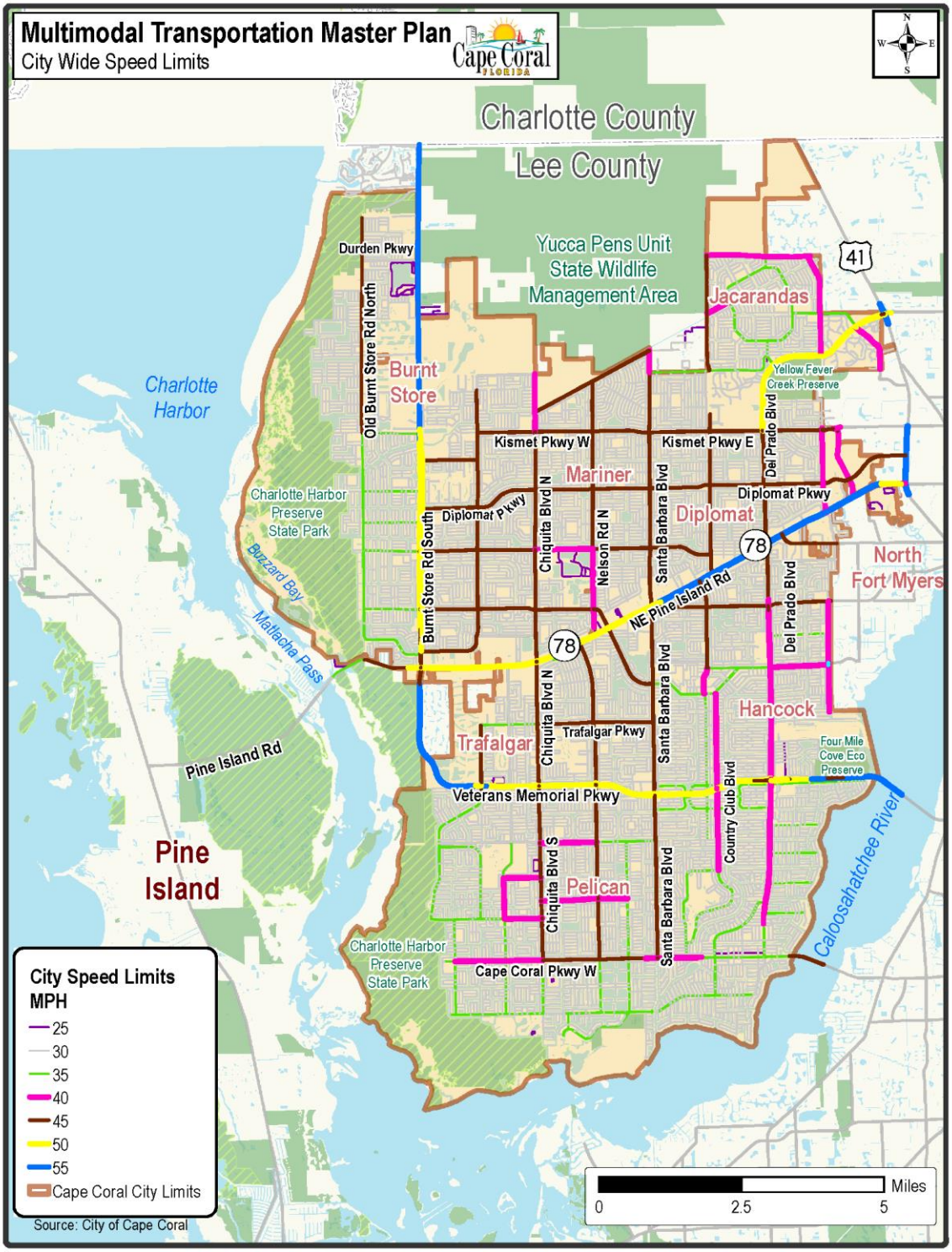


Speed Limits

According to the US Department of Transportation, speed control is one of the most important methods for reducing fatalities and serious injuries, especially on roads where vehicles and vulnerable users mix. When setting a speed limit, a range of factors are considered such as pedestrian and bicyclist activity, crash history, land use, functional classification, and traffic volume. Typical speed limits include 25 miles per hour (mph) in residential or school districts, 55 mph on rural highways, and 70 mph on rural interstate highways. Speed limits in Cape Coral range from 25 to 55 mph, although all of Cape Coral's local roads post a speed limit of 30 mph. The roads with the highest speed limit, 55 mph, are NE Pine Island Road, Burnt Store Road South, and Veterans Memorial Parkway.

Speed limit data is from the City of Cape Coral. Speed limits in Cape Coral are displayed in **Figure 31**.

Figure 31: Speed Limits



Freight Network

The Lee County freight network is divided into two tiers. Tier 1 consists of Strategic Intermodal System (SIS) facilities and regional corridors that extend beyond county boundaries and are used to move goods in, out, and through the county. Tier 1 freight corridors do not directly connect to Cape Coral. Tier 2 consists of regional highways that connect to SIS facilities, other freight corridors, or regional freight activity centers, but do not extend beyond county boundaries. Tier 2 freight corridors serve Cape Coral. Lee County freight network data is from the Lee County MPO. Del Prado Boulevard will be extended to I-75 with a new interchange and is in the Lee MPO 2045 LRTP Needs Plan making this a significant freight corridor. **Table 8** summarizes freight corridors in Lee County.

Table 8: Freight Corridors in Lee County

Corridor Name	From	To
Tier 1		
I-75	Collier County Line	Charlotte County Line
SR 82	I-75	Hendry County
SR 31	SR 80 (Palm Beach Blvd)	Charlotte County Line
SR 80	I-75	Hendry County Line
Terminal Access Rd	I-75	Treeline
Daniels Pkwy	I-75	Chamberlin Pkwy
Tier 2- Within Cape Coral Boundaries		
Del Prado Blvd	Shelby Pkwy	SR 78
Chiquita Blvd	El Dorado Pkwy	SR 78
Santa Barbara Blvd	Cape Coral Pkwy	Veterans Pkwy
Cape Coral Pkwy	Coronado Pkwy	Santa Barbara Blvd
Veterans Pkwy	Colonial Blvd	Chiquita Blvd

Hurricane Evacuation Routes

As a coastal city that has been impacted by hurricanes, Cape Coral's evacuation routes are critical for quickly moving people out of harm's way. The following 14 roads are designated as emergency evacuation routes:

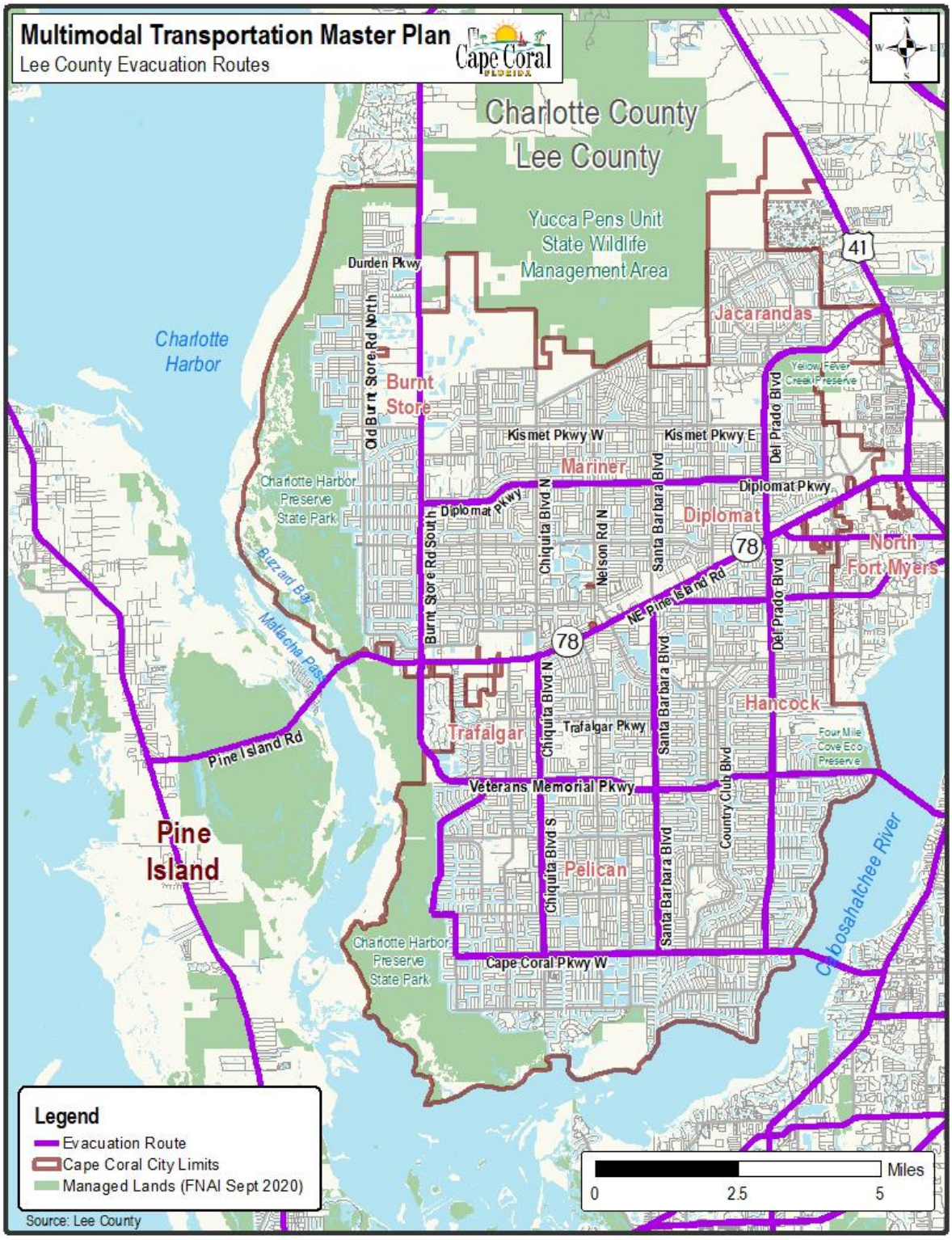
- Cape Coral Parkway
- Chiquita Boulevard
- Santa Barbara Boulevard

- Veterans Memorial Parkway
- Pine Island Road
- Sands Boulevard
- Beach Parkway
- Surfside Boulevard
- Burnt Store Road
- Diplomat Parkway
- Del Prado Boulevard
- Hancock Bridge Parkway
- Pondella Road
- US Highway 41

Del Prado Boulevard will be extended to I-75 with a new interchange and is in the Lee MPO 2045 LRTP Needs Plan. Data on Cape Coral's hurricane evacuation routes is from Lee County.

Figure 32 displays the Cape Coral evacuation routes.

Figure 32: Lee County Evacuation Routes



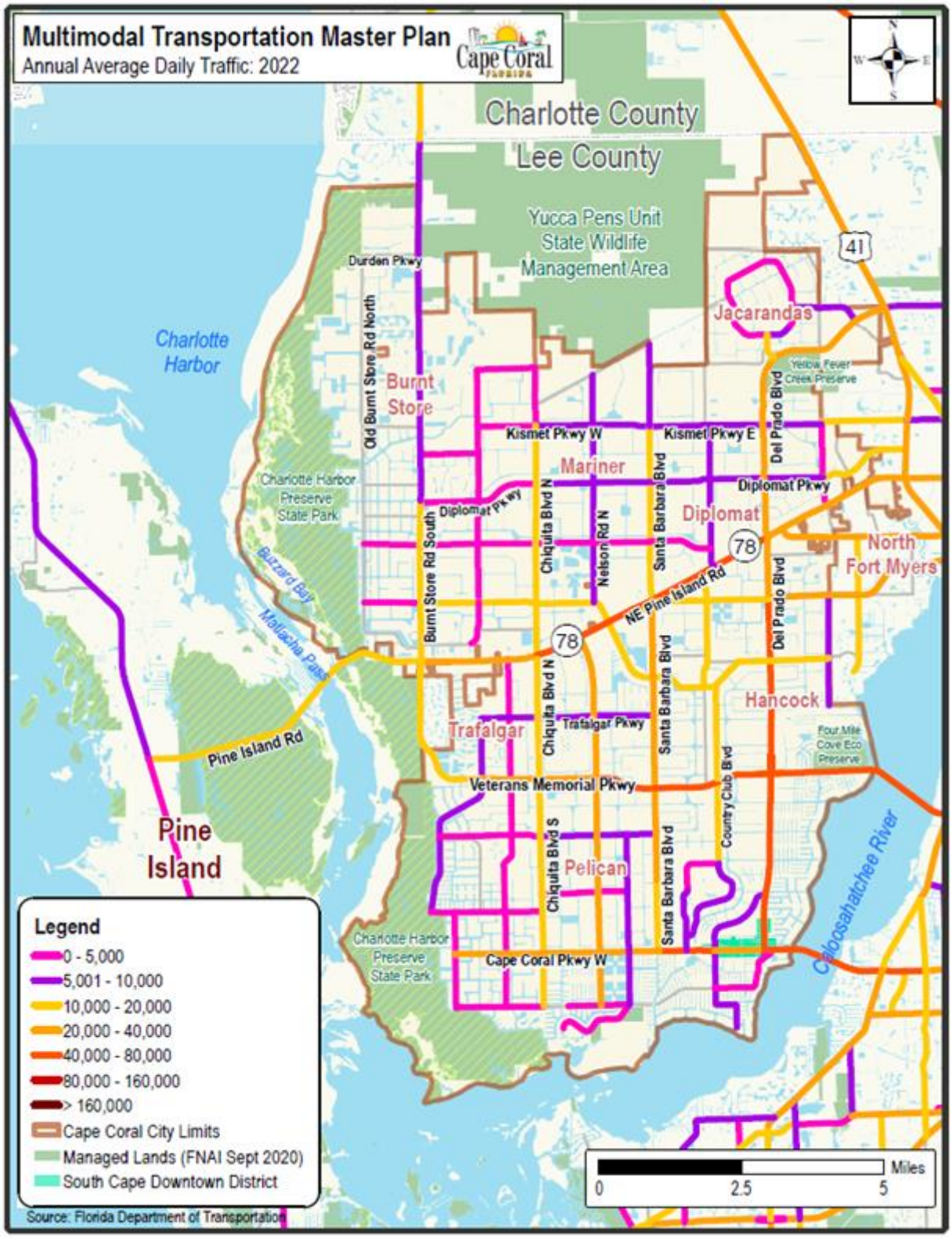
Annual Average Daily Traffic (AADT)

As part of the existing conditions review, annual average daily traffic in Cape Coral was analyzed. The most congested roads are Veterans Parkway, NE Pine Island Road, Cape Coral Parkway, and Del Prado Boulevard. These roads are also central commercial corridors and evacuation routes. Data on AADT is from FDOT. **Table 9** summarizes the highest and lowest AADT in Cape Coral. **Figure 33** displays the AADT throughout Cape Coral.

Table 9: AADT

Road Name	From	To	AADT
Five Highest AADT in Cape Coral			
Veterans Parkway	Country Club Blvd	Ramp To Del Prado	58,000
NE Pine Island Road	Santa Barbara Blvd	Del Prado Blvd	56,000
Cape Coral Parkway	Del Prado Blvd S	Winkler Road	55,000
Del Prado Blvd	Turnout	SE 21st Ln	51,000
Veterans Parkway	Santa Barbara Blvd	Country Club Blvd	50,000
Five Lowest AADT in Cape Coral			
Jacaranda Pkwy	El Dorado Blvd N	Chiquita Blvd	300
El Dorado Pkwy W	Sand Blvd	Chiquita Blvd	950
Gator Circle	NE 19 Pl	NE 40 Ter	1,050
El Dorado Pkwy	SW 12th Ave	Rose Garden Rd	1,100
El Dorado Blvd N	Kismet Pkwy	Jacaranda Pkwy W	1,200

Figure 33: Annual Average Daily Traffic in Cape Coral



Transit

LeeTran is a department of the Lee County government that provides fixed-route bus services and paratransit services to Lee County and the County's cities. Eight bus routes operate within Cape Coral. These routes are 30, 40, 70, 120, 140, 505, 590, and 595. Route 140 operates from Merchants Crossing to Bell Tower Shops and has the highest ridership, followed by route 590. Throughout the county, fixed route ridership has decreased from 2009 to 2019 with a peak in 2013. COVID has also impacted ridership according to LeeTran. February through April tends to have the highest transit ridership throughout the year. Within Cape Coral, each route has had a decreased monthly ridership of at least 42 percent.

LeeTran also provides an ADA paratransit service, called Passport. Passport is a shared ride, advanced reservation, origin-to-destination service for people with disabilities who are unable to use the regular fixed-route public transit service. This service is provided within ¾ mile of Lee Tran fixed service routes. Along with transit provided by LeeTran, the Cape Coral Mini-Bus Program, implemented in 1987, provides door-to-door transport service for Cape Coral residents who are unable to transport themselves due to physical or mental disability, income status, or age. Cape Coral's private sector also offers ride home services and trolley circulators to increase mobility throughout the city.

Lee Tran has identified two future projects in their Transit Development Plan to improve transportation in Cape Coral. These include Mobility On Demand and Cape Coral Express. Mobility On Demand would be a curb-to-curb flexible transit service like those in Lehigh Acres and Bonita Springs. This improvement is planned to be implemented in 2024. Cape Coral express would be an east-west route to link the populated areas of Cape Coral to US 41 corridor. This route would operate every hour and only stop at the Edison Mall transfer location. This improvement is currently unfunded with no planned implementation year.

Data on transit service in Cape Coral is from LeeTran.

Table 10 and **Table 11** summarize the fixed-route bus service that services Cape Coral.

Figure 34 displays the transit service in Cape Coral.

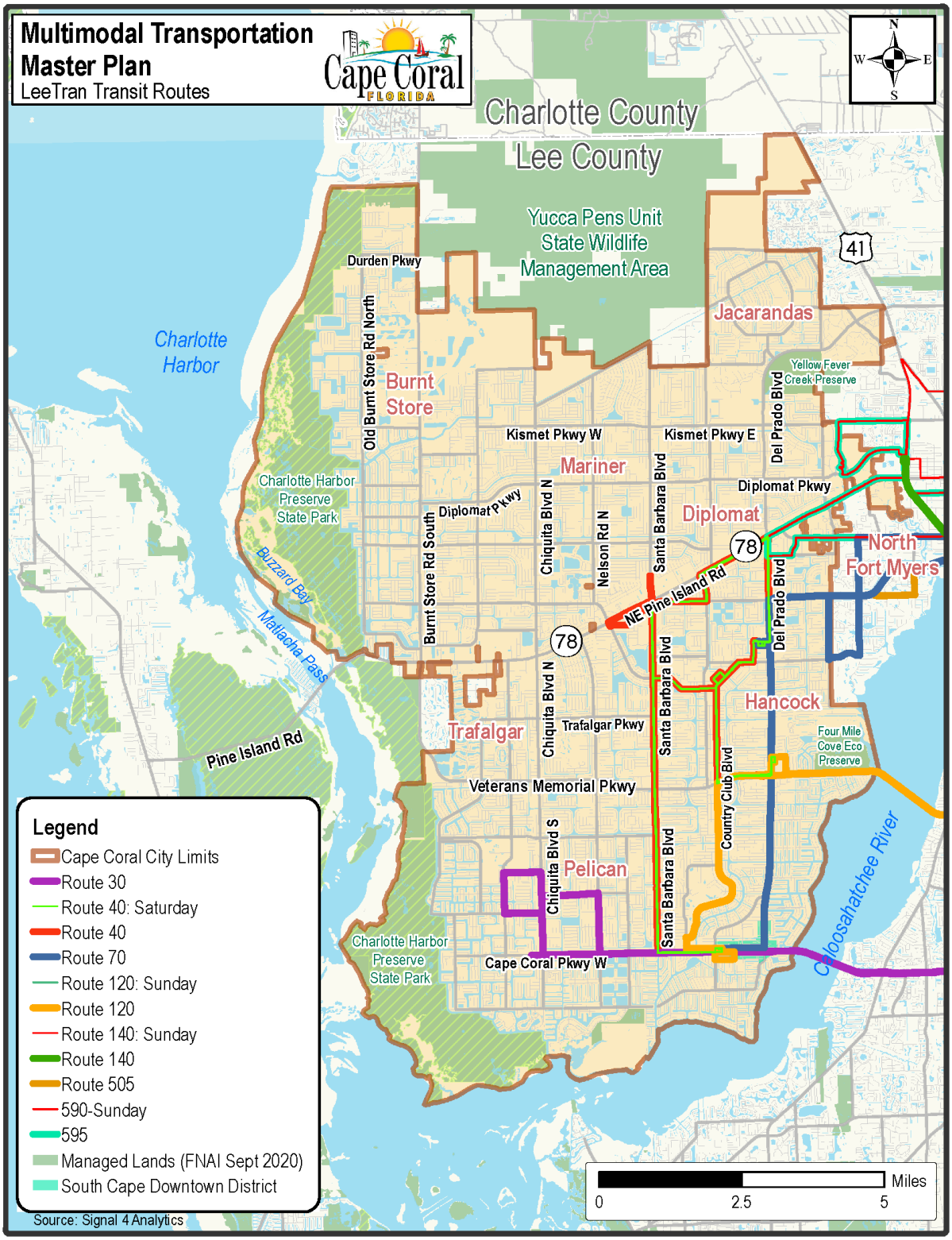
Table 10: Transit Routes in Cape Coral

Route	Route Type	Fee	Operating Hours	Operating Area
30	Fixed	$1.50 per trip	M-Sat: 6 a.m. – 9:24 p.m.	Camelot Isles to Bell Tower Shoppes
40	Fixed	$1.50 per trip	M-F: 4:40 a.m. – 8:40 p.m. Sat: 5:40 a.m. – 7:35 p.m.	Cape Transfer Center to Coralwood Mall
70	Fixed	$1.50 per trip	M-F: 5:30 a.m. – 10:15 p.m. Sat: 6:05 a.m. – 9:25 p.m. Sun: 6:40 a.m. – 8:10 p.m.	Cape Coral and Fort Myers
120	Fixed	$1.50 per trip	M-Sat: 6 a.m. – 9:10 p.m. Sun: 8:30 a.m. – 6:00 p.m.	Edison Mall to Cape Coral Transfer Center
140	Fixed	$1.50 per trip	M-Sat: 5 a.m. – 9:55 p.m. Sun: 6:05 a.m. – 8:55 p.m.	Merchants Crossing to Bell Tower
505	Seasonal Trolley	Free	M-Sun: 11 a.m. – 10:50 p.m.	Fort Myers River District
590	Fixed	$1.50 per trip	M-Sat: 5:15 a.m. – 9:05 p.m. Sun: 8:50 a.m. – 5:50 p.m.	North Fort Myers, Suncoast Estates Loop
595	Fixed	$1.50 per trip	M-Sat: 5:05 a.m. – 8:45 p.m. Sun: 10:00 a.m. – 6:45 p.m.	North Fort Myers, Pondella Loop
Passport	Reserved Door-to-Door	$3 per trip	The same hours as the nearest fixed route	0.75 miles from a LeeTran bus route
Cape Coral Mini-Bus	Reserved Door-to-Door	$12 per trip	M-F 8:30 a.m. - 4:00 p.m.	Cape Coral

Table 11: September 2012 vs 2022 Ridership Data for Cape Coral Transit Routes

Route	Operating Area	Ridership in September 2012	Ridership in September 2022	Percent Decrease
30	Camelot Isles to Bell Tower Shoppes	11,072	3,287	70.3%
40	Cape Transfer Center to Coralwood Mall	4,997	1,752	64.9%
70	Cape Coral and Fort Myers	17,652	6,721	61.9%
120	Edison Mall to Cape Coral Transfer Center	5,538	2,059	62.8%
140	Merchants Crossing to Bell Tower	98,295	34,913	64.4%
590	North Fort Myers, Suncoast Estates Loop	7,314	3,549	51.4%
595	North Fort Myers, Pondella Loop	2,822	1,627	42.3%

Figure 34: LeeTran Transit Routes



Bicycle and Pedestrian Master Plan Overview

As part of the multimodal plan, the project team created recommendations for an updated bicycle and pedestrian network and developed new project recommendations. The project recommendations provided herein act as an update to the "Cape Coral Bicycle and Pedestrian Master Plan" that was adopted in 2017. Since the completion of the 2016 plan, the City of Cape Coral has installed new sidewalks, expanded the bicycle route network, and introduced new multi-use paths throughout the city.

The following progress has been made in the last 7 years (**Table 12**). Since the 2016 plan:

- Approximately 12 miles of shared-use paths were installed. Currently, there is a total of 21 miles of shared use paths.
- Approximate 51 miles of sidewalks were installed. Currently there are 186 miles of sidewalks.
- Approximately 3.5 miles of bike lanes have been implemented. Currently there are 71 miles of bike lanes.
- Approximately 11 miles of bike routes were added. Currently there is a 95-mile bike route network.

Table 12: Miles of new bicycle and pedestrian facilities installed since 2016

	2016 Facilities (mi)	2016 plan proposed (mi)	Constructed since 2016 (mi)
Sidewalks	135	93	51
Multi-use Paths	9	22	12
Standard bike lane	22	2	3
Buffered or separated bike lane	45	78	0.5
Bicycle boulevards / bike routes	84	37	11

Table 13 lists goals from the 2016 plan and provides a status update. This plan outlines the next steps and projects to continue working towards these goals.

Table 13: 2016 Cape Coral Bicycle and Pedestrian Master Plan Goals and Current Status

2016 Bicycle and Pedestrian Master Plan Goal	Current Status and Plan Recommendations
Achieve Silver or Gold Bicycle Friendly Community designation by the League of American Bicyclists	Cape Coral currently holds a Bronze designation. Continue to implement bicycle facilities and coordinate with the League of American Bicyclists to meet the requirements for Silver or Gold.
Achieve Walk Friendly Community designation by the Pedestrian and Bicycle Information Center	In-progress
Reduce the number of bicycle and pedestrian crashes by half within five years	In-progress. There is a need for safety improvements to continue to work towards this goal. Project recommendations provide safety improvements to address high crash locations.
Reduce the share of all bicycle and pedestrian crashes in Cape Coral that occur along Del Prado Boulevard, Cape Coral Parkway, Santa Barbara Boulevard, and Pine Island Road from approximately 50% to 25% within ten years	In-progress. There is a need for safety improvements to continue to work towards this goal. Project recommendations provide safety improvements to address high crash locations.
Double the combined walking, biking and transit commute mode share to 3% within 5 years (Currently 1.5% for walking, biking and transit in Cape Coral)	In-progress. Continuing to implement safer and protected walking and bicycling will encourage more active modes of travel. The micromobility pilot project introduces another mobility option.

Bicycle Facilities

Cape Coral received the designation as a Bicycle Friendly Community-bronze level by The League of American Bicyclists in 2015 and currently has eight dedicated bike routes. These bike routes use bike lanes, shared roadways, sidewalks, and multi-use pathways. Along these routes, there are bus stops with bike racks on the buses to provide additional mobility for bicyclists throughout the city.

To improve bicycle facilities, Cape Coral adopted its first Bike-Ped Master Plan in 2017. This Master Plan will update the 2016 Bike-Ped Master Plan. Goals from the 2016 Bike-Ped Master Plan include achieving the Silver or Gold "Bicycle Friendly Community" designation from the League of American Bicyclists and creating a 202-mile on-street bikeway network within 20 years. These goals have not been met yet. Since 2016, five miles of bike lanes have been added, bringing the total to 72 miles of bike lanes in Cape Coral. Bicycle facilities data is from Cape Coral and Lee MPO. Bicycle projects accomplished since 2016 include lane reconfiguration and road diets, such as on Pelican Boulevard, displayed in **Figure 35 and Figure 36.**

Table 14 summarizes bike lane mileage in Cape Coral.

Figure 37 provides a map of the existing bicycle network.

Table 14: Bike Lane Mileage

Functional Classification	Total Mileage	Bike Path Mileage	Percentage of Roads with Bike Lanes
Expressway	19.97	0	0%
Arterials	210.1	68.86	32.77%
Major Collector	118.34	32.36	27.34%
Minor Collector	65.71	1.74	6.88%
Local	1,289.38	47.74	6.18%

Figure 35: Pelican Blvd Before Road Diet and Lane Reconfiguration

Figure 36: Pelican Blvd After Road Diet and Lane Reconfiguration

Pedestrian Facilities

Pedestrian-centered goals from the 2016 Bike-Ped Master Plan include achieving the "Walk Friendly Community" designation by the Pedestrian and Bicycle Information Center. Since 2016, 85 miles of sidewalks have been added, bringing the total to 299.3 miles of sidewalks in Cape Coral. Pedestrian facilities data is from Cape Coral and Lee MPO.

Table 15 summarizes sidewalk mileage in Cape Coral. **Figure 38** provides a map of the existing pedestrian network.

Table 15: Sidewalk Mileage

Functional Classification	Total Mileage	Sidewalk Mileage	Percentage of Roads with Sidewalks
Expressway	19.97	0	0%
Arterials	210.1	124.33	59.17%
Major Collector	118.34	56.0	47.32%
Minor Collector	65.71	7.3	11.10%
Local	1,289.38	111.67	8.66%

Multi-Use Trails

Multi-use trails, also called shared-use or mixed-use paths, are designed to accommodate the movement of pedestrians and bicyclists. The 2016 Bike/Ped Master Plan set a goal to create a 31-mile multi-use path network within 20 years. These goals have not been met yet. Since the adoption of the Bike-Ped Master Plan, 11 miles of multi-use trails have been added bringing the total to 20 miles of multi-use trails in Cape Coral. Multi-use trails data is from Cape Coral and Lee MPO.

Table 16 summarizes multi-use trail mileage in Cape Coral.

Figure 37 provides a map of the existing multi-use trail network.

Table 16: Multi-Use Trail Mileage

Functional Classification	Total Mileage	Multi-Use Trail Mileage	Percentage of Roads with Multi-Use Trails
Expressway	19.97	8.9	44.56%
Arterials	210.1	10.13	4.82%
Major Collector	118.34	0.39	0.32%
Minor Collector	65.71	0.91	1.38%
Local	1,289.38	0	0%

Figure 37: Existing Bicycle and Multi-Use Trail Network in Cape Coral

Figure 38: Existing Pedestrian Network in Cape Coral

Land Use

Cape Coral uses land use planning and zoning to manage future growth and development while preserving natural resources and open spaces. Land use is also a crucial element of transportation planning. The type of land use can influence the number of travelers who use a car, bike, walk, or use transit. For example, low density single-family land uses are car-centric while higher density urban land uses better support transit service.

The following sections summarize Cape Coral's existing and future land use.

Existing Land Use

Cape Coral is the largest and fastest growing municipality in Lee County with a total land area encompassing 57,241 acres. The largest land use is single family residential. It accounts for 57 percent of Cape Coral's total land use area, or 32,361 acres. Preservation, which includes natural resources, is the second largest land use in Cape Coral. It accounts for 18 percent of Cape Coral's total land use area, or 10,076 acres. Commercial land use is the third largest land use. It accounts for nine percent of the total land use area, or 5,098 acres. Multiple family residential accounts for five percent of the total land use area, or 2,986 acres.

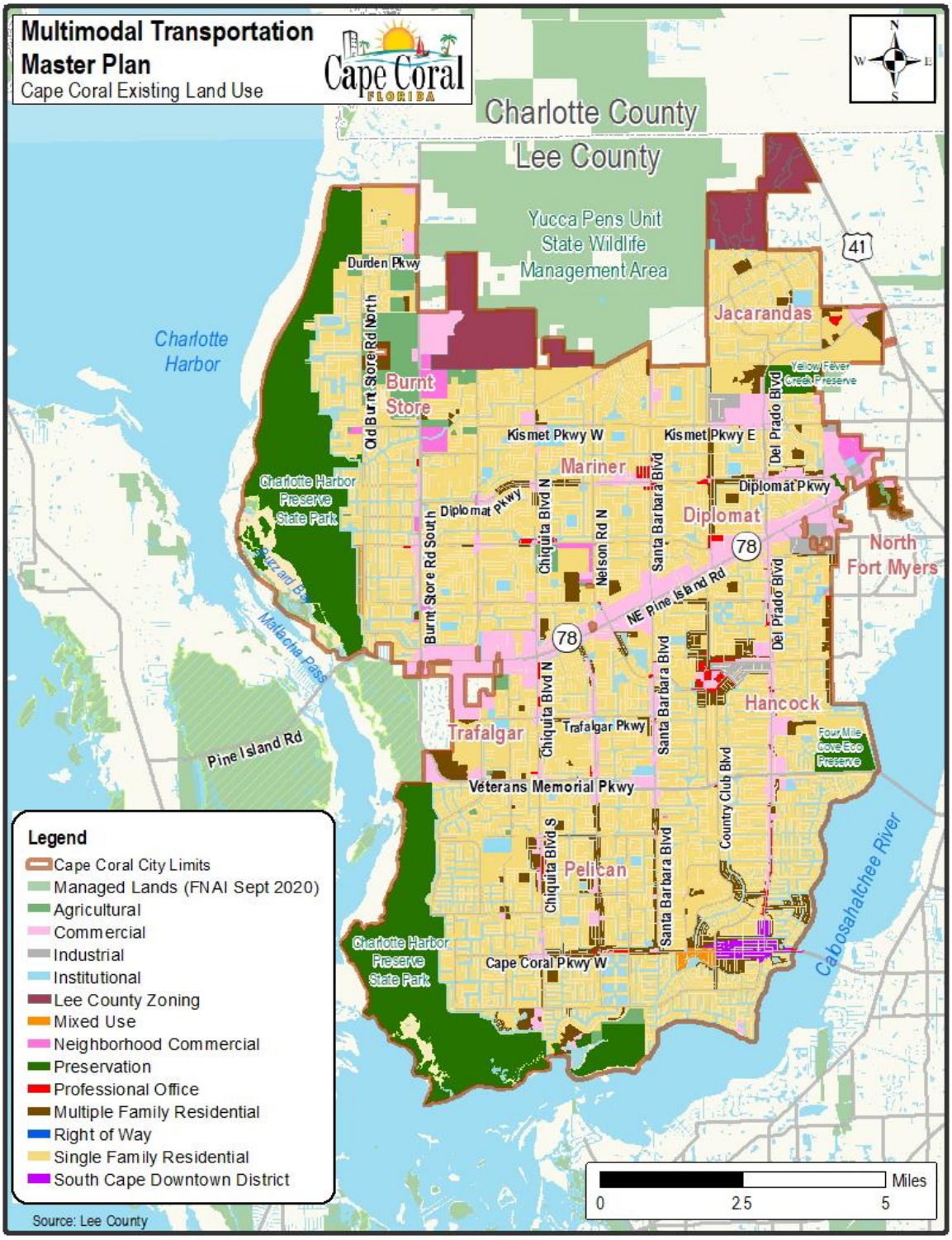
Table 17 summarizes all existing land uses in Cape Coral. **Figure 39** displays the land uses.

Table 17: Existing Land Use

Land Use Type	Definition	Total Acres	% Land Use
Agricultural	Used for the growing and harvesting of crops and livestock	1,599	2.79%
Commercial	Designated for businesses, warehouses, shops, and any other infrastructures related to commerce	5,098	8.91%
Industrial	Used for manufacturing, production, fabrication or assembly processes and ancillary services	467	0.82%
Right of Way	Used for travel purposes	3	0.005%

Land Use Type	Definition	Total Acres	% Land Use
Lee County Zoning	No definition is provided for this land use	2,630	4.59%
Institutional	Used for schools, churches, and government offices as well as services, community organizations and nonprofit agencies	818	1.43%
Mixed Use	Combines residential, commercial, cultural, or institutional functions	136	0.24%
Neighborhood Commercial	Area to provide residents with commercial centers for their needs, such as grocery and hardware stores	531	0.93%
Preservation	Land maintained to conserve, protect, or improve components of the natural environment	10,076	17.60%
Professional Office	Maintained and used as a place of business conducted by persons such as doctors, accountants, and lawyers	329	0.57%
Multiple Family Residential	Used for buildings and complexes that house more than one household in the same property	2,986	5.22%
Single Family Residential	Residential zones that can only be used for single family housing	32,361	56.53%
South Cape Downtown District	Compact urban district with mixed uses	207	0.36%
Total		57,241	100%

Figure 39: Cape Coral Existing Land Use



Future Land Use

Cape Coral's total future land use area is 58,142 acres. Single family residential will remain the largest land use, but Cape Coral plans to reduce the number of acres for single family residential by 37 percent from 32,361 to 20,449 acres. The City's plans for the multi-family residential land use area to increase by 330 percent from 2,986 acres to 12,829 by 2040. Preservation, which includes natural resources, remains the second largest land use in Cape coral. It will account for 18% of Cape Coral's total land use area, or 10,483 acres. The third largest land use is land available for either single or multi-family housing. This residential land use accounts for 18 percent of Cape Coral's total future land use area, or 10,411 acres.

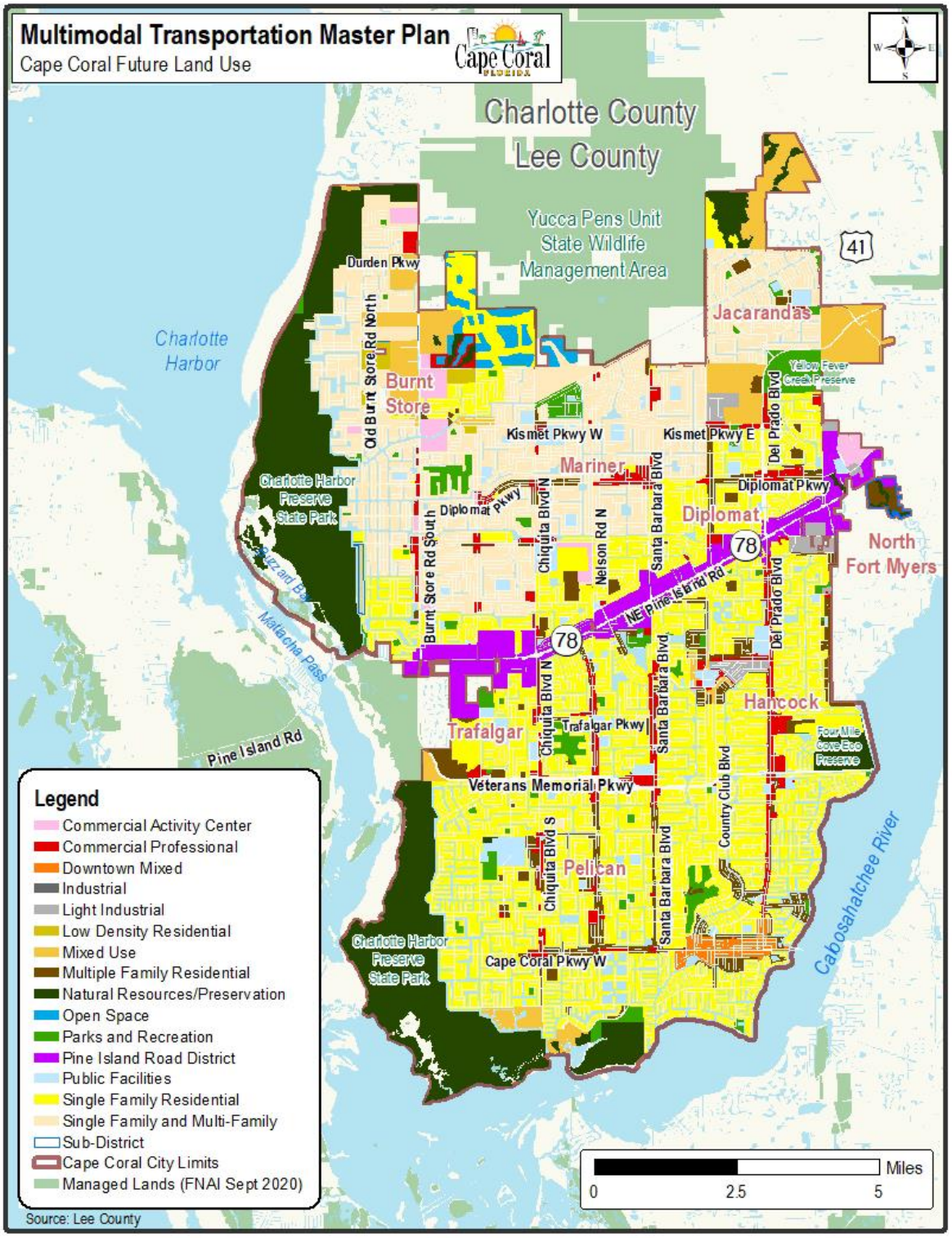
Table 17 summarizes all future land uses in Cape Coral. **Figure 40** displays the land uses.

Table 18: Future Land Use in Cape Coral

Land Use Type	Definition	Total Acres	% Land Use
Commercial Activity Center	Promote commercial development and mixed-use development at key locations, proximate to major corridors throughout the City of Cape Coral in areas that may be developed with a mix of uses	698	1.2%
Commercial Professional	Designated for businesses and professional services, such as offices, banks, law firms, and consulting firms	2,022	3.48%
Downtown Mixed	Urban areas that incorporate commercial, residential, cultural, and recreational activities	329	0.57%
Industrial	Used for large scale manufacturing, production, fabrication or assembly processes and ancillary services	4	0.01%
Light Industrial	Used for small scale manufacturing, production, fabrication, or assembly processes on goods that are less environmentally impactful than industrial zoning	462	0.79%

Land Use Type	Definition	Total Acres	% Land Use
Low Density Residential	Areas with single family homes or low-rise housing with fewer housing units per acre than high density residential	265	0.46%
Mixed Use	Combines residential, commercial, cultural, or institutional functions	3,592	6.18%
Multiple Family Residential	Used for buildings and complexes that house more than one household in the same property	2,418	4.16%
Natural Resources/Preservation	Land dedicated to the protection or conservation of natural or cultural resources	10,483	18.03%
Open Space	Land area that remains largely undeveloped and is not designated for specific purposes	590	1.02%
Parks and Recreation	Land managed for public recreation, leisure, and conservation purposes	1,857	3.19%
Pine Island Road District	Union of two major mixed-use areas: village (compact urban centers promoting maximum pedestrian friendliness) and corridor (land between villages including uses such as retail, institutional, and light manufacturing)	2,549	4.38%
Public Facilities	Schools and religious establishments	1,395	2.4%
Single Family Residential	Residential zones that can only be used for single family housing	20,449	35.17%
Single Family and Multi-Family	Can be used for both multiple and single residential properties	10,411	17.91%
Sub-District	Established to efficiently regulate development in particular areas of interest	618	1.06%
Total		58,142	100%

Figure 40: Cape Coral Future Land Use



Canals

Cape Coral makes up approximately 440 miles of canals. Canals present challenges for improving the transportation system's connectivity and access to destinations. Many of Cape Coral's local roads dead-end at canals, effectively cutting off options for direct travel routes and limiting safe travel options throughout Cape Coral.

Safety

Signal4 Analytics was used to collect crash data for Cape Coral's transportation system. Signal4 Analytics is an interactive dashboard funded by the State of Florida and maintained by the University of Florida's GeoPlan Center. The following data was collected:

- Overall crashes relative to other cities in Florida
- The number of crashes, serious injuries, and fatalities by emphasis area for the years 2012 and 2022 (**Table 19** and **Table 20**)
- The number of serious injuries and fatalities by vulnerable user between 2012 and 2022

How Does Cape Coral Compare

Cape Coral has had a 229 percent increase in total crashes per 1,000 people from 2012 to 2022. This increase is larger than other cities in Florida including Tampa, Punta Gorda, Orlando, Fort Myers, and Daytona. Cape Coral has also had the largest percent change increase in bicycle and pedestrian fatalities from 2012 to 2022. **Figure 41** and **Figure 42** display how Cape Coral compares to other cities and Florida.

Figure 41: Percent Change in Total Crashes

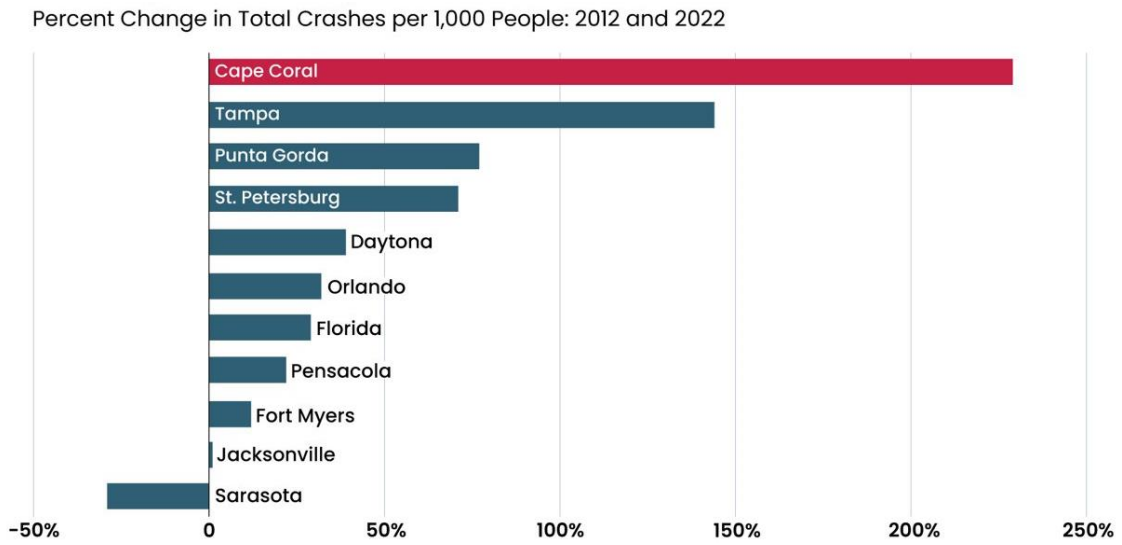
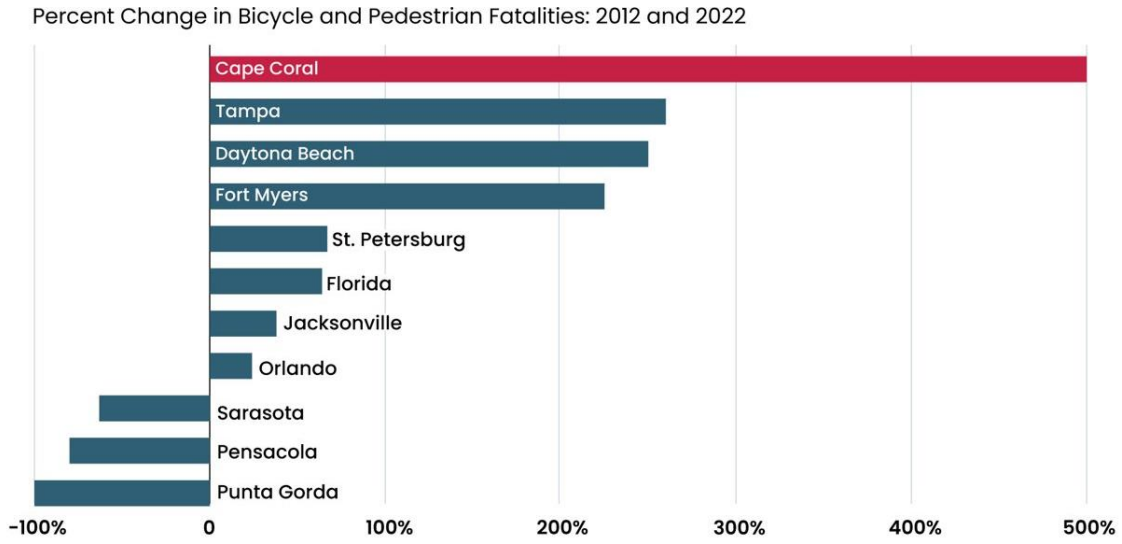


Figure 42: Percent Change in Bicycle and Pedestrian Fatalities



Emphasis Areas

Intersection crashes were the top emphasis area in 2012. Distracted driving was the top emphasis area in 2022, followed by intersections.

Emphasis areas are defined in the Glossary of Terms. The crashes by emphasis area are listed in **Tables 19** and **20** and do not add up to the total crashes in 2012 and 2022. A crash can be listed under multiple emphasis areas.

Table 19: Number of Crashes, Serious Injuries, and Fatalities by Emphasis Area in 2012

Emphasis Area	Total	Serious Injuries	Fatalities
Intersections	580	92	5
Lane Departures	457	17	3
Aging Road Users	285	34	3
Teen Drivers	220	19	1
Distracted Driving	219	16	1
Impaired Driving	149	9	4
Commercial Motor Vehicle Operators	130	8	2
Pedestrians and Bicyclists	94	19	1
Motorcyclists and Motor Scooter Riders	90	22	3
Speeding and Aggressive Driving	89	14	0
Occupant Protection	78	13	0
Drowsy and Ill Driving	23	4	0
Work Zones	4	0	0
Rail Crossings	0	0	0

Table 20: Number of Crashes, Serious Injuries, and Fatalities by Emphasis Area in 2022

Emphasis Area	Total	Serious Injuries	Fatalities
Distracted Driving	2,568	38	3
Intersections	2,491	56	4
Lane Departures	1,982	33	2
Aging Road Users	1,573	37	10
Teen Drivers	935	17	3
Commercial Motor Vehicle Operators	305	1	0
Speeding and Aggressive Driving	248	6	17
Occupant Protection	208	14	2
Impaired Driving	190	22	1
Pedestrians and Bicyclists	141	17	6
Motorcyclists and Motor Scooter Riders	94	18	0
Work Zones	94	1	0
Drowsy and Ill Driving	78	7	0
Rail Crossings	0	0	0

Note: A crash can be classified in more than one emphasis area.

Vulnerable Users

A vulnerable road user is one who is not protected by being in a car, truck, or bus. Vulnerable users include bicyclists, pedestrians, and motorcycle riders. These users account for a large share of the overall traffic fatalities. The following sections summarize the crash analysis results for vulnerable users in Cape Coral.

Bicyclist Crashes

Bicycle crashes from 2012 through 2023 have not been improving. 2021 and 2022 had the most crashes with 68 each year. Bicycle crashes tend to occur along Cape Coral Parkway, Pine Island Road, and Del Prado Boulevard. **Figure 43** and **Figure 44** display bicycle crashes in Cape Coral.

Figure 43: Bicycle Crashes as of February 2023

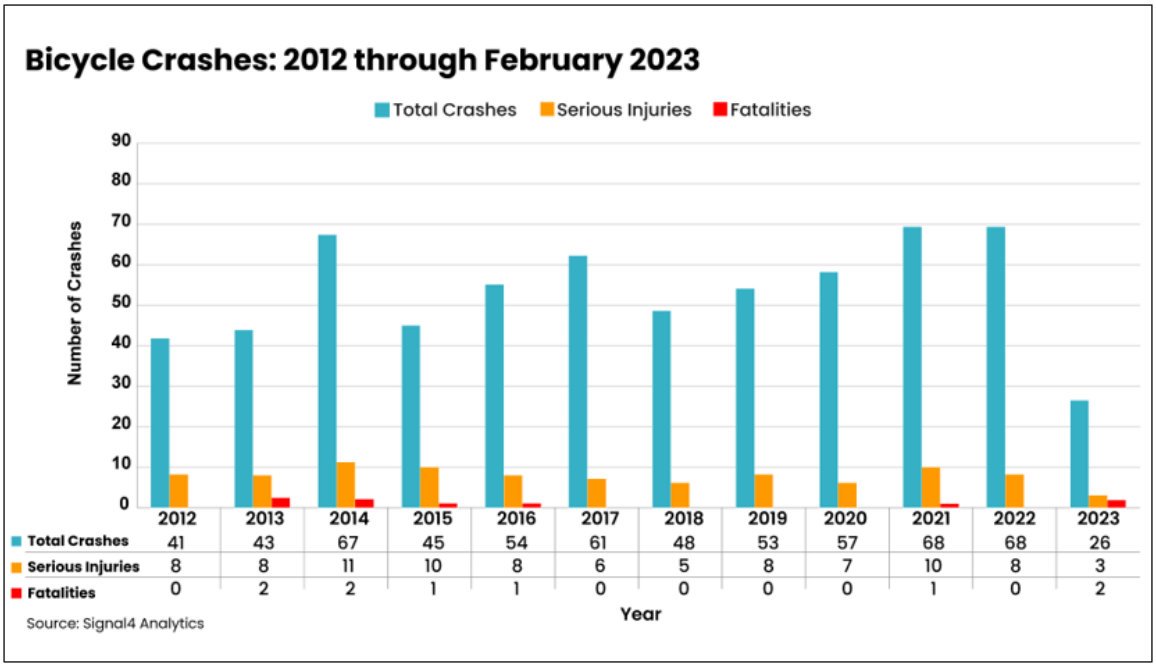
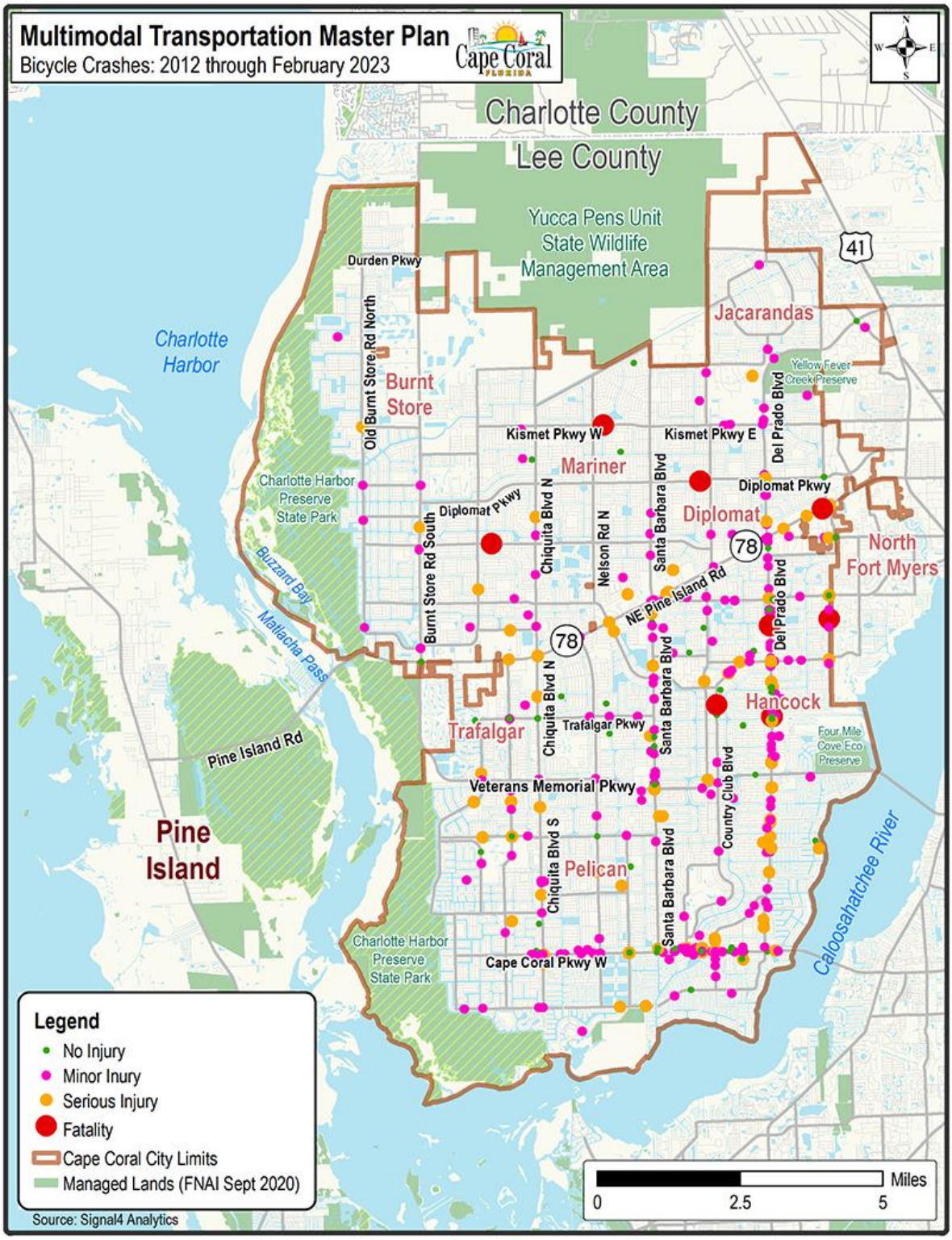


Figure 44: Bicycle Crashes Map



Motorcycle and Moped Crashes

Motorcycle and moped crashes in Cape Coral have not significantly improved from 2012 to 2023. Four of the five worst years for total motorcycle and moped crashes occurred in the past six years. Motorcycle and moped crashes occur most frequently along Cape Coral Parkway, Veterans Memorial Parkway, Del Prado Boulevard, and Pine Island Road. **Figure 45** and **Figure 46** display motorcycle and moped crashes in Cape Coral.

Figure 45: Motorcycle and Moped Crashes as of February 2023

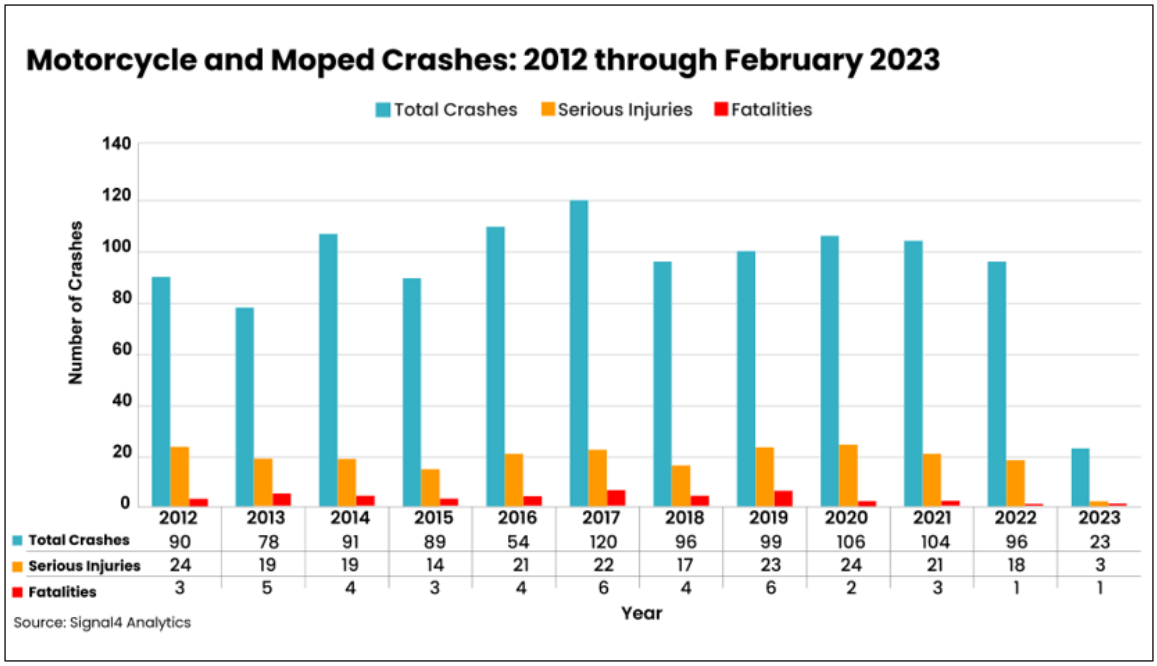
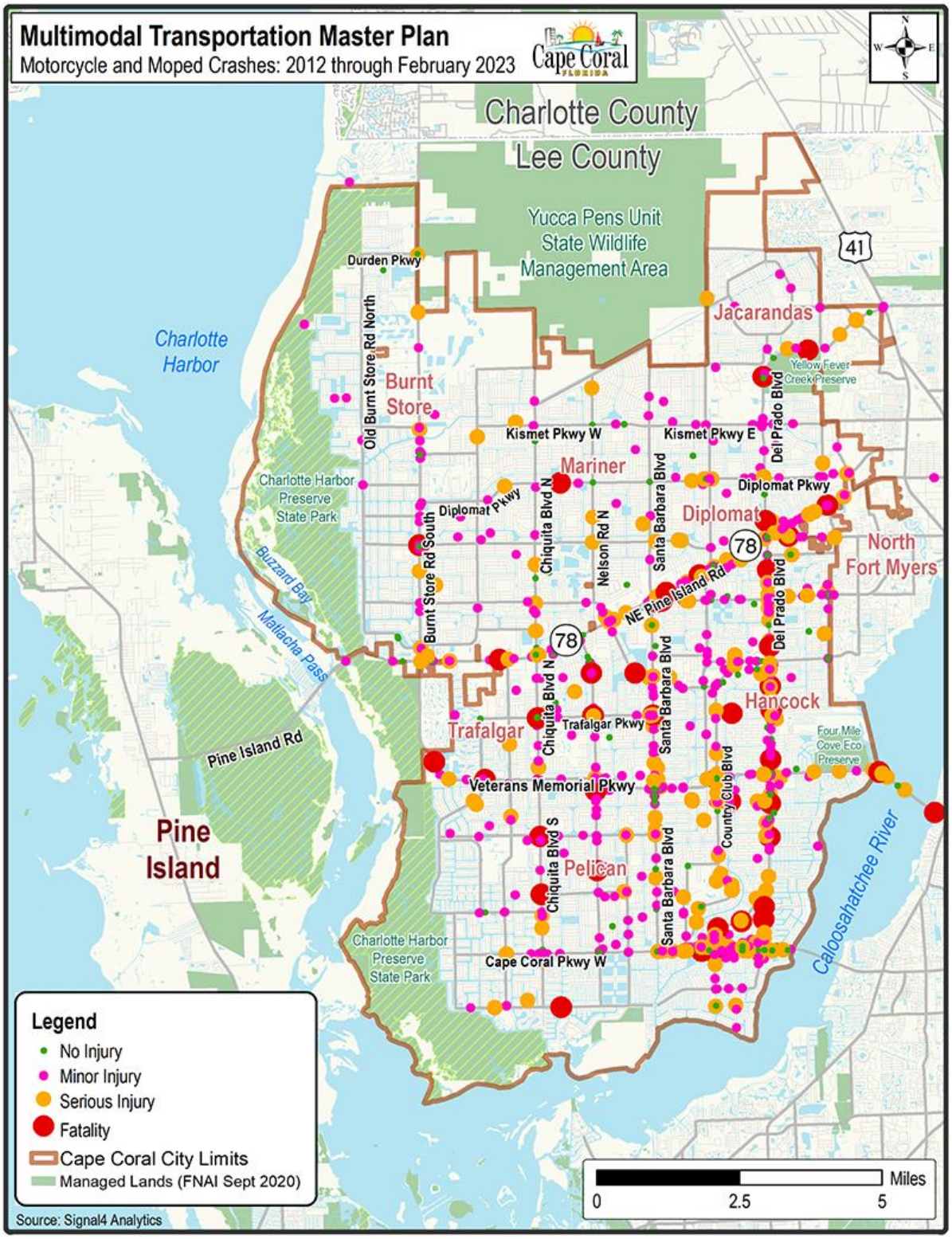


Figure 46: Motorcycle and Moped Crashes Map



Pedestrian Crashes

Pedestrian crashes in Cape Coral have not significantly improved from 2012 to 2023 with 53 crashes in the first two months of 2023. Pedestrian crashes occur most commonly along Cape Coral Parkway, Del Prado Boulevard, and Pine Island Road. **Figure 47** and **Figure 48** display pedestrian crashes in Cape Coral.

Figure 47: Pedestrian Crashes as of February 2023

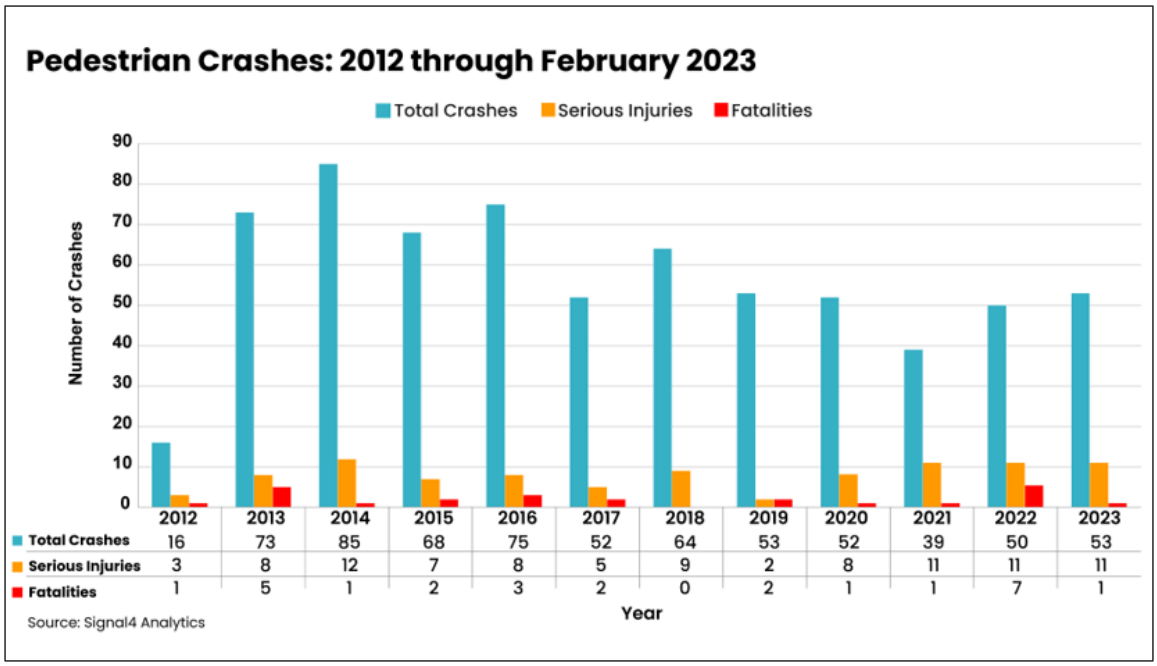
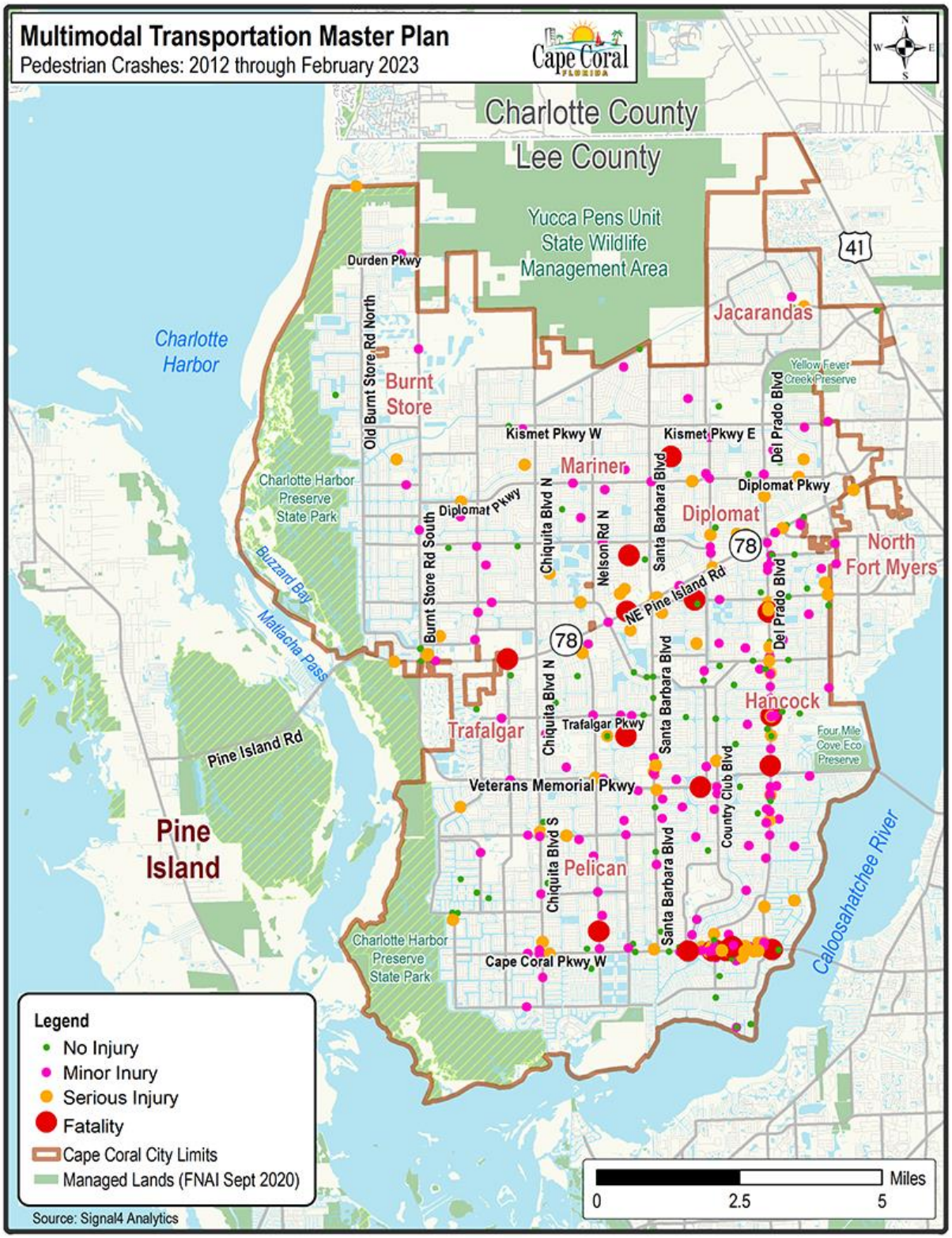


Figure 48: Pedestrian Crashes Map



Environmental Justice

The Climate and Economic Justice Screening Tool and Environmental Justice and Mapping Screening (EJScreen) Tool were used to assess environmental justice needs for Cape Coral's Master Plan. The following subsections summarize each tool. Further explanation can be found in **Appendix E**. A history of the Environmental Justice Movement can be found in **Appendix F**.

Climate and Economic Justice Screening Tool

Phase One of the Climate and Economic Justice Screening Tool was released on November 22, 2022. The tool visualizes Census Tracts that are designated as disadvantaged communities. Tracts designated as a historically disadvantaged community meet minimum thresholds for one of the following categories of burden and at least one socioeconomic indicator:

- Climate change
- Energy
- Health
- Housing
- Legacy pollution
- Transportation
- Water and wastewater
- Workforce development
- Federally regulated tribes

Environmental Justice and Mapping Screening Tool

The EPA began developing the Environmental Justice and Mapping Screening Tool (EJScreen) in 2010 and released it to the public in 2015. The EJ Screen is a mapping tool that aggregates a comprehensive dataset on demographic, environmental, and health from multiple sources that can be used for environmental justice assessments. The mapping tool was last updated June 2023 and visualizes the following:

- 13 Environmental Justice Indices
- 13 Supplemental Indices

- Pollution and sources
- Socio-economic data
- Health disparities
- Critical service gaps

Disadvantaged Communities and Environmental Justice Indicators

Data from the EPA's EJScreen was used to map Environmental Justice indicators contained in Census Block Group shapefiles. Data from the Climate and Economic Justice Screening Tool was used to map Census Tract shapefiles designated as disadvantaged communities in Cape Coral.

The following were mapped using EJScreen data:

- Demographic Index
- Supplemental Demographic Index
- Percentage of the population who are people of color
- Percentage of the population who are under five-years-old
- Percentage of the population who are 65 and older
- Percentage of the population who live in a low-income household
- Percentage of the population who have not earned a high school diploma
- Percentage of LEP households
- Percentage of the population who are unemployed
- Percentage of the population who have a low life expectancy

The EPA defines a person of color as someone who is not White and/or whose ethnicity is Latino or Hispanic. Low life expectancy is below average life expectancy as developed by the National Center for Health Statistics, the National Association for Public Health Statistics and Information Systems, and the Robert Wood Johnson Foundation. The threshold for low income is less than twice the poverty level income for a household.

The EPA calculates the demographic index using the following formula:

- (percentage of people of color + percentage of low-income people) / 2.

The EPA calculates the supplemental demographic index using the following formula:

- (percentage low-income + percentage unemployed + percentage of people with less than high school education + percentage of limited English-speaking people + low life expectancy) / 5

Environmental Justice

The EPA does not define environmental justice areas. The EJ Screen is a first step for agencies to use for identifying block groups that warrant special considerations and additional review. The EPA calculates two measures for an index: percentages and percentiles compared to the state where the block group is located and compared to the United States. Demographic data is based on the 5-year American Community Survey Estimates (2017-2021). The EPA's guidance is that a block group in the 80th percentile or higher relative to the United States warrants special considerations for additional review. The guidance does not go further by defining the block group as an environmental justice area.

Cape Coral has one block group that is in 80th percentile or higher for the demographic index compared to the United States. Cape Coral has five block groups that are in the 80th percentile or higher for the supplemental demographic index.

Disadvantaged Communities

Four Census Tracts designated as disadvantaged communities are located within Cape Coral's limits; however, the EJScreen was only able to generate reports for three of the four. Two of the disadvantaged communities are in the downtown area; two are in the northeastern part of Cape Coral that borders North Fort Myers. **Figures 49-59** display where the disadvantaged communities are located. A report for each Census Tract was generated using the Climate and Economic Justice Screening Tool. The reports are provided in **Appendix G**. The following pages include the maps for the environmental justice analysis.

Figure 49: Demographic Index

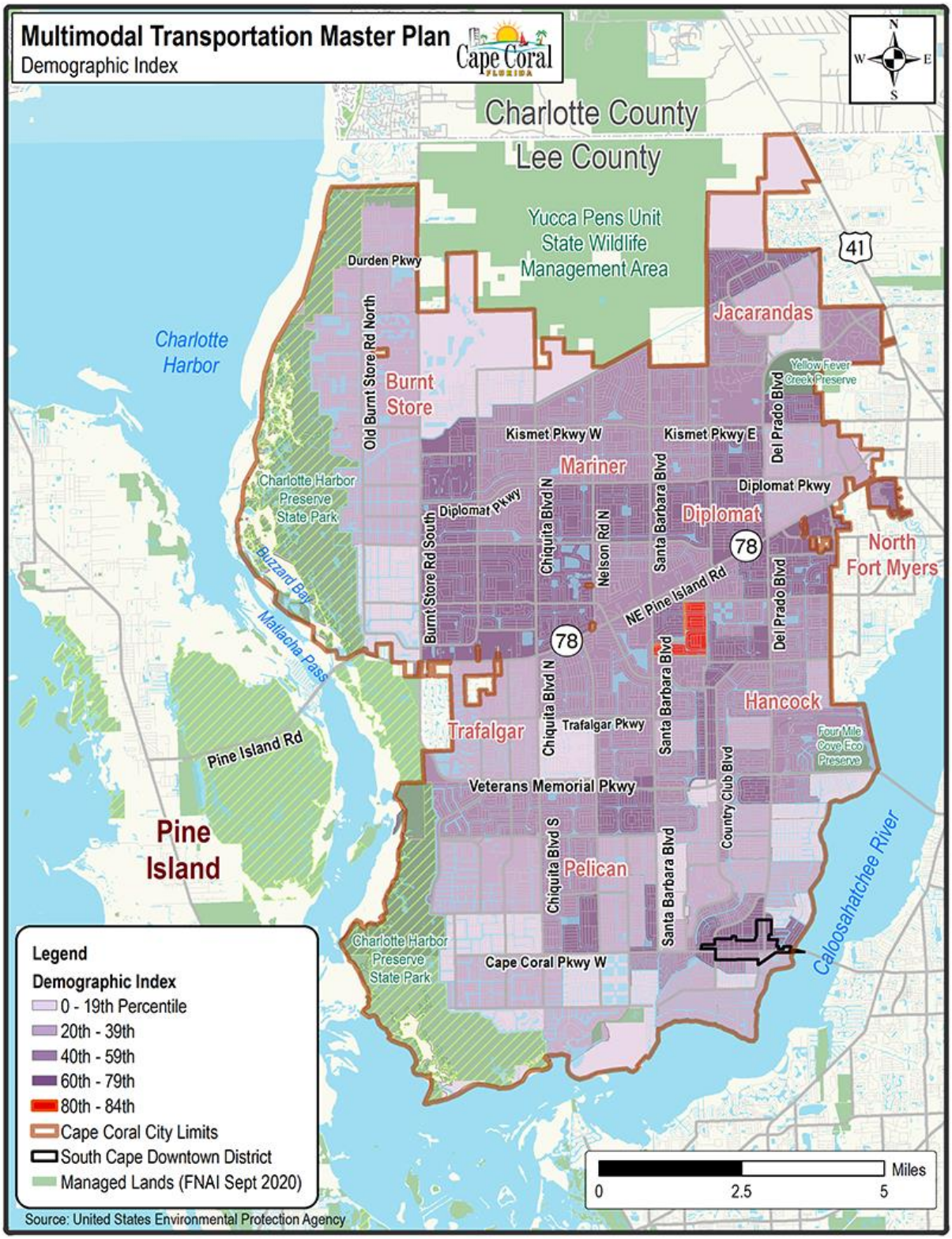


Figure 50: Supplemental Demographic Index

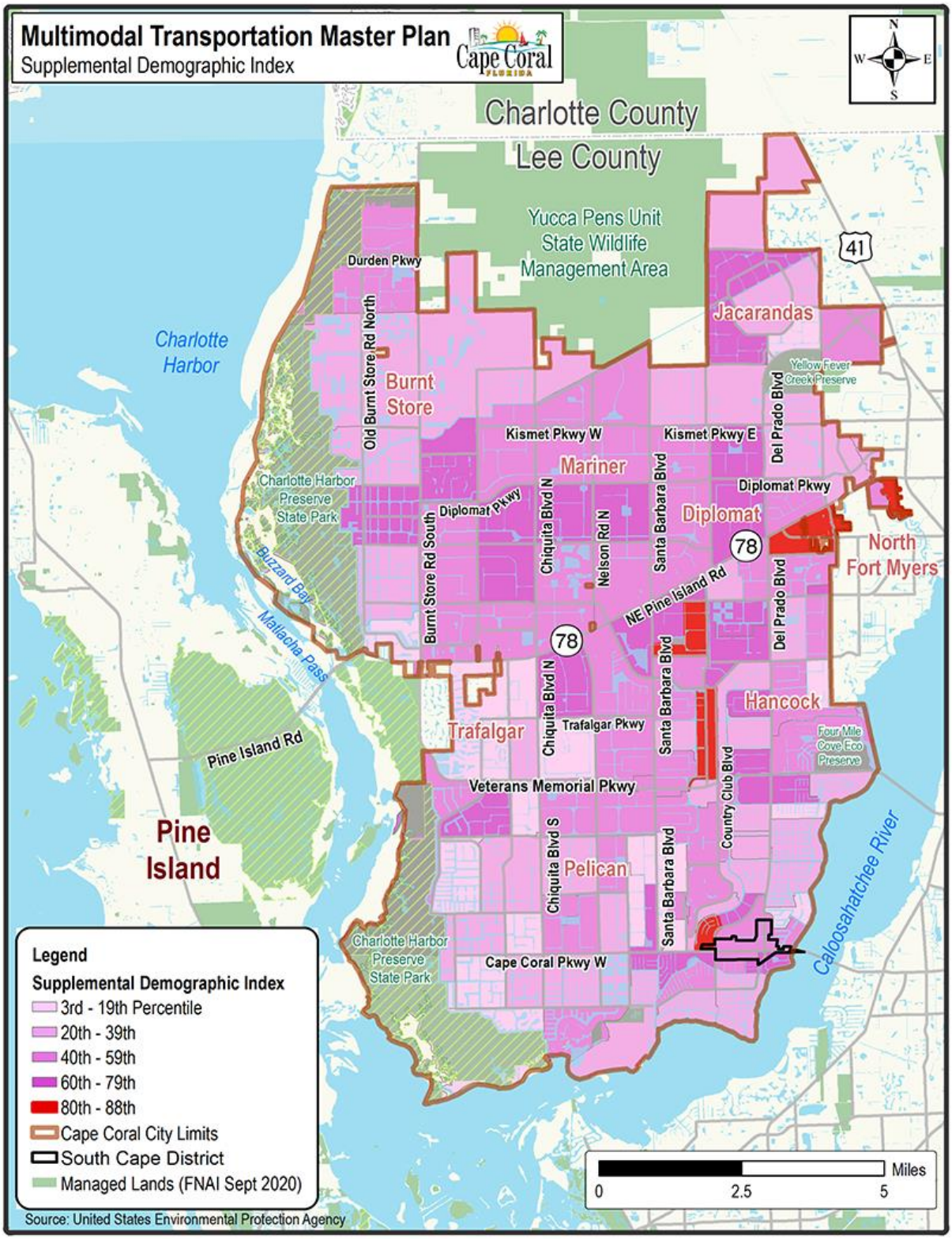


Figure 51: Disadvantaged Communities

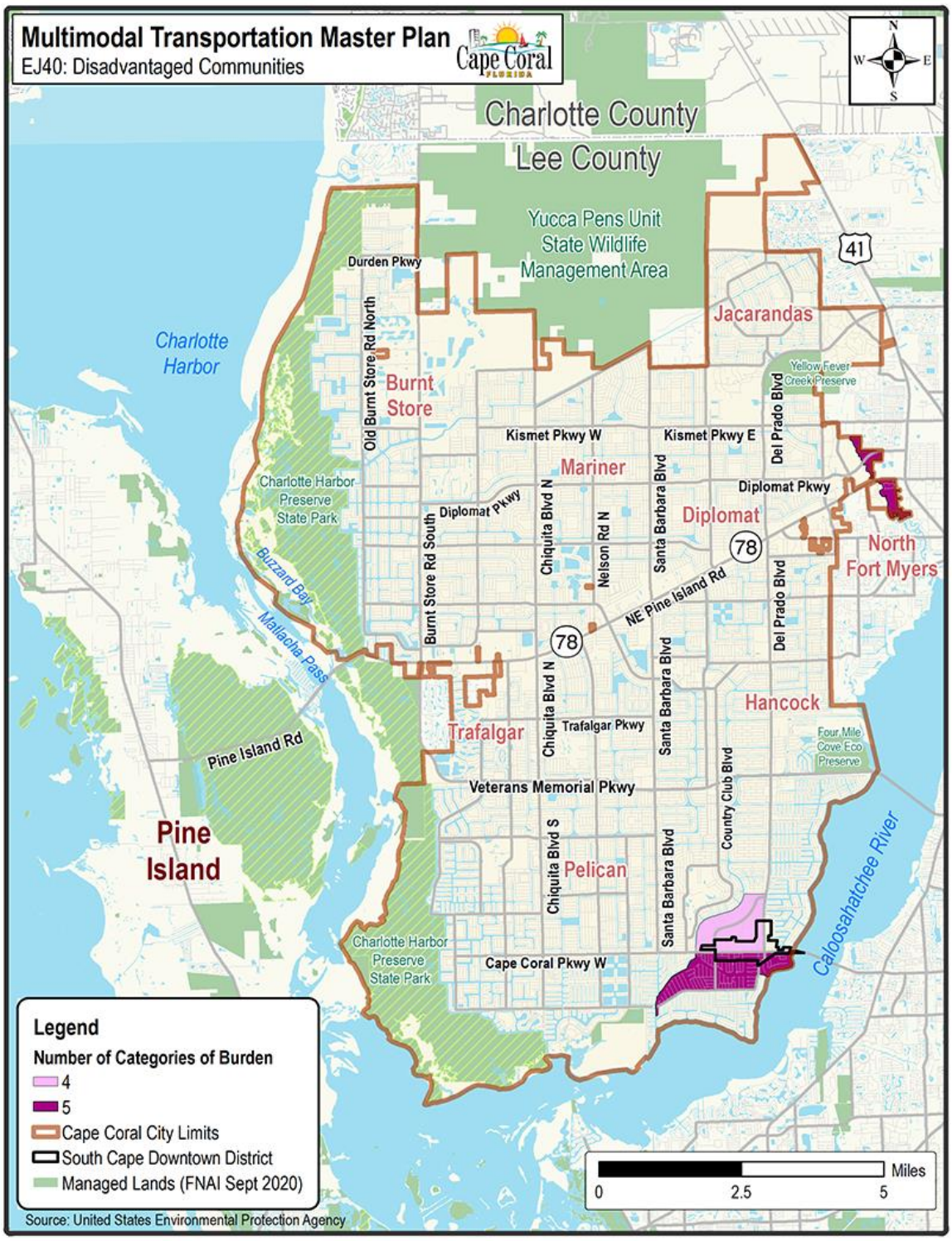


Figure 52: Disadvantaged Communities Close Up

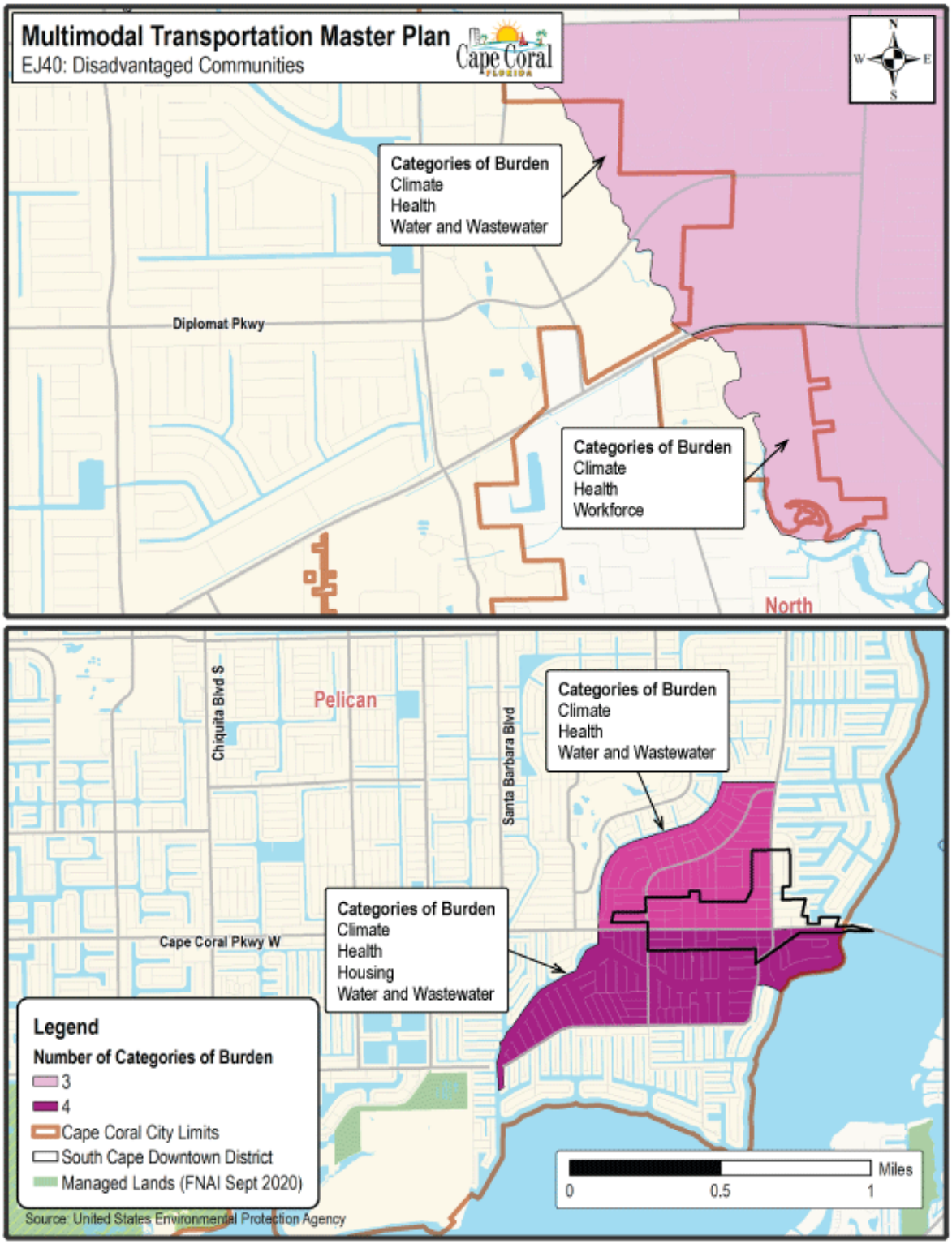


Figure 53: Population with Low Life Expectancy

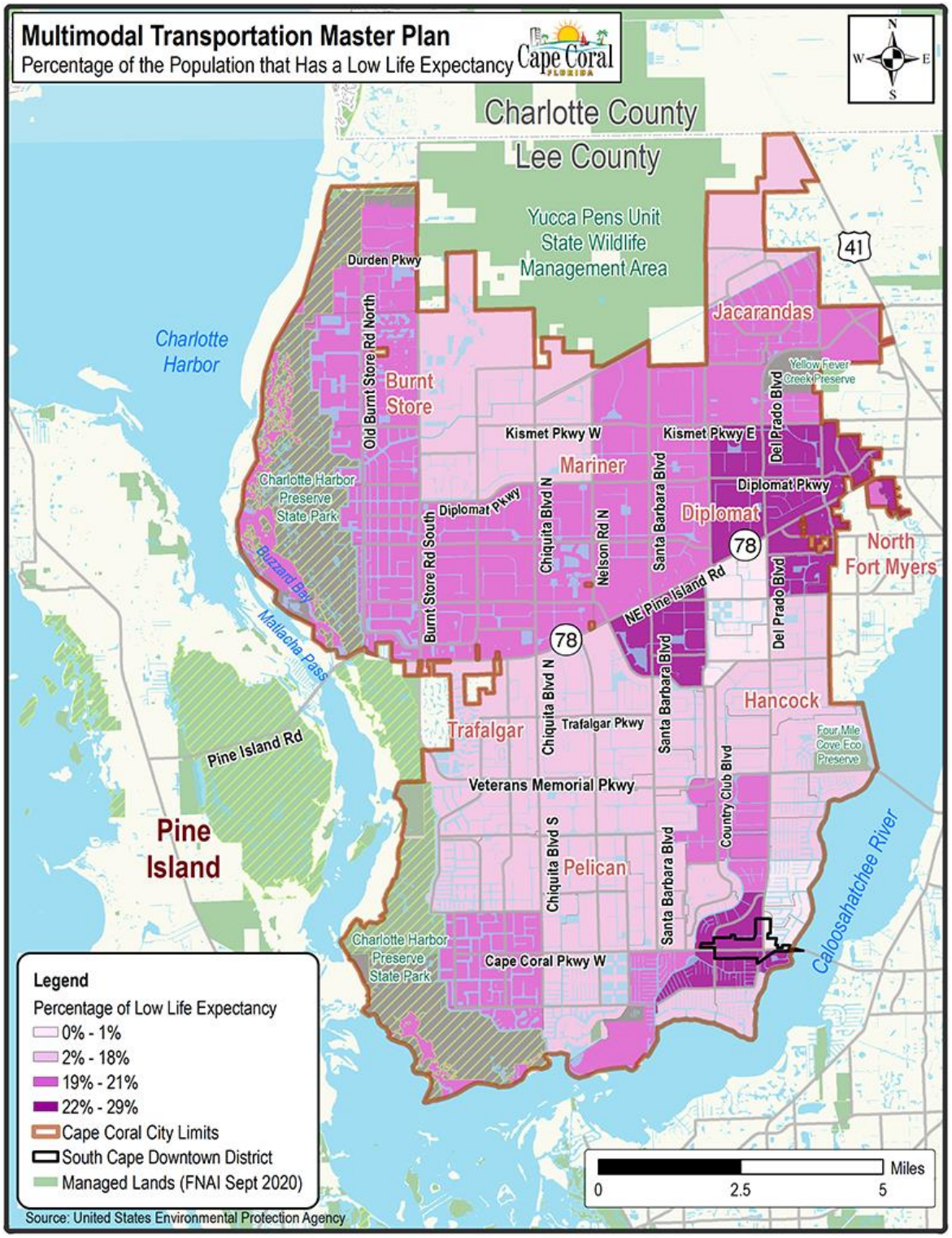


Figure 54: Population with Low Income

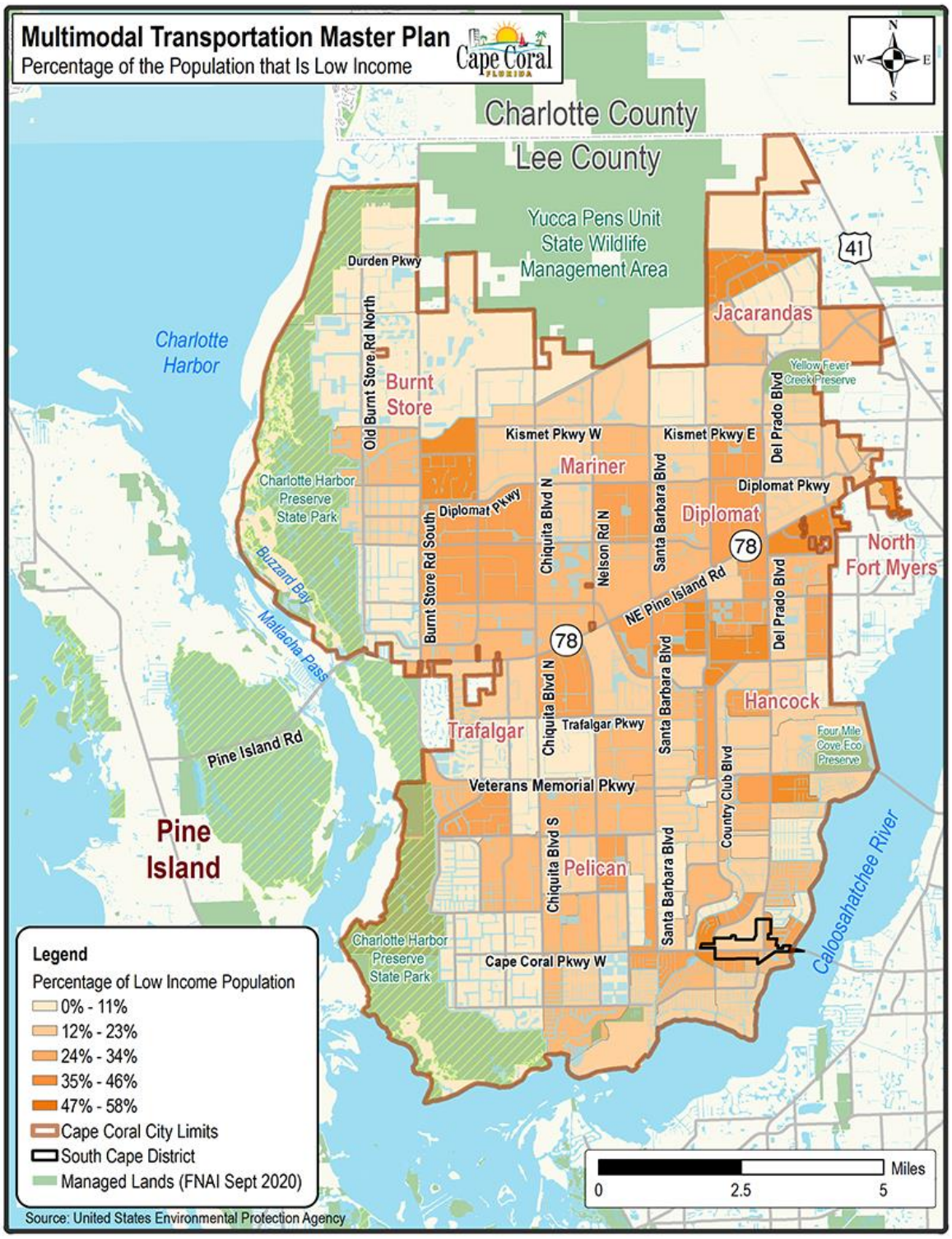


Figure 55: Population 65 or Older

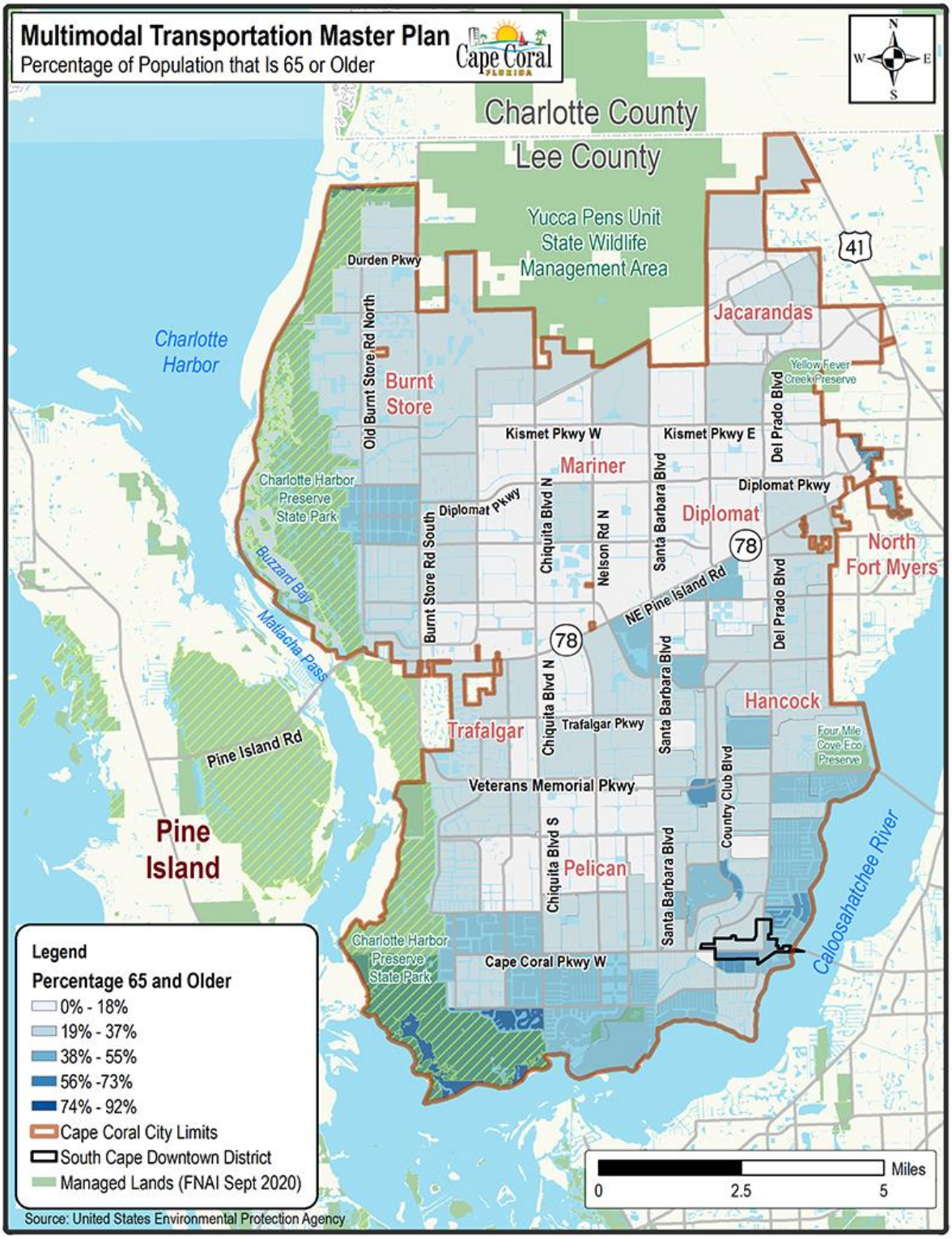


Figure 56: Population Under Five-Years-Old

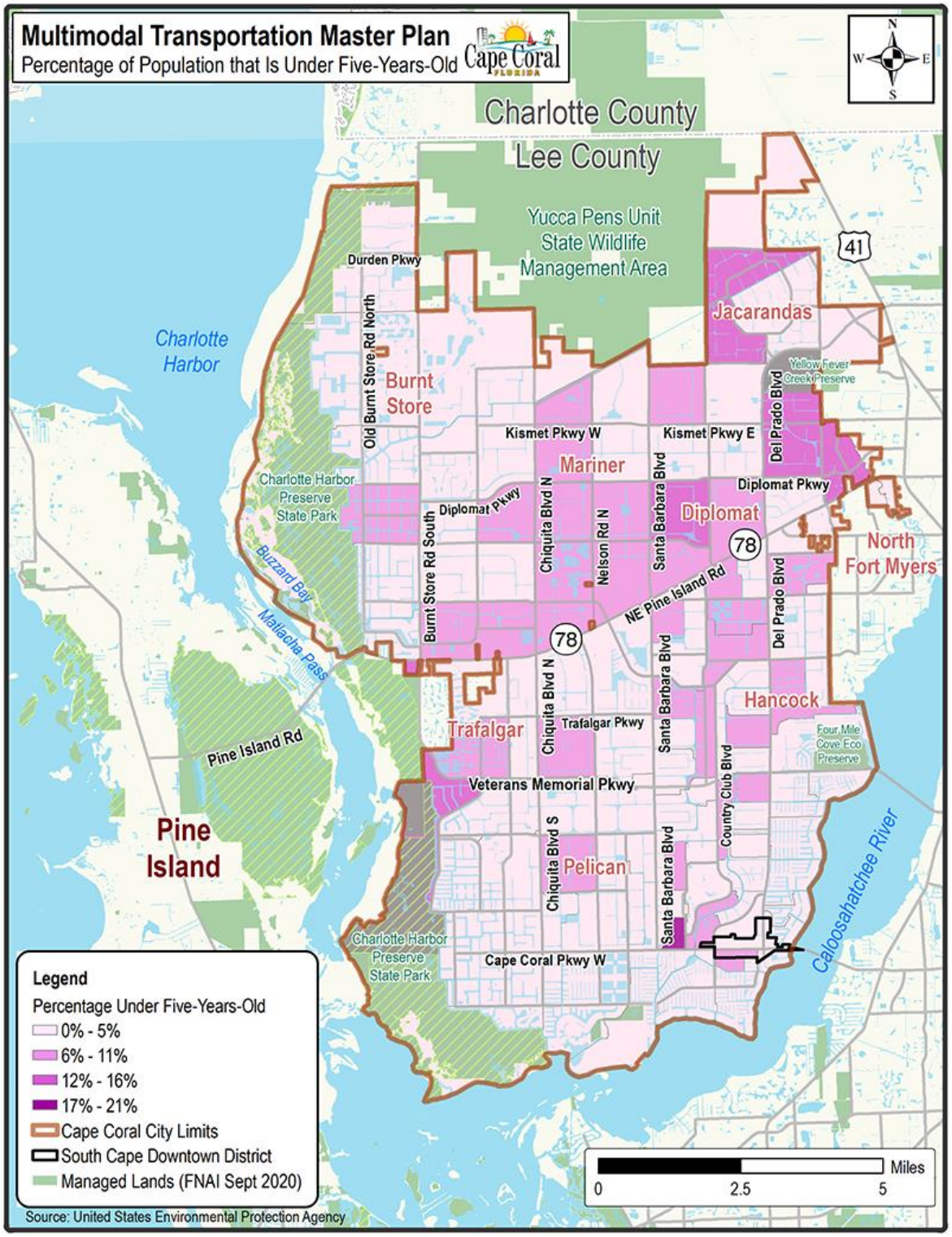


Figure 57: Population Without a High School Degree

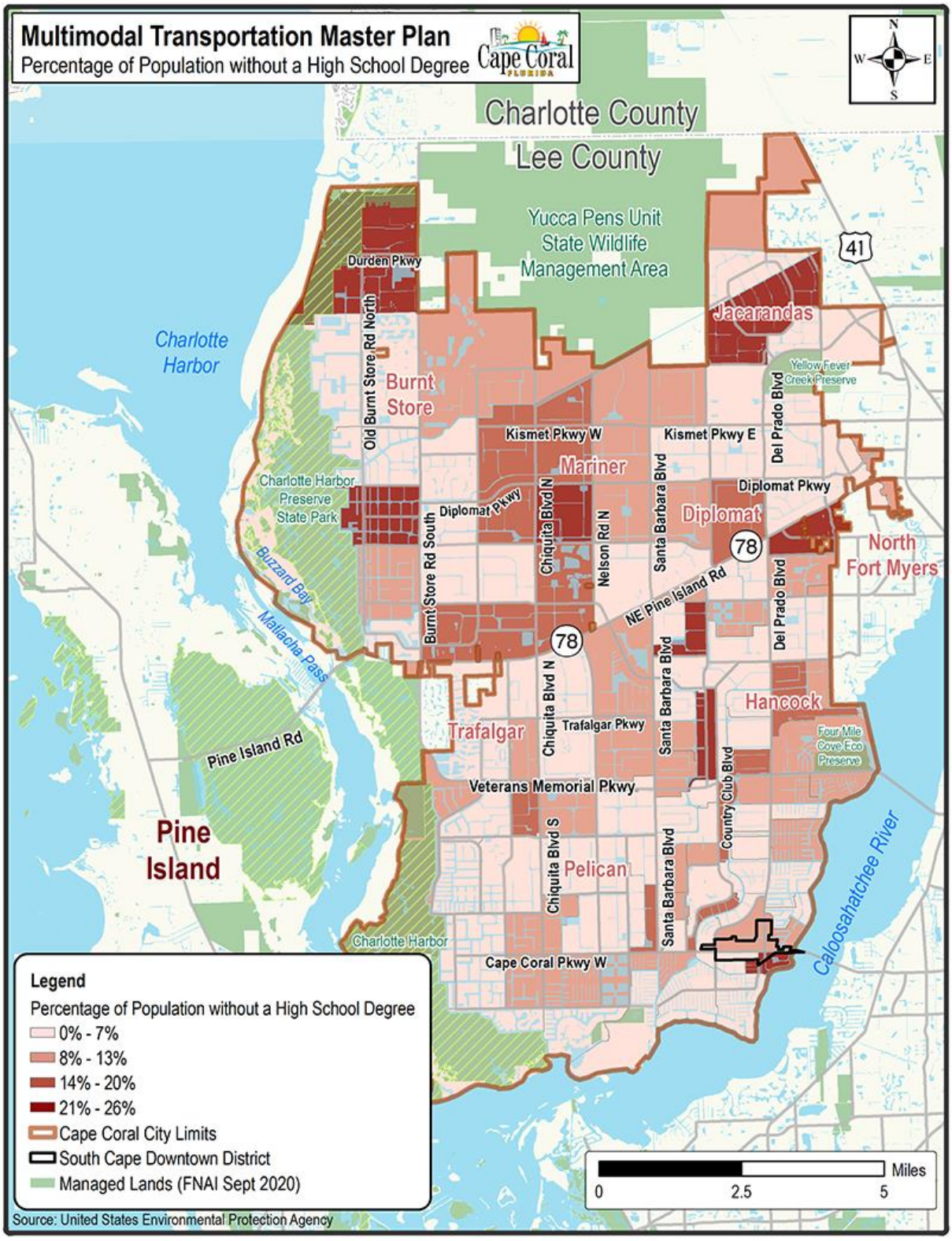


Figure 58: Limited English-Speaking Households

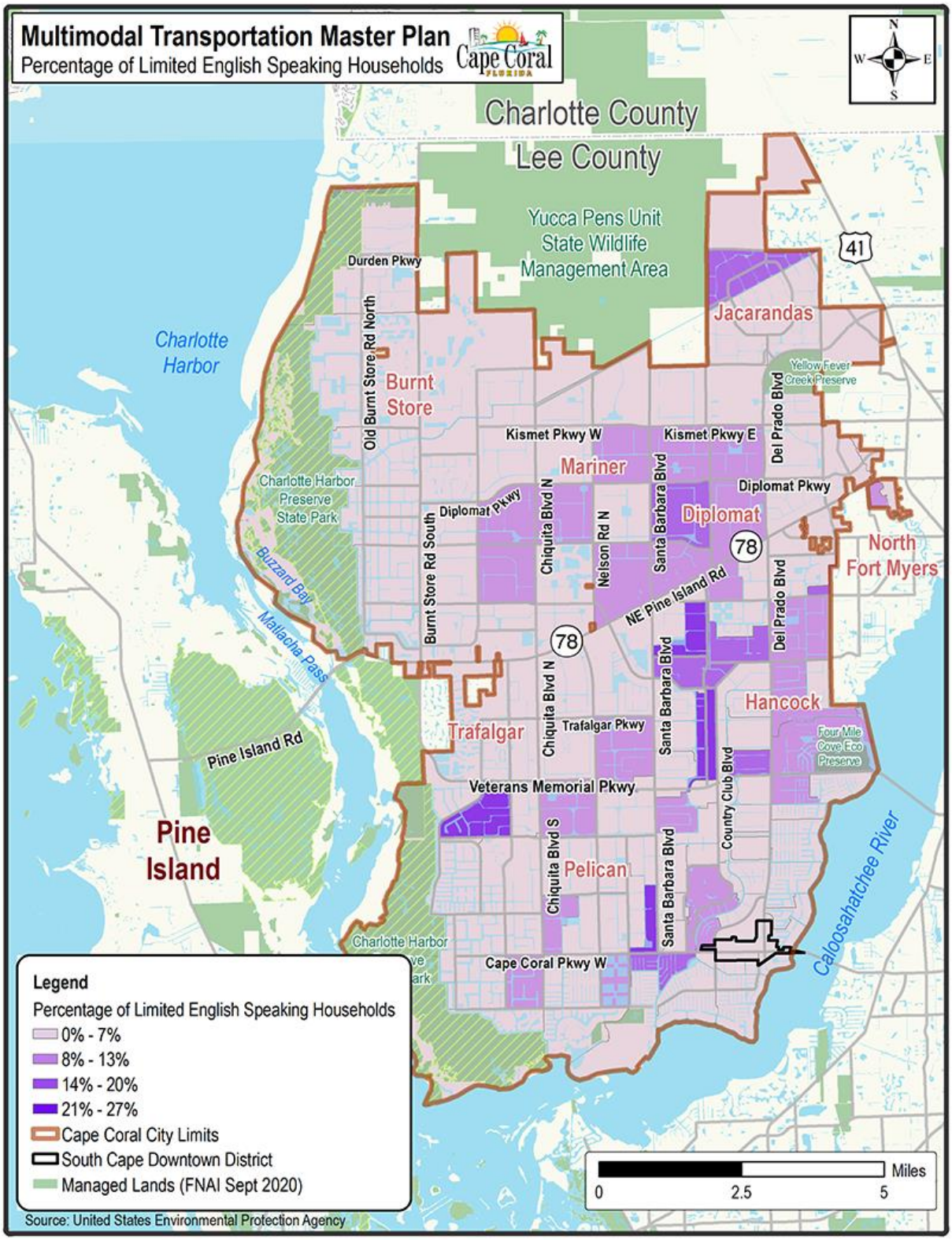
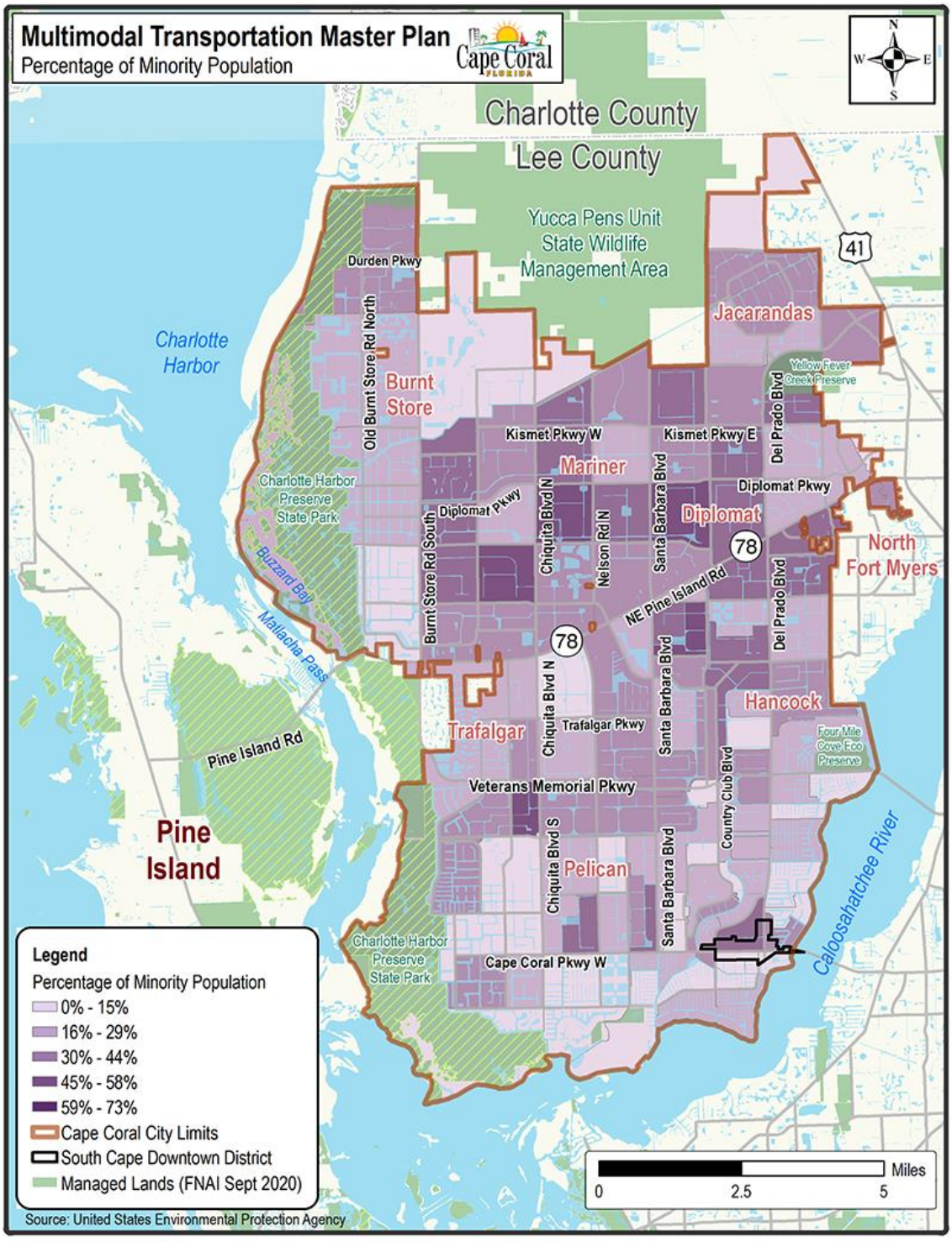


Figure 59: Minority Population



Needs Analysis and Opportunities

Priority corridors and intersections were identified to help guide project needs for the Master Plan. The needs analysis and opportunities chapter explains:

- The methodology for identifying priority corridors and intersections
- How the project list was updated for the 2016 Bicycle and Pedestrian Master Plan update
- Results of the travel demand modeling along these corridors priority corridors

Methodology for Priority Corridors and Intersections

The project team identified priority corridors and intersections based on the Master Plan's priorities of safety, connectivity, and equity. The priority corridors and intersections were evaluated considering the overall project priorities to determine potential projects that would enhance the three main goals. Current planning documents, including the Transportation Improvement Program (TIP), Capital Improvement Program (CIP), and Lee County MPO's Long Range Transportation Plan (LRTP) Cost Feasible Plan were reviewed to identify projects that are funded.

- **Safety** is a critical issue for city residents, visitors, and officials alike. Crash hot spots along the priority corridors and at the priority intersections were identified as part of the project identification process. In addition to looking for opportunities to enhance safety at key locations in Cape Coral, *connectivity* along the priority corridors was also considered, particularly for non-motorized transportation modes. Opportunities for connecting existing or planned routes, either by filling in a facility gap or by adding a crossing location along a roadway, were evaluated.
- **Equity** considerations went beyond the environmental justice areas and community demographics to include vulnerable users, such as bicyclists and pedestrians. A complete streets approach was applied to the project identification process, so the needs of all users were considered. Corridors were selected based on the number of

crashes, number of serious injuries, and number of fatalities. Three of the five priority corridors serve a historically disadvantaged community.

Intersections were selected based on the following:

- Number of serious injuries/fatalities at the intersection
- ½ mile to a school
- Intersection project identified in the Lee County MPO 2045 Long Range Transportation Plan
- Serves a historically disadvantaged community

After reviewing the priority corridors and intersections, additional opportunities for enhancing safety and connectivity throughout the city were examined. Major commercial centers, schools, parks, and other major trip attractors were taken into consideration when identifying locations where safety and/or connectivity could be enhanced.

Priority Corridors

Following this analysis, six priority corridors were identified for Cape Coral:

- Del Prado Blvd.
- Pine Island Rd.
- Cape Coral Pkwy.
- Santa Barbara Blvd.
- Burnt Store Rd.
- Palm Tree – Wildwood – Palm Tree Blvd.

Priority Intersections

Following this analysis, 20 priority intersections were identified. These intersections are displayed in **Table 21**.

Table 21: Priority Intersections

#	Intersections		
1	Cape Coral Pkwy & Coronado Pkwy	**11**	Country Club Blvd & Veterans Pkwy
2	Cape Coral Pkwy & Pelican Blvd	**12**	Beach Pkwy & Agualinda Blvd (Four Corners)
3	Cape Coral Pkwy & Chiquita Blvd	**13**	Coronado Pkwy & SE 47th Terr
4	Cape Coral Pkwy & Del Prado Blvd	**14**	Palm Tree Blvd & SE 47th Terr
5	Cape Coral Pkwy & Palm Tree Blvd	**15**	Pelican Blvd & El Dorado Pkwy
6	Cape Coral Pkwy & Santa Barbara Blvd	**16**	Del Prado & Diplomat
7	Coronado Pkwy & Vincennes Blvd	**17**	Andalusia & Kismet
8	Diplomat Pkwy & Nelson Rd	**18**	Chiquita & Tropicana
9	Santa Barbara Blvd & Veterans Pkwy	**19**	Santa Barbara & Diplomat
10	Trafalgar Pkwy & Skyline Blvd	**20**	Nelson Rd & Nicholas Pkwy/Embers Pkwy

2016 Bicycle Pedestrian Master Plan Update

When updating the bicycle and pedestrian network recommendations, the project team developed an updated project list using the following process:

1) Assessed projects completed since the 2016 plan: The project team identified which projects from the 2016 “Cape Coral Bicycle and Pedestrian Master Plan” have been implemented.

2) Identified planned bicycle and pedestrian facilities from other Plans and Programs from the 2045 LRTP, SUNTrail projects, and the Cape Coral Capital Improvement Program FY 23-28 future sidewalks and shared use paths.

3) Developed new project recommendations to fill in gaps in the pedestrian and bicycle facility networks based on the following elements:

    a. *Safety:* Intersections and roadways with bicycle and pedestrian crashes were prioritized for separated bicycle and pedestrian facilities.

b. *Equity:* The plan identified projects in areas of vulnerable populations within EJ40 disadvantaged communities who may experience transportation disadvantages.

c. *Sidewalk and Bicycle Connections to Schools:* The plan adds new projects within a 2-mile buffer around schools that are along major collectors and minor arterials, and within a 1-mile buffer along minor collectors.

d. *Connection to Transit:* The network prioritizes connections to existing transit stops and the transfer center.

e. *Low-stress Network:* The plan expanded upon the bicycle network by recommending low-stress neighborhood roads that provide connections to everyday destinations.

f. *Separated Facilities:* To create a safer walking and bicycling network, the plan recommends new projects for new separated facilities including buffered bike lanes and off-street multi-use paths along Cape Coral's major arterials.

g. *New Mobility Options:* The plan considers future micromobility use and provides recommendations for active transportation facilities that accommodate a wide range of users.

h. *SUNTrail and Multi-Use Path Network:* The project expands upon the existing SUNTrail network and proposes new multi-use paths along major arterials in Cape Coral to create a connected network of north-south and east-west multi-use path corridors.

i. *Feasibility:* When assessing projects, the project team assessed feasibility at a high-level and identified projects within available right-of-way.

The project team also updated the goals, as illustrated in **Table 22**.

Table 22: 2016 Bicycle and Pedestrian Goals versus 2024 Goals

2016 Goal	2024 Goal
Achieve Silver or Gold Bicycle Friendly Community designation by the League of American Bicyclists.	Not Achieved Cape Coral currently holds a Bronze designation. Continue to implement bicycle facilities and coordinate with the League of American Bicyclists to meet the requirements for Silver or Gold.
Achieve Walk Friendly Community designation by the Pedestrian and Bicycle Information Center	Not Achieved Continue to implement bicycle facilities and coordinate with the with the Pedestrian and Bicycle Information Center to meet the requirements of a Walk Friendly Community.
Reduce the number of bicycle and pedestrian crashes by half within five years.	Not Achieved There is a need for safety improvements to continue to work towards this goal. Project recommendations provide safety improvements to address high crash locations.
Reduce the share of all bicycle and pedestrian crashes in Cape Coral that occur along Del Prado Boulevard, Cape Coral Parkway, Santa Barbara Boulevard, and Pine Island Road from approximately 50% to 25% within ten years.	Not Achieved There is a need for safety improvements to continue to work towards this goal. Project recommendations provide safety improvements to address high crash locations.
Double the combined walking, biking and transit commute mode share to 3% within 5 years (Currently 1.5% for walking, biking and transit in Cape Coral)	Not Achieved Continuing to implement safer and protected walking and bicycling will encourage more active modes of travel. The micromobility pilot project introduces another mobility option.

Multimodal Master Plan Projects

Current planning documents, including the TIP, CIP, and LRTP Cost Feasible Plan were reviewed to identify planned project. The project identification process focused on three priorities of safety, connectivity, and equity. Initially, the priority corridors and intersections were evaluated considering the overall project priorities to determine potential projects that would enhance the three main goals.

- **Safety** is a particularly critical concern for city residents and officials alike. Crash hot spots along the priority corridors and at the priority intersections were examined as part of the project identification process. In depth crash analyses were not performed as part of this project and will need to be considered as projects move towards implementation.
- **Connectivity** along the priority corridors was also considered, particularly with regards to non-motorized transportation modes. Opportunities for connecting existing or planned routes, either by filling in a facility gap or by adding a crossing location along a roadway, were evaluated.
- **Equity** considerations went beyond the environmental justice areas and community demographics to include vulnerable users, such as bicyclists and pedestrians. In general, a complete streets approach was taken to the project identification process whereby the needs of all users were considered.

Future Transportation Conditions

The Florida Department of Transportation (FDOT) District One Regional Planning Model (D1RPM) was used to provide growth metrics and visual representations of future congestion. This analysis assesses the levels of traffic growth in Cape Coral in four scenarios:

- Base Year 2015: Represents a starting point for the analysis and model calibration.
- Horizon Year 2045 Existing-plus-Committed (E+C): Forecasts traffic growth in 2045 including transportation projects funded in MPO Transportation Improvement Programs (TIP) through the year 2023.
- Horizon Year 2045 Cost Feasible Plan (CFP): Forecasts traffic growth in 2045 including all transportation projects anticipated for funding through the year 2045.
- Horizon Year 2045 Cape Coral Multimodal Master Plan (CCMP): Forecasts traffic growth in 2045 including recommended projects from the Master Plan.

This traffic modeling analysis was conducted to gauge the impact of Master Plan projects. The following sections summarize the results of this traffic modeling analysis. The full technical memorandum can be found in **Appendix H**.

Major takeaways from the analysis include:

- Daily vehicle miles traveled (VMT) in Cape Coral is projected to increase from 5.4 million in 2015 to 8.6 million in 2045.
- With implementation of the Multi-Modal Master Plan, 2045 VMT is potentially reduced by 27,000 or 0.3 percent.
- 2045 congested speeds in Cape Coral could drop by 0.2 percent with Master Plan implementation.
- Modeling of Master Plan projects shows that traffic is diverted from roadways proposed for traffic calming.

Mobility on Demand

Described previously, Mobility on Demand (MoD) is being proposed for portions of Cape Coral to improve transit and connectivity. The impact of MoD on the Cape Coral transportation system was simulated using the D1RPM. The model estimates that the maximum number of weekday MoD trips would range from 1,000 at a one percent utilization rate to 5,000 trips at five percent.

Expanding to Six-Lanes on Cape Coral Parkway through South Cape

It has been discussed to convert Cape Coral Parkway into six lanes through South Cape. This six-lane scenario was modeled. While adding lanes reduces the volume/capacity ratio, it also increases the traffic on the roadway. The net result is that congestion will remain an issue along this stretch of Cape Coral Parkway.

Modeling Results

Table 23 displays the traffic model results of each of the four scenarios.

Table 23: Traffic Modeling Results

Location	2015 Base Network	2045 E+C Network	2045 CFP Network	2045 CCMP Network	2045 CFP vs. 2045 CCMP	
					Difference	Percent Increase
Vehicle-Miles Traveled	5,369,955	8,419,583	8,594,392	8,567,638	(26,754)	-0.3%
Vehicle-Hours Traveled	89,006	148,981	148,094	148,012	(82)	-0.1%
Avg. Congested Speed	26.72	26.33	26.61	26.56	(0.1)	-0.2%
Volume/Capacity	0.30	0.44	0.42	0.42	(0.0)	0.0%
E+C = Existing plus Committed; CFP = Cost Feasible Plan; CCMP = Cape Coral Master Plan						

In long-range transportation planning, it is generally desirable to reduce vehicle-miles traveled (VMT) and vehicle-hours traveled (VHT) and these metrics both would decrease slightly under the CCMP scenario (0.3 percent and 0.1 percent respectively). Congested speed usually increases with roadway capacity projects but with the traffic calming anticipated in the CCMP scenario, congested speed could drop by 0.2 percent, as desired.

Implementation Plan

Nearly 300 recommendations were made for the Multimodal Transportation Master Plan and update to the 2016 Bicycle and Pedestrian Master Plan. The recommendations were prioritized and organized into three phases, and planning level costs were estimated for short-term projects. The implementation plan outlines steps for carrying out the Master Plan's recommendations and assigns planning-level costs for short-term projects. This chapter also explains the methodology for how projects were prioritized over the following three phases:

- **Short Term:** Projects, programs, and policies that can be implemented over one to five years. This is the Capital Improvement Plan for the Master Plan.
- **Mid Term:** Projects, programs, and policies that can be implemented over five to ten years.
- **Long Term:** Projects, programs, and policies that can be implemented over ten to 20 years.

This chapter does the following:

- Explains the methodology for estimating planning-level costs and project prioritization
- Identifies programs and policies

Methodology for Planning Level Cost Estimates

Various methods were used to calculate the Cape Coral Planning level cost estimates. The Florida Department of Transportation (FDOT) Cost Per Mile (CpM) Model Reports were used to generate cost estimates for the multiuse path, midblock crossing, and types of sidewalk projects. The FDOT CpM models are created using the most recent 18-month quantity-weighted unit prices within the Long Range Estimating (LRE) application to provide a conceptual guide for estimating specific project type costs. The following explains how cost estimates were developed for each type of project:

- **Multi-Use Trail Cost Estimation:** FDOT CpM Model Report 001 provides a cost per mile value for a proposed two-direction, shared use path. The FDOT CpM Report 001 cost per

mile value was multiplied by each individual Cape Coral multiuse path project length to generate total cost estimations.

- **Mid-Block Crossings:** FDOT CpM Model Report 005 provides an estimated cost for a proposed midblock crossing. Each Cape Coral midblock crossing project calls for a unique number of proposed crossings which were multiplied by the FDOT CpM Report 005 value to produce total cost estimations. FDOT CpM Model Report 003 provides a cost per mile value for proposed sidewalk construction.
- **Sidewalk Cost Estimation:** The FDOT CpM Report 003 cost per mile value was multiplied by each individual Cape Coral sidewalk project length to generate total cost estimations.
- **Neighborhood Greenway, Pedestrian Safety, and Intersection Improvement Projects:** FDOT Historical Item Average Costs Reports were used to generate the cost estimates for these types of projects. The FDOT Historical Item Average Costs Reports are based on the most recent 12-month statewide Construction Contracts and provide weighted average prices for each individual pay item. Each of the individual projects were analyzed. Pay item approximation values were made based on aerial imagery, project descriptions, and project length. The pay item approximations were then multiplied by the provided pay item average unit costs to generate total cost estimations.
- **Buffered Bike Lanes:** A combination of cost estimations published by The Federal Highway Administration (FHWA), FDOT CpM Model Reports, and FDOT Historical Item Average Costs Reports were used to generate cost estimates for the Cape Coral Buffered Bike Lane project types. The FHWA ‘s estimated cost per mile for installing a bike lane ranges from $5,000 to $50,000. To produce the most conservative cost estimate, a $50,000 cost per mile value was multiplied by each individual project length to generate a baseline cost estimation. Additionally, project cost estimations for Maintenance of Traffic and Mobilization were gathered from the FDOT CpM Model Reports. Further pay item approximation values were made based on aerial imagery and project descriptions. The pay item approximations were then multiplied by the provided pay item average

unit costs. For each project, all associated component cost estimations were summed up to generate a total cost estimation.

Funded Projects (TIP, CIP, LRTP Cost Feasible Plan)

As part of the implementation plan, the project team identified funded projects relating to safety and connectivity. **Table 24** displays funded projects reviewed by the Master Plan.

Table 24: Funded Projects

Project ID	Recommendations	Type	Location	Safety, Connectivity, Business as Usual
LRTP	New Traffic Signal	Traffic Signal	Chiquita Blvd & Embers Parkway	Safety
LRTP	New Traffic Signal	Traffic Signal	Santa Barbara Blvd & Tropicana Pkwy	Safety
LRTP	New Traffic Signal	Traffic Signal	Andalusia Blvd & Diplomat Pkwy	Safety
LRTP	New Traffic Signal - estimated completion early 2024	Traffic Signal	Del Prado Blvd & De Navarra Pkwy	Safety
LRTP	New Traffic Signal	Traffic Signal	Del Prado Blvd & Averill Blvd	Safety
Cost Feasible	Shared Use Path	Shared Use Path	Skyline Blvd from Cape Coral Pkwy to El Dorado Pkwy	Safety and Connectivity
TIP #4402362	Shared Use Path	shared use path	Kismet Pkwy from Nelson Road to Del Prado Blvd	Safety and Connectivity
TIP #4496991	Sidewalks	Sidewalks	Gator Circle from Averill Blvd to Ramsey	Connectivity
TIP #4496992	Sidewalks	Sidewalks	Gator Circle from Ramsey Blvd to Del Prado	Connectivity
TIP #4513931	Sidewalk on east side	Sidewalks	Garden Blvd from NE 33rd St to De Navarra Pkwy	Connectivity
TIP # 4513921	Sidewalk on east side	Sidewalks	SE 24th Ave from SE 15th Terr to Viscaya Pkwy	Connectivity
TIP # 4514461	Sidewalks	Sidewalks	Andalusia Blvd from Diplomat Pkwy to Kismet Pkwy	Connectivity

Project ID	Recommendations	Type	Location	Safety, Connectivity, Business as Usual
TIP # 4308891	Sidewalks	Sidewalks	Diplomat Pkwy from Del Prado to NE 24th Ave	Connectivity
TIP # 4313301	Sidewalks	Sidewalks	Diplomat Pkwy, Andalusia to NE 13th Ave NE 16th Terr – NE 8th PL to NE 13th Ave NE 10th Pl – NE 16th Terr to Diplomat Pkwy	Connectivity
TIP # 4381021	Sidewalks	Sidewalks	Andalusia Blvd from SR 78 to 11th Terr	Connectivity
TIP #4381022	Sidewalks	Sidewalks	Andalusia from NE 11th Terr to Diplomat Pkwy	Connectivity
TIP # 4418991	Sidewalks	Sidewalks	SW Santa Barbara Pl, both sides from Nicholas Pkwy to SW 20th St SW 20th St, both sides from SW Santa Barbara Pl to Santa Barbara Blvd	Connectivity
TIP # 4487081	Sidewalks	Sidewalks	Skyline Blvd both sides of the road from Cape Coral Pkwy to El Dorado Pkwy	Connectivity
TIP # 4513461	Sidewalks	Sidewalks	Skyline Blvd, both sides of road from SR 78 to Trafalgar Pkwy SW 10th St, both sides of road from Chiquita Blvd to Skyline Blvd	Connectivity

Project ID	Recommendations	Type	Location	Safety, Connectivity, Business as Usual
TIP #4487041	Sidewalks	Sidewalks	SW 10th St from Chiquita Blvd to Skyline Blvd	Connectivity
TIP		Sidewalks	Hancock Bridge Pkwy from NE 15th PL to City Limits	Connectivity
TIP	Sidewalks	Sidewalks	SE 8th St from Santa Barbara Blvd to Cultural Park Blvd	Connectivity
TIP	Sidewalks	Sidewalks	Pondella Rd from NE Pine Island Rd to Hibiscus Dr	Connectivity
Cost Feasible	4 lanes to 4-lane limited access	Road Widening Project	Diplomat Pkwy from Burnt Store Rd to US 41	Business as Usual
Cost Feasible	4 lanes to 6 lanes	Road Widening Project	Chiquita Blvd from Cape Coral Pkwy to Pine Island Rd	Business as Usual
Cost Feasible	2 lanes to 4 lanes	Road Widening Project	NE 24th Ave from Pondella to NE 28th St	Business as Usual
Cost Feasible	new 4 lane	Road Widening Project	NE 24th Ave NE 28th St to Del Prado Blvd	Business as Usual
Cost Feasible	4 lanes to 6 lanes	Road Widening Project	SR 78 Burnt Store Rd to 24th Ave	Business as Usual
CIP	extending roadway	New Roadway	Andalusia Blvd from Kismet Pkwy to Jacaranda Pkwy	Business as Usual

Project ID	Recommendations	Type	Location	Safety, Connectivity, Business as Usual
TIP	SUN Trail	SUN Trail	Kismet Pkwy from East of Del Prado Blvd to NE 24th Ave	Connectivity
	Lee County roadway project including shared use path, pedestrian crossings, access modifications North section completed 2019, middle segment completed 2020, South segment construction began 2021 estimated completion by fall 2023	Road Widening Project	Burnt Store Road Van Buren Pkwy to City Limits	Safety

Prioritized Recommendation List

To identify short-term projects for implementation, projects were scored using the criteria explained in **Table 25**. Projects were scored as "High" priority were identified as short-term capital improvement projects, "Medium" priority as mid-term projects, and "Low" priority as long-term projects. **Table 26** through **Table 31** list the prioritized projects for the Master Plan and Bicycle and Pedestrian Master Plan Update. Cape Coral identified additional roundabout projects that were not prioritized by the Project Team. Those projects are listed in **Table 32**.

Figures 60 to **Figures 64** display the projects.

Table 25: Project Prioritization Criteria

Criteria Factor	Data Sources	Reason	Scoring Process
Equity	EJScreen Tool and CEJST Disadvantaged Communities	Priorities transportation investments in disadvantaged communities	If located in a CEJST or EJ Screen Disadvantaged Community = 1 point
Transit	Lee County Transit Stops Point Data	Provide improvements near transit stops to improve first/last mile connectivity	Bike network: If located within 0.5-mile from a transit stop = 1 point Pedestrian network: If located within 0.25- mile from a transit stop = 1 point
Safety	2012-2023 Crash Data from Signal Four Analytics	Prioritize improvements along high crash corridors.	If the corridor is considered a high-crash location = 2 points
Connectivity	Existing sidewalks, multi-use paths, and bicycle facilities from the City Cape Coral GIS database	Expand the existing walking and bicycling network, providing residents with more connected facilities to reach everyday destinations.	Bike network: If the project touches an existing multi-use path, SUNTrail, or bicycle lane = 2 points Pedestrian network: If the project touches an existing sidewalk, SUNTrail, or multi-use path = 2 points
Access to Schools	Lee County MPO School Layer	Increase the safety of walking and bicycling to schools	If located within 1-mile of a school = 1 point

Table 26: Multimodal Transportation Master Plan Projects

Project ID	Intersection Priority Ranking	Priority Corridor	Location	Recommendations	Type	Timeframe	Priority Level	Cost
1	1		Cape Coral Parkway and Coronado Parkway	Reduce corner radii / install curb extensions on all corners Shift all curb ramps to tangent (make curb ramps perpendicular) Close easternmost driveway at radius returns on EB approach and northernmost driveway on SW corner of intersection (for George's Complete Auto Repair) Install hardened centerlines	Pedestrian Safety	Short-Term Capital Improvement	High Priority	$36,853.79
34			Coronado Parkway and SE 46th Lane	Evaluate need for NB RT lane - potentially repurpose add marked crosswalks at intersection with hardened center lines (Study)	intersection improvements	Short-Term Capital Improvement	High Priority	TBD
39		Yes	Cape Coral Pkwy from Coronado Pkwy to Del Prado Blvd	Increase density of midblock crossings - Install 3 signalized pedestrian crossings - between SE 8th Ct & SE 9th Pl - approx. 500 ft +/- east of Vincennes Blvd - east of SE 15th Ave	Midblock Crossings	Short-Term Capital Improvement	High Priority	$744,981.69
40		Yes	Cape Coral Pkwy from Palm Tree Blvd to Coronado Pkwy	Increase density of midblock crossings -between Pine Tree Ct & Sunset Ct -between Triton Ct & Manor Ct	Midblock Crossings	Short-Term Capital Improvement	High Priority	$496,654.46
42		Yes	Del Prado Blvd from Cape Coral Pkwy to Coronado Pkwy	Increase density of midblock crossings	Midblock Crossings	Short-Term Capital Improvement	High Priority	$496,654.46
45		Yes	Del Prado Blvd from Viscaya Pkwy to Pine Island Road	Signalized Bike/Ped Crossing to supplement network of neighborhood greenways running parallel to Del Prado Blvd	Midblock Crossings	Short-Term Capital Improvement	High Priority	$496,654.46
46-2		Yes	Del Prado Blvd from Cape Coral Pkwy to Pine Island Rd	Widen sidewalks to shared use path width on bridges over canals and provide vertical separation from vehicular traffic	Bridge Improvements	Short-Term Capital Improvement	High Priority	$496,157.02
52		Yes	Santa Barbara Blvd from Cape Coral Pkwy to Veteran's Pkwy	Install midblock crossings near bus stops	Midblock Crossings	Short-Term Capital Improvement	High Priority	$1,489,963.38
54			SE 47th Ter from Palm Tree Blvd to Coronado Pkwy	Lane repurposing to provide active transportaton lane - create connection between "golf course loop" and downtown area fill in sidewalk gap between Hampton Inn and Coronado Pkwy add midblock crossing near bus stop (east of Hampton Inn)	lane repurposing Sidewalk	Short-Term Capital Improvement	High Priority	$385,470.36
44		Yes	Del Prado Blvd from Veteran's Pkwy to Viscaya Pkwy	Signalized Bike/Ped Crossing to supplement network of neighborhood greenways running parallel to Del Prado Blvd	Midblock Crossings	Mid-Term	Medium/High Priority	N/A
2			Vincennes Blvd and Cape Coral Parkway	Connect bike lanes on Vincennes Blvd south to Cape Coral Parkway. Sharrow potential on Vincennes or bike boulevard. Southbound Vincennes was recently improved and only one lane. In some places south of CC Pkwy, there is parallel prking and wide lanes	Bicycle Network	Mid-Term	Medium Priority	N/A

Project ID	Intersection Priority Ranking	Priority Corridor	Location	Recommendations	Type	Timeframe	Priority Level	Cost
3			Vincennes Blvd just south of SE 46th St	Multiuse path across bridge	Bridge Improvements	Mid-Term	Medium Priority	N/A
4			Palm Tree Boulevard corridor	Look at potential for more east-west ped crossings across Palm Tree Blvd. Add crosswalks to all intersections	Pedestrian Safety	Mid-Term	Medium Priority	N/A
5			Santa Barbara Boulevard and SE 1st Ave	Provide a high visibility crosswalk to connect existing sidewalks connect the bicycle boulevards, and provide access to the transit stop. Consider an RRFB and warning signage.	Pedestrian and Bicycle Safety	Mid-Term	Medium Priority	N/A
6			NE 6th St and Del Prado Blvd	Proposed lane reconfiguration to provide bike lanes with floating transit island at existing transit stop on the south side of NE 6th St. 43' of pavement available from curb to curb. Add bicycle detection and bike boxes at intersection with Del Prado	Bicycle Network	Mid-Term	Medium Priority	N/A
7			Trafalgar Parkway and SW 20th Ave	Tighten curb radii and add vegetated bump outs. Important intersection to schools and parks. Add additional signage for bike/ped crossing in advance of intersection	Pedestrian Safety	Mid-Term	Medium Priority	N/A
8			SW 20th Ave between Trafalgar and SW 32nd St	Add sidewalk to west side of 20th Ave. Add more east-west pedestrian crossings	Sidewalk	Mid-Term	Medium Priority	N/A
9			Trafalgar Parkway and SW 17th Ave	Tighten curb radii and add vegetated bump outs. Add a high visibility crossing to connect the bike route to the north and proposed bicycle boulevard to the south. Bike crashes reported to the east of Trafalgar and Chiquita. Direct bike users to proposed bicycle boulevard on SW 17th Ave	Bicycle Network	Mid-Term	Medium Priority	N/A
11			Santa Barbara and SW 24th St	Add pedestrian islands to all crosswalks. High crash area on way to Cape Coral High School	Pedestrian and Bicycle Safety	Mid-Term	Medium Priority	N/A
13	1		Cape Coral Parkway and Coronado Parkway	Evaluate traffic operations to determine if lanes on SB approach on Coronado Pkwy can be repurposed. Include the nearby intersection at 47th Terr in evaluation	Lane Repurposing	Mid-Term	Medium Priority	N/A
14	2		Cape Coral Parkway and Pelican Boulevard	Tighten all corner radii Shift all curb ramps to tangent sections (perpendicular instead of diagonal) Extend all medians to create pedestrian cut throughs/hardened centerlines Extend SW curb in existing hatched area - create mountable curb for truck movements. Install Accessible Pedestrian Signals	Pedestrian Safety	Mid-Term	Medium Priority	N/A

Project ID	Intersection Priority Ranking	Priority Corridor	Location	Recommendations	Type	Timeframe	Priority Level	Cost
15	3		Cape Coral Parkway and Chiquita Boulevard	Install Accessibile Pedestrian Signals Tighten radii on NW, SW, SE corners Install curb bulbout on NE corner so that there are only 2 receiving lanes and tighten radius shift curb ramps out of radius to tangent section Extend medians on all approaches, create ped cut through for crossings.	Pedestrian Safety	Mid-Term	Medium Priority	N/A
16	4		Cape Coral Parkway and Del Prado Blvd	Intersection improvements as part of Cape Coral Bridge Replacement	Cape Coral Bridge Project	Mid-Term	Medium Priority	N/A
17	5		Cape Coral Parkway and Palm Tree Blvd	Install Accessible Pedestrian Signals. Tighten radii on NW, NE, and SE corners. Realign crosswalks on west leg to be more perpendicular - eliminate skew. Place curb ramps in tangent sections on NW, NE, SE corners. Install hardened centerlines on west, north, and east legs of intersection.	Pedestrian Safety	Mid-Term	Medium Priority	N/A
18	6		Cape Coral Parkway and Santa Barbara Boulevard	Install Acessible Pedestrian Signals. Consider creating bicycle crossing to connect to SW 48th Ter to existing bike lanes on Pelican Blvd Install hardened centerline on west leg Tighten radius on NW corner Convert driveway on NE corner to exit only, extend curb bulb out back and shift crosswalk on the north leg to the north - shift curb ramps to tangent sections of sidewalk. Extend median on north leg to provide pedestrian refuge	Pedestrian Safety	Mid-Term	Medium Priority	N/A
19	7		Coronado Parkway and Vincennes Boulevard	Convert to protected intersection to create a multimodal intersection with space for vehicles, pedestrians, and bicyclists	Lane Repurposing	Mid-Term	Medium Priority	N/A
20	8		Diplomat Parkway and Nelson Road	Convert intersection to roundabout	Roundabout	Mid-Term	Medium Priority	N/A
21	9		Santa Barbara Boulevard and Veterans Parkway	Need to coordinate improvements w/ potential lane repurposing on SB; Provide bike facilities through intersection	Pedestrian Safety	Mid-Term	Medium Priority	N/A
22	10		Trafalgar Parkway and Skyline Boulevard	Tighten all corner radii Install curb bulbout on SW corner where existing pavement is hatched Shift all curb ramps to tangents (perpendicular ramps) Realign crosswalks to be perpendicular Extend all medians and create pedestrian cut throughs	Pedestrian Safety	Mid-Term	Medium Priority	N/A

Project ID	Intersection Priority Ranking	Priority Corridor	Location	Recommendations	Type	Timeframe	Priority Level	Cost
23	11		Country Club Blvd and Veterans Pkwy	Install Audible Pedestrian Signals Shift curb ramp for east leg crosswalk closer to center of Install channelizing island for NB RT Install DWS's at all curb ramps connect bike facilities north of VP to sidewalks, create wider sidewalks, provide N/S bike crossings at intersection coordinate improvements with potential lane repurposing on Country Club south of VP	Pedestrian Safety	Mid-Term	Medium Priority	N/A
25	13		Coronado Pkwy and SE 47th Terr	Extend sidewalk on NW corner, install perpendicular curb ramp and shift receiving curb ramp to tangent - shift crosswalk closer to stop bar on west leg. Reduce size of driveway on east side of north leg, shift curb ramp to tangent, shift crossing on north leg to be perpendicular, extend median on north leg and provide ped cut through Extend median on south leg, provide ped cut through Shift curb ramps on south leg closer to stop bar - place curb ramps in tangent	Pedestrian Safety	Mid-Term	Medium Priority	N/A
26	14	Yes	Palm Tree Blvd and SE 47th Terr	Assess for roundabout. Alternate: Make SE 47th right-in, right out and extending median on Palm Tree Blvd, and providing a ped/bike crossing through the median with HAWK/PHB if meets warrants; shift back stop bars on SE 47th Terrace. The grid here provides ample opportunity and alternate routes to make the lefts elsewhere	Roundabout	Mid-Term	Medium Priority	N/A
28	16		Del Prado Boulevard and Diplomat Parkway	Tighten radii on all courners Shift curb ramps out of radius to tangent section Straighten east and west crossings to be perpendicular Extend medians on all legs and create ped cut throughs	Pedestrian Safety	Mid-Term	Medium Priority	N/A
29	17		Andalusia Boulevard and Kismet Parkway	Evaluate for signal warrants add curb - extend corners to slow turning vehicles add crosswalks and hardened center lines with sidewalk projects	Intersection improvements	Mid-Term	Medium Priority	N/A
30	18		Chiquita Parkway and Tropicana Boulevard	Evaluate for signal warrants Add curb extensions in hatched areas Install high visibility crosswalks shift curb ramps from radius to tangent Install hardened centerlines	Intersection improvements	Mid-Term	Medium Priority	N/A
32	20		Nelson Rd & Nicholas Pkwy/Embers Pkwy	Evaluate for signal warrants Tighten all corners	Intersection improvements	Mid-Term	Medium Priority	N/A

Project ID	Intersection Priority Ranking	Priority Corridor	Location	Recommendations	Type	Timeframe	Priority Level	Cost
37			Academy Blvd at Veterans Parkway	Bridge for bicycles/pedestrians over Veterans Parkway, connecting Academy Blvd	Pedestrian Bridge	Mid-Term	Medium Priority	N/A
38			SE 16th Street by Rosen Park	Bridge for bicycles/pedestrians over canal connecting SE 16th St with Rosen Park	Pedestrian Bridge	Mid-Term	Medium Priority	N/A
41		Yes	Cape Coral Pkwy from Pelican Blvd to Palm Tree Blvd	Increase density of midblock crossings -east of SW 1st Ct (near Publix) -west of Triton Ct W	Midblock Crossings	Mid-Term	Medium Priority	N/A
43		Yes	Del Prado Blvd from Coronado Pkwy to Veteran's Pkwy	Signalized Bike/Ped Crossing to supplement network of neighborhood greenways running parallel to Del Prado Blvd	Midblock Crossings	Mid-Term	Medium Priority	N/A
46-1		Yes	Del Prado Blvd from Cape Coral Pkwy to Pine Island Rd	Widen sidewalks to shared use path width on bridges over canals and provide vertical separation from vehicular traffic	Bridge Improvements	Mid-Term	Medium Priority	N/A
47		Yes	Pine Island Road at signalized intersections along corridor	Tighten radii on corners Extend medians or shift crosswalks to cut through the medians to provide pedestrian refuges Install high visibility crosswalks Install Accessible Pedestrian Signals Install perpendicular curb ramps and minimize crossing distances *These improvements can be incorporated into potential corridor widening project - next steps of SR 78 Vision Plan	Pedestrian Safety	Mid-Term	Medium Priority	N/A
49		No	Cultural Park Blvd from NE Pine Island Lane to Pine Island Rd	Extend sidewalk to provide connection to Pine Island Road	Sidewalk	Mid-Term	Medium Priority	N/A
50		Yes	Pine Island Road between Hancock Bridge and Santa Barbara	Install midblock crossing	Midblock Crossings	Mid-Term	Medium Priority	N/A
51		Yes	Pine Island Road from NE 13th Ave to Hancock Creek Blvd/NE 24th Ave	Increase density of midblock crossings	Midblock Crossings	Mid-Term	Medium Priority	N/A
55			Pelican Blvd from SW 42nd Terrace to Mohawk Pkwy	Install pedestrian crossings by baseball and soccer complexes evaluate whether they should be midblock or at intersections	Crossings	Mid-Term	Medium Priority	N/A

Project ID	Intersection Priority Ranking	Priority Corridor	Location	Recommendations	Type	Timeframe	Priority Level	Cost
57	2		Cape Coral Parkway West of Pelican Blvd	Install signalized pedestrian crossings -near SW 18th Ave -east of SW 9th Pl	Midblock Crossings	Mid-Term	Medium Priority	N/A
58			Country Club Blvd and Wildwood Pkwy	Install roundabout	Roundabout	Mid-Term	Medium Priority	N/A
63			Santa Barbara and SE 27th St	Install pedestrian crossing on north leg of intersection	Crossing	Mid-Term	Medium Priority	N/A
10			SW 6th Ave between SW 18th St and SW 20th Terr (Challenger Middle School, Patriot Elementary, and Skyline Elementary)	Complete Safe Routes to School audit. High bike and ped crash area. Add high visibility crosswalks, tighten curb radii, add traffic calming, and assess each intersection separately for need for other safety measures	Pedestrian and Bicycle Safety	Long-Term	Low Priority	N/A
12			SW 32nd St and SW 16th Pl	Tighten curb radii and add a high visibility crosswalk. Assess for RRFB. Important connection to Gulf Elementary and Gulf Middle School	Pedestrian and Bicycle Safety	Long-Term	Low Priority	N/A
24	12		Beach Parkway and Agualinda Blvd (Four Corners)	Convert intersection to roundabout	Roundabout	Long-Term	Low Priority	N/A
27	15		Pelican Blvd and El Dorado Pkwy	Install roundabout	Roundabout	Long-Term	Low Priority	N/A
31	19		Santa Barbara Boulevard and Diplomat Parkway	Evaluate for signal warrants add curb - extend corners to slow turning vehicles add crosswalks and hardened center lines with sidewalk projects	Intersection improvements	Long-Term	Low Priority	N/A
33	12		Beach Parkway and SE 20th Place	Adjust radii on driveways on east side of intersection Shift curb ramps to tangent sections Straighten crosswalk on north leg	crossing improvements	Long-Term	Low Priority	N/A
35			Sands Boulevard and SW 43rd Ter	Install marked pedestrian crossing on south leg of intersection (Sands Park entrance to the east on SW 43rd Ter)	Pedestrian Safety	Long-Term	Low Priority	N/A
36			Beach Parkway and Sands Boulevard	Adjust curb radii on south leg - curb bulbouts provide crossing on either east or west leg (avoiding driveways)	Pedestrian Safety	Long-Term	Low Priority	N/A
48		Yes	Pine Island Road at Cultural Park Blvd	Install ped/bike crossing at Cultural Park Blvd and enhance ped safety for existing crosswalk on Cultural Park Blvd	Crossing	Long-Term	Low Priority	N/A
53		Yes	Santa Barbara Blvd at Lotus Canal	Enhance pedestrian/bike facilities on bridges	Bridge Improvements	Long-Term	Low Priority	N/A
56			Gleason and Pelican	Add high visibility crosswalks at all sides of intersection. Add bike crossing signage	Pedestrian and Bicycle Safety	Long-Term	Low Priority	N/A
59			El Dorado Pkwy and Skyline Blvd	Install roundabout	Roundabout	Long-Term	Low Priority	N/A

Project ID	Intersection Priority Ranking	Priority Corridor	Location	Recommendations	Type	Timeframe	Priority Level	Cost
60			El Dorado Pkwy and Chiquita Blvd	Install roundabout	Roundabout	Long-Term	Low Priority	N/A
61			El Dorado Pkwy and Agualinda Blvd	Install roundabout	Roundabout	Long-Term	Low Priority	N/A
62			El Dorado Pkwy and Sands Blvd	Install roundabout	Roundabout	Long-Term	Low Priority	N/A
64		Yes	Cape Coral Parkway	Perform study to evaluate potential locations for pedestrian bridge on Cape Coral Parkway	Study	Long-Term	Low Priority	N/A

Table 27: Bicycle and Pedestrian Master Plan Proposed Multiuse Trails

Project ID	Side of the Road	Corridor	From	To	Timeframe	Length (Mileage)	From 2016 Plan	In TIP? Yes or No	Cost
3	North	Kismet Pkwy	Del Prado Blvd	NE 24th Ave	Short Term Capital Improvement	1.0	No	No	$563,814.79
4	East	NE 24th Ave	Kismet Pkwy W	US 78 / Pine Island Road	Short Term Capital Improvement	1.4	No	No	$789,340.71
7	Both	NE Pine Island Rd	Santa Barbara Blvd	Del Prado Blvd	Short Term Capital Improvement	4.7	Yes	No	$2,649,929.51
14	West	Santa Barbara Blvd	Cape Coral Pkwy	Veterans Parkway	Short Term Capital Improvement	3.4	No	No	$1,916,970.29
19	West	Santa Barbara Blvd	Veterans Parkway	US 78 / Pine Island Road	Short Term Capital Improvement	3.3	No	No	$1,860,588.81
20	South	Diplomat Blvd	Burnt Store Rd	US 41	Short Term Capital Improvement	8.8	No	No	$4,961,570.15
2	Both	Del Prado Blvd	NE 23rd St	Kismet Pkwy	Mid Term	0.3	Yes	No	N/A
5	Both	NE Pine Island Rd	NE 24th Ave	End of road	Mid Term	3.0	Yes	No	N/A
6	Both	NE Pine Island Rd	Del Prado Blvd	NE 24th Ave	Mid Term	2.4	Yes	No	N/A
8	Both	SW Pine Island Rd	Chiquita Blvd	Santa Barbara Blvd	Mid Term	4.5	Yes	No	N/A
9	Both	SW Pine Island Rd	Burnt Store Rd	Chiquita Blvd	Mid Term	4.1	Yes	No	N/A

Project ID	Side of the Road	Corridor	From	To	Timeframe	Length (Mileage)	From 2016 Plan	In TIP? Yes or No	Cost
10	Both	SW Pine Island Rd	Burnt Store Rd	End of road	Mid Term	2.6	Yes	No	N/A
12	East	Skyline Blvd	US 78 / Pine Island Road	Veteran's Memorial Pkwy	Mid Term	2.5	No	Yes	N/A
13	North	Veterans Memorial Pkwy	Sandoval Blvd	Surfside Blvd	Mid Term	0.3	Yes	No	N/A
15	Both	Veterans Memorial Pkwy	Del Prado Blvd	End of parkway	Mid Term	3.6	Yes	No	N/A
17	Both	Agualinda Blvd	Savona Pkwy	SW 32nd St	Mid Term	1.5	Yes	No	N/A
18	South	Cape Coral Pkwy	Del Prado Blvd	End of parkway	Mid Term	0.7	Yes	No	N/A
					Mid Term				N/A
1	Both	Burnt St Road	Kismet Pkwy W	County Line to the North	Long Term	10.0	No	Yes	N/A
11	Both	Santa Barbara Blvd	Kismet Pkwy W	US 78 / Pine Island Road	Long Term	6.0	No	No	N/A
16	N/A - Independent ROW	SW 32nd St	Gleason Pkwy	SW 17th Pl	Long Term	0.8	Yes	No	N/A

Table 28: Bicycle and Pedestrian Master Plan Proposed Bicycle Facilities

Project ID	Proposed Bike Facility	Implementation Strategy	Corridor	From	To	Time Frame	Length (mi)	From 2016 Plan	Cost
29	Buffered Bike Lane	Road Diet	Nicholas Pkwy	Santa Barbara Blvd	SE 9th Ln	Short Term Capital Improvement	3.0	Yes	$730,537.13
37	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	NE 16th Place	NE 2nd St	SE 12th Terrace	Short Term Capital Improvement	1.9	No	$99,548.51
41	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SE 15th Place	32nd Terrace	SE 40th St	Short Term Capital Improvement	1.1	No	$86,501.35
49	Buffered Bike Lane	Road diet	SE 24th Ave	Hancock Bridge Pkwy	Viscaya Pkwy	Short Term Capital Improvement	2.3	Yes	$165,415.97
51	Buffered Bike Lane	Road Diet	Viscaya Pkwy	SE 9th St	SE 24th Ave	Short Term Capital Improvement	3.1	Yes	$717,577.04
58	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SW 10th Ave/SW 25th St/SW 25th St/SW 5th Pl/SW 25th Ter/SW 5th Ave/SW 26th St/SW 1st Ave/SW 26th Ln/SE 26th St/SE 4th Ave/SE 26th Ter/SE 26th St	Veterans Memorial Pkwy	Academy Blvd	Short Term Capital Improvement	3.4	Yes	$108,636.54

Project ID	Proposed Bike Facility	Implementation Strategy	Corridor	From	To	Time Frame	Length (mi)	From 2016 Plan	Cost
69	Buffered Bike Lane	Road Diet	Gleason Pkwy	Skyline Blvd	Santa Barbara Blvd	Short Term Capital Improvement	2.1	Yes	$158,090.51
70	Buffered Bike Lane	Reconstruction	Chiquita Blvd	US 78 / Pine Island Road	Cape Coral Pkwy	Short Term Capital Improvement	6.0	Yes	$535,344.82
73	Buffered Bike Lane	Road Diet	Country Club Blvd	Wildwood Pkwy	Palm Tree Blvd	Short Term Capital Improvement	3.8	Yes	$255,069.48
83	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared lane markings	SE 47th Ter	SE 1st Pl	SE 17th Pl	Short Term Capital Improvement	2.0	Yes	$113,435.63
8	Buffered Bike Lane	Road Diet	Averill Blvd	South Gator Cir	Del Prado Blvd	Mid Term	0.9	Yes	N/A
9	Buffered Bike Lane	Road Diet	Del Prado Blvd	Denavarra Pkwy	City Limits	Mid Term	1.1	Yes	N/A
11	Buffered Bike Lane	Traffic calming, wayfinding signage, and shared-lane markings	Andalusia Blvd	Kismet Pkwy	Diplomat Pkwy	Mid Term	5.0	Yes	N/A
15	Buffered Bike Lane	Road Diet	Nelson Rd	Diplomat Pkwy	Tropicana Pkwy	Mid Term	2.0	No	N/A
22	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	NE 7th St/NE 10th Pl/NE 8th Ter/NE 15th Pl/NE 9th St	Andalusia Blvd	NE 15th Ct	Mid Term	1.2	Yes	N/A
24	Buffered Bike Lane	Road Diet	Ceitus Pkwy/SW 31st Pl/Ceitus Pkwy/El Dorado Blvd	Burnt Store Rd	Embers Pkwy	Mid Term	3.3	Yes	N/A
30	Separated Bike Lane	Convert On-street parking to separated bike lane	Country Club Blvd	SE 9th Ln	Viscaya Pkwy	Mid Term	0.6	Yes	N/A
31	Buffered Bike Lane	Road Diet	Embers Pkwy	Burnt Store Rd	SW 29th Pl	Mid Term	2.0	Yes	N/A
36	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	NE 16th Place	NE 6th St	NE 2nd Terrace	Mid Term	0.5	No	N/A
38	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SE 16th Place	SE 13th St	Coral Point Drive	Mid Term	0.4	No	N/A
39	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SE 15th Place	SE 17th St	Veterans Memorial Pkwy	Mid Term	1.0	No	N/A
40	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SE 15th Place / Ave	Everest Pkwy	SE 32nd St	Mid Term	0.9	No	N/A
45	Buffered Bike Lane	Road Diet/remove turn lane/mixing zone with shared lane markings	Ceitus Pkwy	SW 32nd Pl	Burnt Store Rd	Mid Term	0.2	Yes	N/A
46	Buffered Bike Lane	Road Diet	Cultural Park Blvd	NE Pine Island Rd	Nicholas Pkwy	Mid Term	3.2	Yes	N/A
47	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SW 17th Ave/SW 14th Ter/SW 15th Pl/SW 9th St/SW 4th St/SW 12th Ave/SW 7th Pl/SW 3rd St/SW 2nd Ave/Mid Cape Ter	End (south)	Santa Barbara Blvd	Mid Term	4.7	Yes	N/A
48	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	Nott Rd/SW 20th Ave	SW Pine Island Rd	SW 32nd St	Mid Term	3.1	Yes	N/A
53	Buffered Bike Lane	Road Diet	Trafalgar Pkwy	SW 16th Ct	Skyline Blvd	Mid Term	2.1	Yes	N/A

Project ID	Proposed Bike Facility	Implementation Strategy	Corridor	From	To	Time Frame	Length (mi)	From 2016 Plan	Cost
55	Buffered Bike Lane	Road Diet	Skyline Blvd	Veterans Memorial Pkwy	Gleason Pkwy	Mid Term	2.0	Yes	N/A
57	Buffered Bike Lane	Road Diet	Skyline Blvd	Mohawk Pkwy	Cape Coral Pkwy	Mid Term	2.1	Yes	N/A
59	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SW 25th Ln/SE 25th Ln	SW 3rd Pl	Aviation Pkwy	Mid Term	0.8	Yes	N/A
60	Buffered Bike Lane	Lane Diet, redesign median island	Everest Pkwy	SE 15th Pl	SE 17th Ave	Mid Term	0.3	Yes	N/A
61	Bike Lane	Restripe - sufficient space available	Shelby Pkwy	SE 15th Pl	Del Prado Blvd	Mid Term	0.1	Yes	N/A
62	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SW Santa Barbara Pl/SW 28th St/Kamal Pkwy	SW 26th Ln	SE Santa Barbara Pl	Mid Term	0.4	Yes	N/A
63	Buffered Bike Lane	Road Diet	Country Club Blvd	Retunda Pkwy	Wildwood Pkwy	Mid Term	3.0	Yes	N/A
64	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SE 32nd St	Academy Blvd	Country Club Blvd	Mid Term	0.2	Yes	N/A
65	Shared Lane Marking	Add Shared Lane Markings	SW 25th Pl/SW 28th Ter/SW 25th Ave/Gleason Pkwy	Surfside Blvd	Oasis Blvd	Mid Term	1.0	Yes	N/A
68	Buffered Bike Lane	Road Diet	Gleason Pkwy	Chiquita Blvd	Skyline Blvd	Mid Term	2.0	Yes	N/A
74	Buffered Bike Lane	Road Diet	Aqualinda Blvd	Savona Pkwy	Beach Pkwy	Mid Term	1.4	Yes	N/A
75	Buffered Bike Lane	Road Diet	Mohawk Pkwy	Chiquita Blvd	Pelican Blvd	Mid Term	3.0	Yes	N/A
76	Neighborhood Greenway	Traffic calming, wayfinding signage, shared-lane markings	SW 40th St/SE 40th St	Pelican Blvd	Palm Tree Blvd	Mid Term	1.1	Yes	N/A
77	Buffered Bike Lane	Road diet	Beach Pkwy	Aqualinda Blvd	Chiquita Blvd	Mid Term	1.3	Yes	N/A
78	Separated Bike Lane	Road diet (6 to 4)	Cape Coral Pkwy	Aqualinda Blvd	Skyline Blvd	Mid Term	3.3	Yes	N/A
79	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared lane markings	SW 12th Pl/SW 47th Ter	Cape Coral Pkwy	Santa Barbara Blvd	Mid Term	1.7	Yes	N/A
80	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SW 48th Ter/SW 13th Ave/SW 12th Pl/SW 48th Ter/SW 8th Pl	Chiquita Blvd	Skyline Blvd	Mid Term	1.0	Yes	N/A
81	Buffered Bike Lane	Add bike lane marking to existing bike lane. Add extra striped buffer	Del Prado Blvd S	Cape Coral Pkwy	Wellington Ct	Mid Term	0.8	Yes	N/A
82	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SW 48th Ter/SW Santa Barbara Ct/SE 1st Pl/SE 45th Pl	Pelican Blvd	Palm Tree Blvd	Mid Term	1.2	Yes	N/A
84	Bike Lane	Consolidate/remove dedicated turn lanes	Vincennes Blvd	SE 46th Ln	Cape Coral Pkwy	Mid Term	0.3	Yes	N/A
85	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared lane markings	SW 49th Ter/SW 16th Pl	Chiquita Blvd	El Dorado Blvd	Mid Term	0.8	Yes	N/A
87	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared lane markings	Miramar St	Coronado Pkwy	Del Prado Blvd S	Mid Term	0.9	Yes	N/A
98	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared lane markings	SW 17th Place	Veterans Memorial Pkwy	SW 28th St	Mid Term	0.6	No	N/A

Project ID	Proposed Bike Facility	Implementation Strategy	Corridor	From	To	Time Frame	Length (mi)	From 2016 Plan	Cost
1	Buffered Bike Lane	Road Diet	Old Burnt Store Rd	NW 22nd St	GulfstreamPkwy	Long Term	1.6	Yes	N/A
2	Buffered Bike Lane	Road Diet	NW 28th Ave	NW 22nd Ter	NW 18th Ter	Long Term	1.0	Yes	N/A
3	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	NW 28th Ave	NW 18th Ter	NW 14th Ter	Long Term	0.6	Yes	N/A
4	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	NW 16th St/NW 31st Ave/NW 14th Ter/NW 25th Pl	Burnt Store Rd	El Dorado Blvd	Long Term	1.3	Yes	N/A
5	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	NW 24th Pl	Van Buren Pkwy	NW 25th Pl	Long Term	0.6	Yes	N/A
6	Buffered Bike Lane	Road Diet	Santa Barbara Blvd	Jacaranda Pkwy	Kismet Pkwy	Long Term	2.1	Yes	N/A
7	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	Jacaranda Pkwy/NE 7th Pl	NE 7th Pl	Averill Blvd	Long Term	2.3	Yes	N/A
10	Buffered Bike Lane	Road Diet	El Dorado Blvd	Van Buren Pkwy	Tropicana Pkwy	Long Term	3.8	Yes	N/A
12	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	NE 8th Pl/NE 16th Ter/NE 14th Pl	Diplomat Pkwy	Diplomat Pkwy	Long Term	0.8	Yes	N/A
13	Buffered Bike Lane	Road Diet	Nelson Rd	Kismet Pkwy	Wilmington Parkway	Long Term	1.8	No	N/A
14	Buffered Bike Lane	Road Diet	Nelson Rd	Kismet Pkwy	Diplomat Pkwy	Long Term	2.0	No	N/A
16	Buffered Bike Lane	Road Diet	Nelson Rd	Tropicana Pkwy	Embers Pkwy	Long Term	2.1	No	N/A
17	Buffered Bike Lane	Road Diet	Tropicana Pkwy	NW 33rd Ave	El Dorado Blvd	Long Term	2.4	Yes	N/A
18	Buffered Bike Lane	Road Diet	Tropicana Pkwy	El Dorado Blvd	Chiquita Blvd	Long Term	2.0	Yes	N/A
19	Buffered Bike Lane	Roadway expansion (planned)	Tropicana Pkwy	Chiquita Blvd	Nelson Rd	Long Term	2.0	Yes	N/A
20	Buffered Bike Lane	Road Diet	Tropicana Pkwy	Nelson Rd	Santa Barbara Blvd	Long Term	2.0	Yes	N/A
21	Buffered Bike Lane	Road Diet	Tropicana Pkwy/Andalusia Blvd	Santa Barbara Blvd	NE Pine Island Rd	Long Term	2.1	Yes	N/A
23	Buffered Bike Lane	Road Diet	El Dorado Blvd	Tropicana Pkwy	Embers Pkwy	Long Term	2.1	Yes	N/A
25	Buffered Bike Lane	Road Diet	Chiquita Blvd	NW 9th St	Embers Pkwy	Long Term	2.1	Yes	N/A
26	Buffered Bike Lane	Road Diet	Chiquita Blvd	Embers Blvd	SW Pine Island Rd	Long Term	2.0	Yes	N/A
27	Buffered Bike Lane	Road Diet	Embers Pkwy	Chiquita Blvd	Nelson Rd	Long Term	2.0	Yes	N/A
28	Buffered Bike Lane	Road Diet	Nicholas Pkwy	Nelson Rd	Santa Barbara Blvd	Long Term	3.6	Yes	N/A
32	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SW 4th St/SW 4th Ter	El Dorado Blvd	Nelson Rd	Long Term	2.4	Yes	N/A

Project ID	Proposed Bike Facility	Implementation Strategy	Corridor	From	To	Time Frame	Length (mi)	From 2016 Plan	Cost
33	Buffered Bike Lane	Road Diet	Nelson Rd	Embers Pkwy	SW 2nd Ter	Long Term	0.7	Yes	N/A
34	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SW 1st St/NW 1st St/NW 1st Pl/NW 3rd Ln/NW Juanita Ct	Nicholas Pkwy	NE 5th Terrace	Long Term	1.6	Yes	N/A
35	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	NE Pine Island Ln/NE 14th Ave/NE 15th Ave/NE 4th Ter/NE 15th Pl	Cultural Park Blvd	Del Prado Blvd	Long Term	1.8	Yes	N/A
42	Buffered Bike Lane	TBD	Hancock Bridge Pkwy	Santa Barbara Blvd	Cultural Park Blvd	Long Term	2.0	Yes	N/A
43	Buffered Bike Lane	TBD	Hancock Bridge Pkwy	Cultural Park Blvd	Del Prado Blvd	Long Term	2.2	Yes	N/A
44	Buffered Bike Lane	TBD	Hancock Bridge Pkwy	Del Prado Blvd	SE 24th Ave	Long Term	2.1	Yes	N/A
50	Shared Lane Marking	Add Shared Lane Markings	SE 9th Sst	Cultural Park Blvd	Viscaya Pkwy	Long Term	0.5	Yes	N/A
52	Bike Lane	Add bicycle pavement markings to existing marked shoulder - potential lane diet to 10'	Sports Blvd	End (north)	Trafalgar Pkwy	Long Term	0.7	Yes	N/A
54	Buffered Bike Lane	Road Diet	Trafalgar Pkwy	Skyline Blvd	Santa Barbara Blvd	Long Term	2.1	Yes	N/A
56	Buffered Bike Lane	Road Diet	Skyline Blvd	Gleason Pkwy	Mohawk Pkwy	Long Term	2.0	Yes	N/A
66	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SW 28th Ter	SW 25th Ave	SW 20th Ave	Long Term	0.5	Yes	N/A
67	Bike Lane	Road Diet (only need one through lane when Gleason PKWY is restriped with buffered bike lanes)	SW 32nd Ter/SW 16th Pl/SW 32nd St	SW 17th Pl	Chiquita Blvd	Long Term	0.3	Yes	N/A
71	Buffered Bike Lane	Road Diet	Savona Pkwy	Aqualinda Blvd	Chiquita Blvd	Long Term	1.3	Yes	N/A
72	Neighborhood Greenway	Traffic Calming, wayfinding signage, and shared lane markings	SW 32nd Ter/SW 8th Pl/SW 22nd Ter	Skyline Blvd	Skyline Blvd	Long Term	1.0	Yes	N/A
86	Shared Lane Marking	Shared Lane Marking	Kismet Pkwy, Old Burnt Store Rd	End of Kismet Pkwy	NW 22nd St	Long Term	0.9	Yes	N/A
88	Buffered Bike Lane	Road diet	Caloosa Pkwy	NW 44th Place	Old Burnt Store Rd	Long Term	1.0	Yes	N/A
89	Buffered Bike Lane	Expand roadway	Old Burnt Store Rd	NW 48th Terr	Jacaranda Pkwy	Long Term	5.5	Yes	N/A
90	Buffered Bike Lane	Road diet	Jacaranda Pkwy	End of street (west)	Old Burnt Store Rd	Long Term	1.5	Yes	N/A
91	Buffered Bike Lane	Expand roadway	Old Burnt Store Rd	Jacaranda Pkwy	Kismet Pkwy	Long Term	2.0	Yes	N/A
92	Buffered Bike Lane	Road diet	El Dorado Blvd	NW 29th Terrace	Kismet Pkwy	Long Term	1.4	Yes	N/A
93	Buffered Bike Lane	Road diet	Chiquita Blvd	NW 26th Street	Diplomat Pkwy	Long Term	2.8	Yes	N/A
94	Buffered Bike Lane	Road diet	Chiquita Blvd	Diplomat Pkwy	Tropicana Pkwy	Long Term	2.0	Yes	N/A

Project ID	Proposed Bike Facility	Implementation Strategy	Corridor	From	To	Time Frame	Length (mi)	From 2016 Plan	Cost
95	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared lane markings	SE 18th Place	NE Pine Island Ln	SE 9th St	Long Term	1.5	Yes	N/A
96	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared lane markings	SW 4th St/SW 4th Ter	Chiquita Blvd	Nelson Rd	Long Term	1.4	Yes	N/A
97	Buffered Bike Lane	Road diet	Embers Pkwy	El Dorado Blvd	Chiquita Blvd	Long Term	2.0	Yes	N/A
99	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	SW 16th Place	SW 28th Terrace	Gleason Pkwy	Long Term	0.7	No	N/A

Table 29: Bicycle and Pedestrian Master Plan Proposed Pedestrian Projects

Project ID	Proposed Pedestrian Project	Side of the Street	Corridor	From	To	Time Frame	Length (mi) On the Ground	Length (mi) Roadway Centerline	2016 Plan	Cost
37	Install new sidewalk	Both	El Dorado Blvd	Van Buren Pkwy	Diplomat Pkwy	Short Term Capital Improvement	1.7	0.8	Yes	$500,591.88
41	Install new sidewalk; coordinate with Multiuse path recommendation along the North side	South	Diplomat Pkwy	Santa Barbara Blvd	Andalusia Blvd	Short Term Capital Improvement	1.1	1.1	Yes	$636,700.84
42	Install new sidewalk; coordinate with Multiuse path recommendation along the North side	South	Diplomat Pkwy	NE 24th Ave	City Limits	Short Term Capital Improvement	2.4	2.4	Yes	$731,071.95
43	Install new sidewalk	Both	El Dorado Blvd	Diplomat Pkwy	Tropicana Pkwy	Short Term Capital Improvement	1.5	0.7	Yes	$447,876.63
47	Install new sidewalk; Assess feasibility for Multiuse path	North	Tropicana Pkwy	Burnt Store Rd	Chiquita Blvd	Short Term Capital Improvement	1.0	1.0	Yes	$1,225,418.80
48	Install new sidewalk; Assess feasibility for Multiuse path	North	Tropicana Pkwy	El Dorado Blvd	Chiquita Blvd	Short Term Capital Improvement	1.0	1.0	Yes	$591,273.70
53	Install new sidewalk	Both	Ceitus Pkwy	SW 32nd Pl	Embers Pkwy	Short Term Capital Improvement	3.4	1.7	Yes	$1,012,952.59
54	Install new sidewalk	Both	Bolado Pkwy	SE 21st Ave	SE 24th Ave	Short Term Capital Improvement	0.7	0.4	Yes	$219,138.79
55	Install new sidewalk	Both	Chiquita Blvd/Nicholas Pkwy	Embers Pkwy	SW Pine Island Rd	Short Term Capital Improvement	2.9	1.4	Yes	$870,658.60
57	Install new sidewalk	Both	SE 9th St/Viscaya Pkwy	SE 8th Pl	SE 13th Ave	Short Term Capital Improvement	1.1	0.6	Yes	$330,802.15

Project ID	Proposed Pedestrian Project	Side of the Street	Corridor	From	To	Time Frame	Length (mi) On the Ground	Length (mi) Roadway Centerline	2016 Plan	Cost
60	Enhance Existing Sidewalk	Both	Skyline Blvd	SW 39th St	Mohawk Pkwy	Short Term Capital Improvement	0.2	0.1	Yes	$60,145.85
63	Install new sidewalk	Both	NW 1st Street / NW 3rd Lane	Santa Barbara Blvd	Nicholas Pkwy	Short Term Capital Improvement	2.4	1.2	No	$721,750.15
66	Install new sidewalk where gaps are present	Both	SW 3rd Street	SW 7th Pl	Mid Cape Global Academy / William Bill Austen Youth Center	Short Term Capital Improvement	1.5	0.8	No	$451,093.85
67	Install new sidewalk where gaps are present	Both	SE 8th Terr	Del Prado Blvd S	SE 8th Pl	Short Term Capital Improvement	2.0	1.0	No	$601,458.46
68	Install new sidewalk	Both	SE 9th Ln	SE 12th Ct	SE 9th Street	Short Term Capital Improvement	0.9	0.5	No	$2,706,563.07
69	Install new sidewalk	Both	SE 12th Ct / SE 10th St	Del Prado Blvd S	SE 9th Lane	Short Term Capital Improvement	1.3	0.7	No	$390,948.00
70	Install new sidewalk where gaps are present	Both	NE 16th Place	Hancock Bridge Pkwy	SE 12th Terr	Short Term Capital Improvement	3.0	1.5	No	$902,187.69
71	Install new sidewalk	Both	NE Van Loon Ln	Cultural Park Blvd	NE Pine Island Road	Short Term Capital Improvement	1.3	0.7	No	$390,948.00
72	Install new sidewalk. Some sidewalks are in place.	Both	Pine Island Road Ln	NE Pine Island Road	NE Van Loon Ln	Short Term Capital Improvement	3.4	1.7	No	$1,022,479.38
73	Install new sidewalk where gaps are present	Both	SW 2nd Pl / SW 28th Terr	SW 26th St	Santa Barbara Blvd	Short Term Capital Improvement	0.9	0.5	No	$270,656.31
74	Install new sidewalk where gaps are present	Both	SE Santa Barbara Blvd	SE 17th St	SE 25th Ln	Short Term Capital Improvement	2.2	1.1	No	$661,604.31
75	Install new sidewalk	Both	Kamal Pkwy	Veterans Pkwy	Santa Barbara Blvd	Short Term Capital Improvement	1.5	0.8	No	$451,093.85
77	Install new sidewalk	Both	Archer Pkwy E	SE 26th Terr	SE 26th Terr (at E Retunda Pkwy)	Short Term Capital Improvement	2.2	1.1	No	$661,604.31
2	Install new sidewalk	Both	Old Burnt Store Rd	Caloosa Pkwy	Durden Pkwy		2.0	1.0	Yes	
3	Install new sidewalk; Assess ROW for Multi-use path	Both	Andalusia Blvd	Vogiantzis Pkwy	Durden Pkwy		2.0	1.0	Yes	
4	Install new sidewalk; Assess ROW for Multi-use path	Both	Durden Pkwy	Andalusia Blvd	Ramsey Blvd		2.0	1.0	Yes	
8	Install new sidewalk; Assess ROW for Multi-use path	Both	Vogiantzis Pkwy	Andalusia Blvd	North Gator Cir		0.9	0.4	Yes	
9	Install new sidewalk	Both	Caloosa Pkwy	NW 44th Pl	Old Burnt Store Rd		1.0	0.5	Yes	

Project ID	Proposed Pedestrian Project	Side of the Street	Corridor	From	To	Time Frame	Length (mi) On the Ground	Length (mi) Roadway Centerline	2016 Plan	Cost
10	Install new sidewalk	South	Caloosa Pkwy	Old Burnt Store Rd N	Burnt Store Rd N		1.0	1.0	No	
11	Install new sidewalk; Coordinate with road paving	South	Janis Road	Old Burnt Store Rd N	Burnt Store Rd N		1.0	1.0	No	
12	Install new sidewalk	Both	Old Burnt Store Rd	Caloosa Pkwy	Jacaranda Pkwy		2.0	1.0	Yes	
13	Install new sidewalk; Assess ROW for Multi-use path	Both	Andalusia Blvd	Jacaranda Pkwy	Vogiantzis Pkwy		2.1	1.1	Yes	
14	Install new sidewalk	Both	Jacaranda Pkwy	Old Burnt Store Rd	End (west)		1.7	0.9	Yes	
15	Install new sidewalk	Both	Old Burnt Store Rd	Jacaranda Pkwy	Kismet Pkwy		2.0	1.0	Yes	
16	Install new sidewalk	Both	Kismet Pkwy	Old Burnt Store Rd	Burnt Store Rd		2.0	1.0	Yes	
18	Install new sidewalk	Both	Jacaranda Pkwy W	El Dorado Blvd	Chiquita Blvd		2.0	1.0	No	
20	Install new sidewalk	Both	Wilmington Pkwy	Chiquita Blvd	Nelson Rd		2.3	1.2	Yes	
21	Install new sidewalk	Both	Wilmington Pkwy	Nelson Rd	Santa Barbara Blvd		2.3	1.1	Yes	
23	Install new sidewalk; Assess ROW for Multi-use path	Both	Santa Barbara Blvd	Wilmington Pkwy	Kismet Pkwy		3.0	1.5	Yes	
24	Install new sidewalk; Assess ROW for Multi-use path	Both	Jacaranda Pkwy	Santa Barbara Blvd	Andalusia Blvd		2.0	1.0	Yes	
25	Install new sidewalk; Assess ROW for Multi-use path	Both	Jacaranda Pkwy	Andalusia Blvd	Averill Blvd		2.4	1.2	Yes	
28	Install new sidewalk	Both	Old Burnt Store Rd	Kismet Pkwy	Gulfstream Pkwy		1.9	0.9	Yes	
35	Install new sidewalk	Both	Old Burnt Store Rd	Gulfstream Pkwy	Tropicana Pkwy		2.0	1.0	Yes	
38	Install new sidewalk; coordinate with Multiuse path recommendation along the North side	South	Diplomat Pkwy	El Dorado Blvd	Chiquita Blvd		1.1	1.1	Yes	
39	Install new sidewalk; coordinate with Multiuse path recommendation along the North side	South	Diplomat Pkwy	Chiquita Blvd	Nelson Rd		1.0	1.0	Yes	
40	Install new sidewalk; coordinate with Multiuse path recommendation along the North side	South	Diplomat Pkwy	Nelson Rd	Santa Barbara Blvd		1.0	1.0	Yes	
46	Install new sidewalk	Both	Tropicana Pkwy	End (west)	NW 39th Ave		0.5	0.3	Yes	
51	Install new sidewalk	Both	Old Burnt Store Rd	Tropicana Pkwy	Ceitus Pkwy		3.1	1.6	Yes	
78	Install new sidewalk	Both	SE 26th Terr (at E Retunda Pkwy)	Archer Pkwy	Shelby Pkwy		0.2	0.1	No	
1	Install new sidewalk	Both	Old Burnt Store Rd	Durden Pkwy	NW 48th Ter		1.5	0.8	Yes	
5	Install new sidewalk; Assess ROW for Multi-use path	Both	Ramsey Blvd	North Gator Cir	Durden Pkwy		0.4	0.2	Yes	
6	Install new sidewalk; Assess ROW for Multi-use path	Both	Durden Pkwy	Ramsey Blvd	Garden Blvd		1.5	0.8	Yes	
7	Install new sidewalk; Assess ROW for Multi-use path	Both	Garden Blvd	Durden Pkwy	Denavarra Pkwy		2.0	1.0	Yes	
17	Install new sidewalk	Both	El Dorado Blvd	Kismet Pkwy	Jacaranda Pkwy W		2.0	1.0	Yes	
19	Install new sidewalk	Both	Chiquita Blvd	Kismet Pkwy	Jacaranda Pkwy		2.0	1.0	Yes	
22	Install new sidewalk	Both	Nelson Rd	Wilmington Pkwy	Kismet Pkwy		1.7	0.9	Yes	
26	Install new sidewalk	South	Kismet Pkwy	El Dorado Blvd	Chiquita Blvd		1.0	1.0	Yes	
27	Install new sidewalk	South	Kismet Pkwy	Chiquita Blvd	Nelson Rd		1.0	1.0	Yes	
29	Install new sidewalk	Both	Burnt Store Rd	Kismet Pkwy	Van Buren Pkwy		1.0	0.5	Yes	
30	Install new sidewalk	South	Van Buren Pkwy	Burnt Store Rd	El Dorado Blvd		1.0	1.0	Yes	
31	Install new sidewalk	Both	NW 28th Ave	NW 22nd Ter	NW 18th Ter		1.0	0.5	Yes	

Project ID	Proposed Pedestrian Project	Side of the Street	Corridor	From	To	Time Frame	Length (mi) On the Ground	Length (mi) Roadway Centerline	2016 Plan	Cost
32	Install new sidewalk	West	El Dorado Blvd	Kismet Pkwy W	Van Buren Pkwy		0.5	0.5	Yes	
33	Install new sidewalk	Both	Chiquita Blvd	Kismet Pkwy	Diplomat Pkwy		2.0	1.0	Yes	
34	Install new sidewalk	Both	Nelson Rd	Kismet Pkwy	Diplomat Pkwy		2.0	1.0	Yes	
36	Install new sidewalk; coordinate with Multiuse path recommendation along the North side	South	Diplomat Pkwy	Burnt Store Rd	El Dorado Blvd		1.0	1.0	Yes	
44	Install new sidewalk	Both	Chiquita Blvd	Diplomat Pkwy	NW 8th Ter		2.0	1.0	Yes	
45	Install new sidewalk	Both	Nelson Rd	Diplomat Pkwy	Tropicana Pkwy		2.1	1.0	Yes	
49	Install new sidewalk; Assess feasibility for Multiuse path	North	Tropicana Pkwy	Chiquita Blvd	Nelson Rd		1.0	1.0	Yes	
50	Install new sidewalk; Assess feasibility for Multiuse path	North	Tropicana Pkwy	Nelson Rd	Santa Barbara Blvd		1.0	1.0	Yes	
52	Install new sidewalk	Both	Chiquita Blvd	NW 7th Ter	Embers Pkwy		2.0	1.0	Yes	
56	Install new sidewalk	Both	Nott Rd/SW 20th Ave	SW Pine Island Rd	Trafalgar Pkwy		2.0	1.0	Yes	
58	Install new sidewalk	West	SW 20th Ave	Picadilly Cir	Veterans Memorial Parkway		0.8	0.8	Yes	
59	Install new sidewalk	West	SW 20th Ave	Veterans Memorial Parkway	SW 32nd St		1.0	1.0	Yes	
61	Install new sidewalk	Both	NE 13th Ave	Diplomat Pkwy	NE Pine Island Road		2.4	1.2	No	
62	Install new sidewalk	Both	NE 2nd Place	Tropicana Pkwy	NE Pine Island Road		1.6	0.8	No	
64	Install new sidewalk where gaps are present	Both	Ceitus Terr / SW 6th Terr / SW 4th Terr	Nelson Road S	Chiquita Blvd S		2.3	1.2	No	
65	Install new sidewalk where gaps are present	Both	SW 4th Street	Skyline Blvd	Chiquita Blvd S		1.7	0.9	No	
76	Install new sidewalk	Both	SE 26th Terr	Kamal Pkwy	Archer Pkwy		0.2	0.1	No	
79	Install new sidewalk	Both	Everest Pkwy	Del Prado S	Del Prado S		2.9	1.5	No	
80	Install new sidewalk	Both	Everest Pkwy	Del Prado S	Horton Park and Boat Ramp		3.3	1.7	No	
81	Install new sidewalk	Both	El Dorado Pkwy W	SW 1st Ct	SW 12th Pl		3.0	1.5	No	
82	Install new sidewalk. Consider wider shared use path	Both	Rose Garden Dr	El Dorado Pkwy	Silver King Blvd		1.8	0.9	No	
83	Install new sidewalk	Both	El Dorado Pkwy W	SW 14th Pl	SW 28th Pl		4.0	2.0	No	
84	Install new sidewalk	Both	Agualinda Blvd	Cape Coral Pkwy W	El Dorado Pkwy W		2.0	1.0	No	
85	Install new sidewalk	Both	SW 12th Ave	El Dorado Pkwy W	Rose Garden Dr		0.5	0.3	No	

Table 30: Policy Recommendations

Code	Strategic Plan: Guiding Principles & Core Values	Guiding Document	Policy	Description	Short Term (1-5 years)	Medium Term (5-10 years)	Long Term (10 -20 years)	Cost	Impact	Effort
P1	Public Safety and Quality of Life	MMP	Local Speed Limit Reduction Policy	Adopt an Areawide Local Roadway Speed Limit Reduction Policy to target and address vulnerable users sharing roadways without dedicated facilities.	X	x		$$	High	Medium
P2	Public Safety and Quality of Life	MMP	Speed Management Policy/Program	Establish a Speed Management Policy within the Comprehensive Plan Transportation Element. Further, utilize a program to identify the target speed for each corridor based on land use context in accordance with FDOT context classification. For resurfacing projects, use speed management design approaches to encourage speed reductions to the target speed. For corridor reconfigurations and new roadways, use the target speed and the design speed.	X	X		$	High	High
P3	Fiscally Responsible	MMP; SCPMP	Mobility Plan & Mobility Fee Legislative Intent	A Mobility Plan is a 20–25-year vision for mobility that focuses on the movement of people. A Mobility Fee is a one-time fee paid by new development and redevelopment to mitigate its impact on the transportation's network. A Mobility Fee is based on, and used to fund, the multimodal projects identified in the Mobility Plan. The City should amend its Comprehensive Plan to established legislative intent to adopt a Mobility Plan and Fee.	X			$	High	Low
P4	Fiscally Responsible	MMP; SCPMP	Mobility Plan & Mobility Fee Adoption	Adopt a Mobility Plan and Mobility Fee. Mobility Plans bring together existing plans such as Parking Management Plans, Bicycle & Pedestrian Master Plans, Capital Improvements Programs, and regional Long Range Transportation Plans, and recommends projects, programs, and policies to create a safe, connected, integrated multimodal transportation system. A Mobility Fee is a strategic funding mechanism designed to transform the urban transportation landscape and fund a variety of multimodal infrastructure projects, policies, programs, and services to move people. This mechanism centers around the implementation of a mobility fee assessed on (re) development projects to generate revenue to support a comprehensive suite of mobility initiatives. A Mobility Fee allows the local government to invest in infrastructure enhancements, such as transit improvements, pedestrian and cycling amenities, and smart transportation solutions, ultimately encouraging a more sustainable and accessible urban environment. Identify schedule and action plan that includes milestones to implement the program.	X			$$	High	High
P5	Public Safety and Quality of Life	MMP; MPO	Vision Zero Policy	Amend the Comprehensive Plan to establish a Vision Zero Policy, including direction to create a Vision Zero Action Plan to address design guidelines and policies with respect to engineering, enforcement, education, encouragement, evaluation, and equity. Include internal training with city staff in all departments such as communications, public works, planning, police, parks, and design in order that that the policy and design guidelines are understood and implemented.	X			$	High	Medium
P6	Citizen and Community Engagement	MMP; MPO	Target Zero Policy/Program	Amend the Comprehensive Plan to establish a Target Zero Policy, including hosting annual community outreach events to address driver behavior and education. Partner with local agencies such as Police Department, FDOT, MPO, Lee Tran, adjacent municipalities, and local community and business organizations. Identify city department to lead initiative and develop schedule and action plan.	X	X		$$	High	Low

Code	Strategic Plan: Guiding Principles & Core Values	Guiding Document	Policy	Description	Short Term (1-5 years)	Medium Term (5-10 years)	Long Term (10 -20 years)	Cost	Impact	Effort
P7	Innovative Thinking	MMP; SCPMP	Transportation Demand Management (TDM) Policy	Update the existing Transportation Demand Management (TDM) Policy to foster sustainable transportation choices, alleviate traffic congestion, and enhance urban mobility. This policy outlines a strategic framework that encourages residents, employees, and visitors to opt for alternative transportation modes, such as public transit, cycling, walking, carpooling, and telecommuting, over single-occupancy vehicles. The key components of this policy include educational campaigns, commuter incentives, infrastructure improvements, and the promotion of flexible work arrangements. The City should work with local businesses to communicate information and educate the community on parking options and offer incentives or provisions for alternative transportation. By implementing a TDM Policy, cities can effectively reduce the demand for private vehicle travel, reduce emissions, enhance urban accessibility, and ultimately create a more vibrant and sustainable urban environment. This policy and ordinance change should be implemented as a requirement for a new structure within downtown	X	X		$	Medium	High
P8	Innovative Thinking	MMP; SCPMP	Park Once Environment Policy	Amend the Comprehensive Plan to include goals, objectives, and policies establishing a commitment to a Park Once Environment in South Cape including use of Mobility Hubs, Park-and-Ride lots, and parking garages to promote integration between various transportation modes, including public transit, cycling, and walking. A Park Once Environment is a parking and traffic circulation strategy in which vehicles are guided to concentrated parking locations, such as a parking garage. These parking locations are then integrated with alternative transportation modes (transit, bike share, pedestrian amenities) that visitors can use to travel within and around the area.	X			$$	Medium	Low
P9	Public Safety and Quality of Life	MMP	Micromobility Device Policy/Feasibility Study/Pilot Program	The City should pass an ordinance authorizing a pilot program. The ordinance should outline proper use, restrictions, and vendor requirements. The Pensacola Dockless Shared Micromobility Device Pilot Program ordinance summarized in the Multimodal Plan's case study research provides a model for the City's ordinance. The MM Feasibility Study and Pilot Program should include implementing capital improvements that are identified in the Mulit-Modal Plan that help implement the Micromobility pilot project such as the Golf Course Loop located in South Cape.	X	X		$$	High	Medium
P10	Fiscally Responsible	MMP	Mobility on Demand (MoD)	MoD is a curb-to-curb service available for people to call using a mobile app or call-in service. Unlike fixed-route transit service, MoD transit is serviced by smaller vehicles that carry three to ten passengers directly from a chosen pickup location to a chosen destination within the service zone. MoD can also operate as a first and last mile service to and from transit stops that connect to destinations outside of the service zone. MoD sometimes replaces or serves in lieu of a fixed-route bus service to optimize public transportation options to be more fiscally attainable. LeeTran has set a goal of implementing MoD in Cape Coral in 2026 by using FDOT's 50/50 Service Development grant to fund operating costs. The City should work with LeeTran and the MPO to determine the grant submittal procedure and obligations.	X	X	X	$$$	High	High
P11	Innovative Thinking	MMP; SCPMP; IGM	Mobility Hub Policy	A mobility hub brings transit, bike share, MoD, and adjacent land use planning together in one place. The City should amend the comprehensive plan to include consideration of Mobility Hub planning needs to alleviate congestion in existing urban centers, and those planned within the north Cape. Mobility Hubs should be planned with local connectivity to existing nodes, SunTrail, and multi-use pathways. Special emphasis should be placed on the creation of mobility hubs with regional connectivity.	X	X		$	Medium	Medium

Code	Strategic Plan: Guiding Principles & Core Values	Guiding Document	Policy	Description	Short Term (1-5 years)	Medium Term (5-10 years)	Long Term (10 -20 years)	Cost	Impact	Effort
P12	Public Safety and Quality of Life	MMP; SCPMP; IGM	Pedestrian/Bicycle-Friendly Development Policies	Encourage future development to address accessibility and connectivity proactively rather than reactively. Update the Land Development Code provisions to enact mandatory site improvements to accommodate vulnerable users, ensure connectivity or avoid creating gaps in the pedestrian sidewalk network, and limit conflicts with auto traffic by providing for analysis of adjacent land use connections. Consider form-based code in future updates to the Comprehensive Plan to emphasize walking, bicycling, and transit accessibility in new developments or redevelopments.	X	X		$	Medium	Medium
P13	Fiscally Responsible	MMP; MPO	Roadway Widening Evaluation Policy	Identify strategies to make motor vehicle use more sustainable. Amend future updates to the Comprehensive Plan to first consider capacity improvement strategies including alternate corridors, increased transit options, Transportation Demand Management, Transportation System Management, and Congestions Management prior to conducting roadway widening projects. Incorporate multimodal considerations and recommendations in all locally funded roadway widening and resurfacing projects.	X	X		$	High	Low
P14	Fiscally Responsible	SCPMP	Parking Special Assessment Fund Policy	Establish a parking enterprise fund allowing for the separate accounting for the operation of municipal parking facilities to plan, budget, track, and record current and future parking activities for parking operations and improvement projects.	X			$	High	High
P15	Environmental Sustainability	MMP	Linear Park and Tree Canopy Improvement Policy/Program	The City should update the Comprehensive Plan to enable proactive placemaking by linear parks and urban canopy replacement strategies to support alternative transportation by creating a comfortable bicycle and pedestrian environment.	X			$$$	High	High
P16	Innovative Thinking	MMP; EDP	Water Ferry Policy and Program	The City should incentivize private development and/or proactively seek through RFP water ferry/water taxi operators. The City shall also identify locations and develop a plan for infrastructure improvements at water ferry stops including parking, ticketing operations and other amenities. The City goals are to improve recreation, economic and tourism through the creation of a water ferry/water taxi policy and program. The City shall work with partnering agencies such as the Lee MPO, FDOT 1, the City of Fort Myers and other agencies in developing an implementation plan and identifying local, state, federal and private resources for further planning and funding a program.	X	X	X	$$$	High	High
MMP = Multimodal Plan; SCPMP = South Cape Parking Management Plan; IGM = 2023 Interactive Growth Model; EDP = Economic Development Plan										

Table 31: Recommended Programs

Code	Strategic Plan: Guiding Principles & Core Values	Guiding Document	Program	Description	Near Term (1-3 years)	Medium Term (3-5 years)	Long Term (5-10 years)	Cost	Impact	Effort
PGM1	Public Safety and Quality of Life	MMP	Speed Management Policy/Program	Establish a Speed Management Policy within the Comprehensive Plan Transportation Element. Further, utilize a program to identify the target speed for each corridor based on land use context in accordance with FDOT context classification. For resurfacing projects, use speed management design approaches to encourage speed reductions to the target speed. For corridor reconfigurations and new roadways, use the target speed and the design speed.	X	X		$	High	High
PGM2	Public Safety and Quality of Life	MMP; MPO	Target Zero Policy/Program	Amend the Comprehensive Plan to establish a Target Zero Policy, including hosting annual community outreach events to address driver behavior and education. Partner with local agencies such as Police Department, FDOT, MPO, Lee Tran, adjacent municipalities, and local community and business organizations.	X	X		$$	High	Low

Code	Strategic Plan: Guiding Principles & Core Values	Guiding Document	Program	Description	Near Term (1-3 years)	Medium Term (3-5 years)	Long Term (5-10 years)	Cost	Impact	Effort
PGM3	Public Safety and Quality of Life	MMP; MPO	Toolbox of Traffic Signal Best Practices Program	Establish a "Toolbox of Traffic Signal Best Practices" to maximize pedestrian safety and operations, including pedestrian phases on recall, walk phase maximized to corresponding green, identify locations for Leading Pedestrian Intervals, and Accessible Pedestrian Signals. Establish a methodology to systematically assess all existing signals or new signals for intelligent transportation system (ITS) improvements. Assess roundabouts for all new signals during ICE process.	X	X	X	$	High	High
PGM4	Public Safety and Quality of Life	MMP; SCPMP; IGM; MPO	Establish a Transportation Demand Management (TDM) Program	Embracing Transportation Demand Management (TDM) strategies represents a best practice for urban areas seeking to address traffic congestion and promote sustainable transportation choices. By offering a diverse range of initiatives, including public awareness campaigns such as the Parking Education Program, discounted ride-share, carpooling and vanpooling programs, improved cycling and pedestrian, infrastructure, and seamless transit integration, cities can effectively reduce traffic congestion, lower emissions, enhance urban mobility, and realize potential cost savings for both residents and businesses. The success of such TDM programs hinges on collaborative efforts involving government bodies, employers, transportation agencies, and community organizations. Continuous evaluation of their impact ensures ongoing refinement and improvement.	X	X	X	$	High	High
PGM5	Innovative Thinking	MMP; SCPMP	TDM: Shared Mobility Program	Develop a shared mobility program that identifies appropriate locations for equipment, service areas, regulations for operations, and solicits vendors for shared bicycle and/or scooter systems. Such a Shared Mobility Program complements parking management efforts, reduces traffic pressure, curbs emissions, and ultimately enhances urban mobility while ensuring an efficient and interconnected transportation ecosystem. Successful implementation necessitates collaboration among local government, transit authorities, mobility providers, and community stakeholders to continually refine and improve the program's impact	x	x	X	$$$	Med	High
PGM6	Citizen and Community Engagement	MMP; SCPMP	TDM: Parking Education and Digital Engagement	The Parking Education and Digital Engagement entails the development of a public website dedicated to parking education and information dissemination. This website aims to serve as a centralized hub offering comprehensive guidance on parking regulations, permit applications, and responsible parking practices. Interactive tools will help users locate parking, calculate fees, and access real-time availability information. The website will host educational resources, facilitate user feedback, and promote digital engagement through social media and newsletters. By creating this user-friendly platform, the project aims to enhance public understanding, encourage responsible parking habits, and improve urban mobility within the community. If the Ciy so chooses, the website could also house an interactive map visualizing shared parking agreements.	X			$	High	Low
PGM7	Environmental Sustainability	MMP	Linear Park and Tree Canopy Improvement Policy/Program	Partner with Public Works Arborist, Parks, and Development Services Departments to create a Greenway Manual for infill of linear parks to connect to neighborhood nodes and/or to establish tree canopy improvement districts for a pilot program. Utilize green infrastructure solutions where possible to enhance safety by constructing "green barriers" and to manage pollutants and stormwater through bioswales.		X	X	$$	High	High
PGM8	Innovative Thinking	SCPMP	TDM: Discounted Ride-Share Rides	Offer discounted ride-sharing rides within specific zones of the city during peak traffic hours or special events to encourage residents to leave their cars at home. The cost is based on the event permit fees.		X		$	Low	Mid
PGM9	Innovative Thinking	SCPMP	TDM: Designated Employee Parking	Designate specific parking spots for employees so that parking in close proximity to businesses (revenue generating spaces) can be reserved for customer parking to encourage turn over and attract more customers.	X			$	Mid	

Code	Strategic Plan: Guiding Principles & Core Values	Guiding Document	Program	Description	Near Term (1-3 years)	Medium Term (3-5 years)	Long Term (5-10 years)	Cost	Impact	Effort
PGM10	Innovative Thinking	SCPMP	Shared Parking Program	Establish a process for tracking shared parking agreements including a shared parking matrix that is managed by the CRA and assesses parking demand during daytime and nighttime operations. Shared- Parking Agreements collaborate between private lot owners to share parking assets between patrons based on time and day. These agreements are beneficial when lot owners experience different peak demand times or have overlapping customer bases who would be willing to walk between various establishments if they could leave their vehicles in one central location.	X			$$	High	High
PGM11	Innovative Thinking	SCPMP	Green Parking Initiatives Program	Promote eco-friendly practices like EV charging stations, bike racks, and carpool incentives to encourage sustainable transportation choices. Expand the availability of electric vehicle (EV) charging stations in parking facilities to incentivize EV adoption and reduce greenhouse gas emissions.		X		$	Low	Mid
PGM12	Innovative Thinking	SCPMP	Valet Parking Program	Implement valet parking services for identified key locations and events to enhance parking convenience.	X			$$	Mid	Mid
PGM13	Fiscally Responsible	SCPMP	Paid Parking Program	Implement a pricing strategy for parking in a future vertical parking structure that optimizes parking space utilization and reduces congestion during peak hours. The Paid Parking Program can utilize a static or dynamic fee structure to optimize parking management and improve parking availability. The program should utilize advanced pricing strategies to promote efficient space utilization. Through user-friendly mobile apps and real-time availability tracking, the program can ensure convenience and transparency for parkers. As the program evolves, it should seek to allocate a portion of the revenue to the parking enterprise fund to fund transportation infrastructure improvements, aligning with CRA redevelopment goals. Allocate a portion, or all, of the parking revenue for reinvestment in transportation infrastructure improvements to address parking demand, such as expanding public transit services, enhancing bicycle facilities, and improving sidewalks.			X	$$	High	High

MMP = Multimodal Plan; SCPMP = South Cape Parking Management Plan; IGM = 2023 Interactive Growth Model; EDP = Economic Development Plan

Table 32: Proposed Roundabouts by the City

Project ID	Location	Priority
22	47Th Terr / SE 15th Ave	Unassigned
3	SE 47th Terr / Coronado Pkwy	High
4	SE 47th Terr / Palm Tree Blvd	High
5	Wildwood Pkwy / Country Club Blvd	High
21	Pelican Blvd / El Dorado Pkwy W	Unassigned
23	Miramar St / Coronado Pkwy	Unassigned
25	Del Prado Blvd S / Miramar St	Unassigned
1	El Dorado Pkwy E / Coranado Pkwy	High
24	Driftwood Pkwy / Dolphin Dr	Unassigned
19	El Dorado Pkwy W / Agualinda Blvd	Unassigned
20	Chiquita Blvd S / El Dorado Pkwy W	Unassigned
8	Beach Pkwy W / Agualinda Blvd	High
26	Tropicana Pkwy E / Andalusia Blvd	Unassigned
10	De Navarra Pkwy / E Gator Cir	High
11	Old Burnt Store Rd N / Durden Pkwy W	Unassigned
12	Old Burnt Store Rd N / Caloosa Pkwy	Unassigned
13	Old Burnt Store Rd N / Kismet Pkwy	Unassigned
14	Old Burnt Store Rd N / Gulfstream Pkwy	Unassigned
15	Old Burnt Store Rd N / Yucatan Pkwy	Unassigned
9	Old Burnt Store Rd N / Tropicana Pkwy W	High
2	Old Burnt Store Rd S / Embers Pkwy W	High
16	Surfside Blvd / Gleason Pkwy	Unassigned
17	Surfside Blvd / Beach Pkwy W	Unassigned
18	El Dorado Pkwy W / Sands Blvd	Unassigned
27	S Gator Circle / Averill Blvd	Unassigned
6	Tropicana Pkwy E / Chiquita Blvd	High
7	Andalusia Blvd / Kismet Pkwy	High

Figure 60: Multimodal Transportation Master Plan Projects

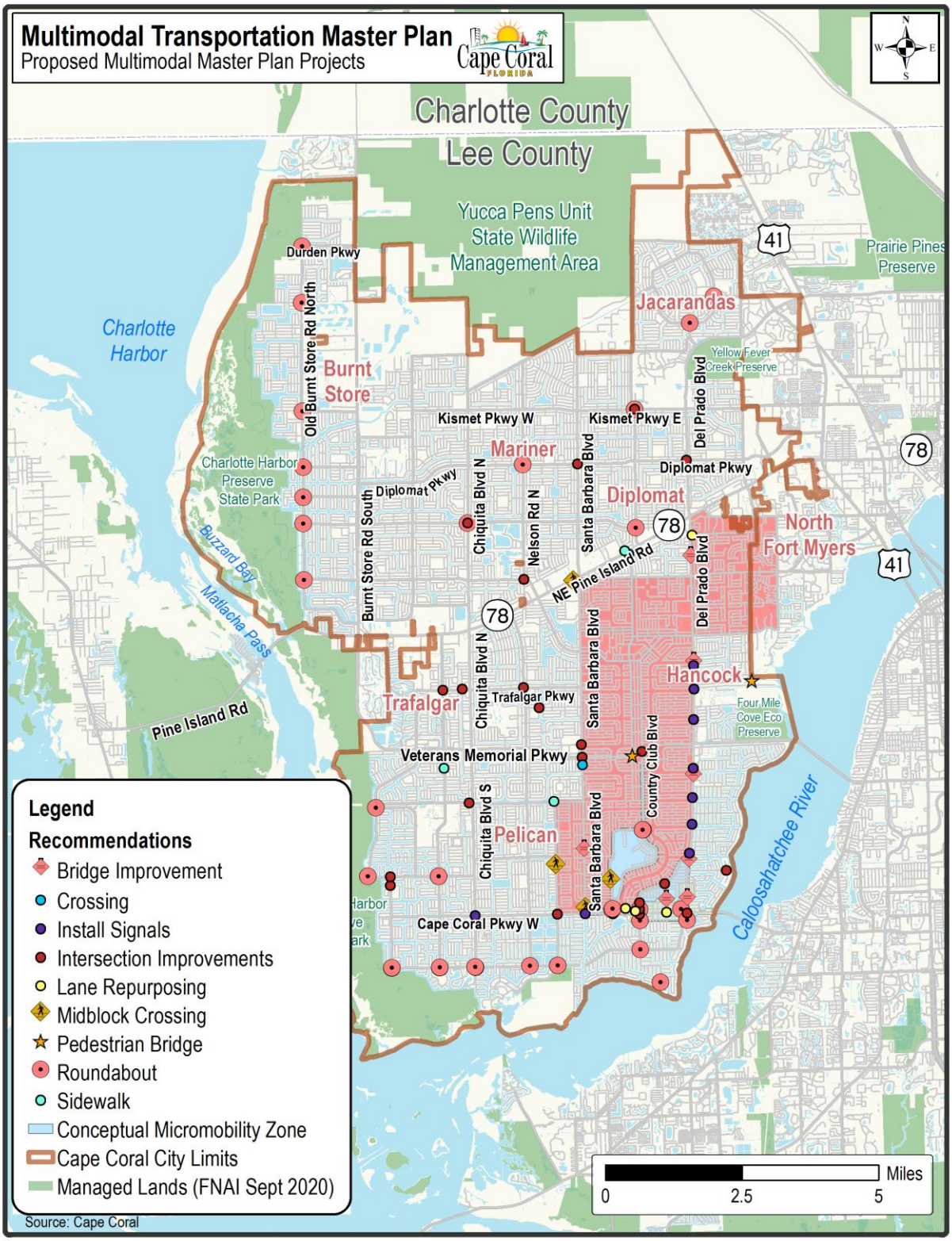


Figure 61: Proposed Transit Projects

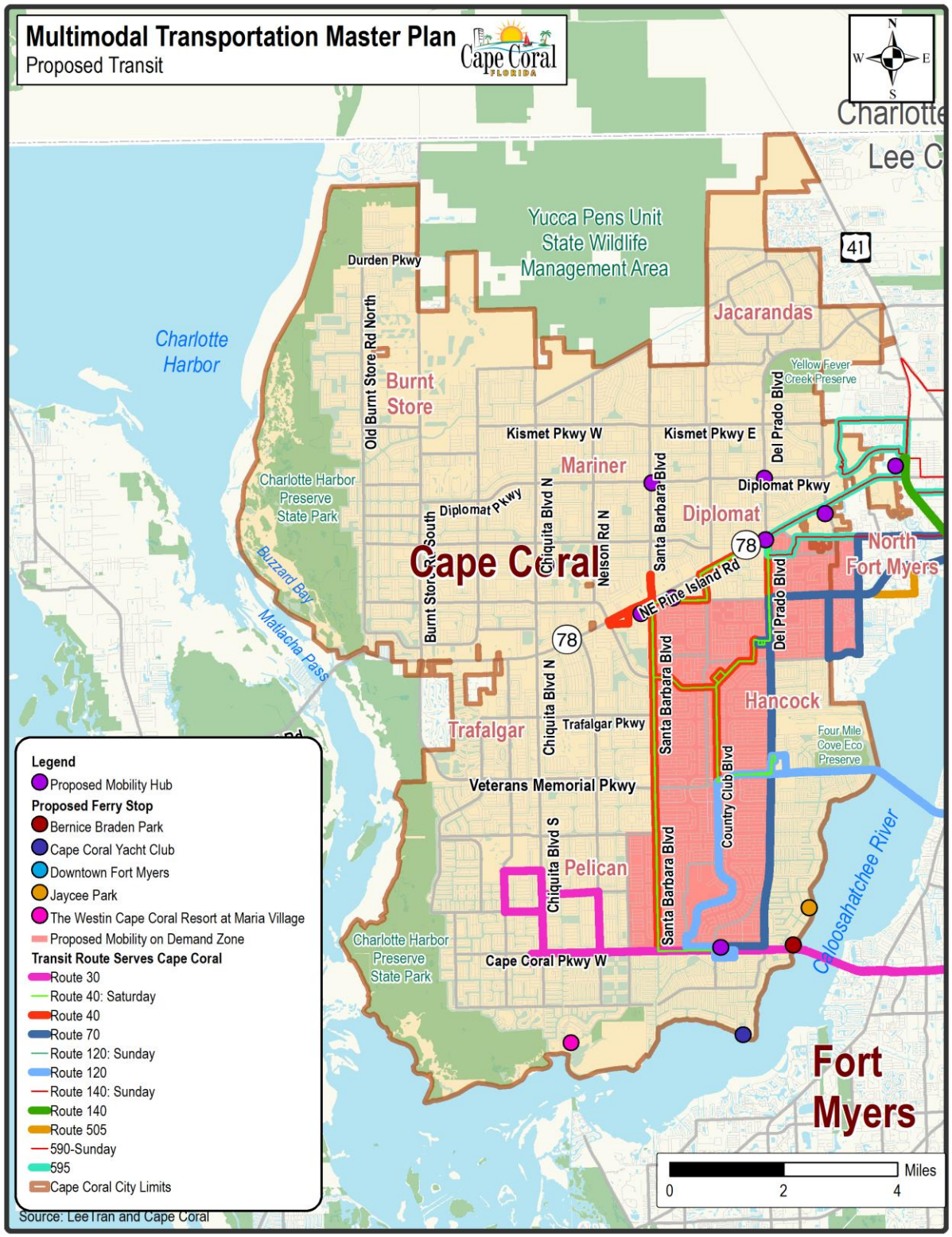


Figure 62: Proposed Sidewalk Projects

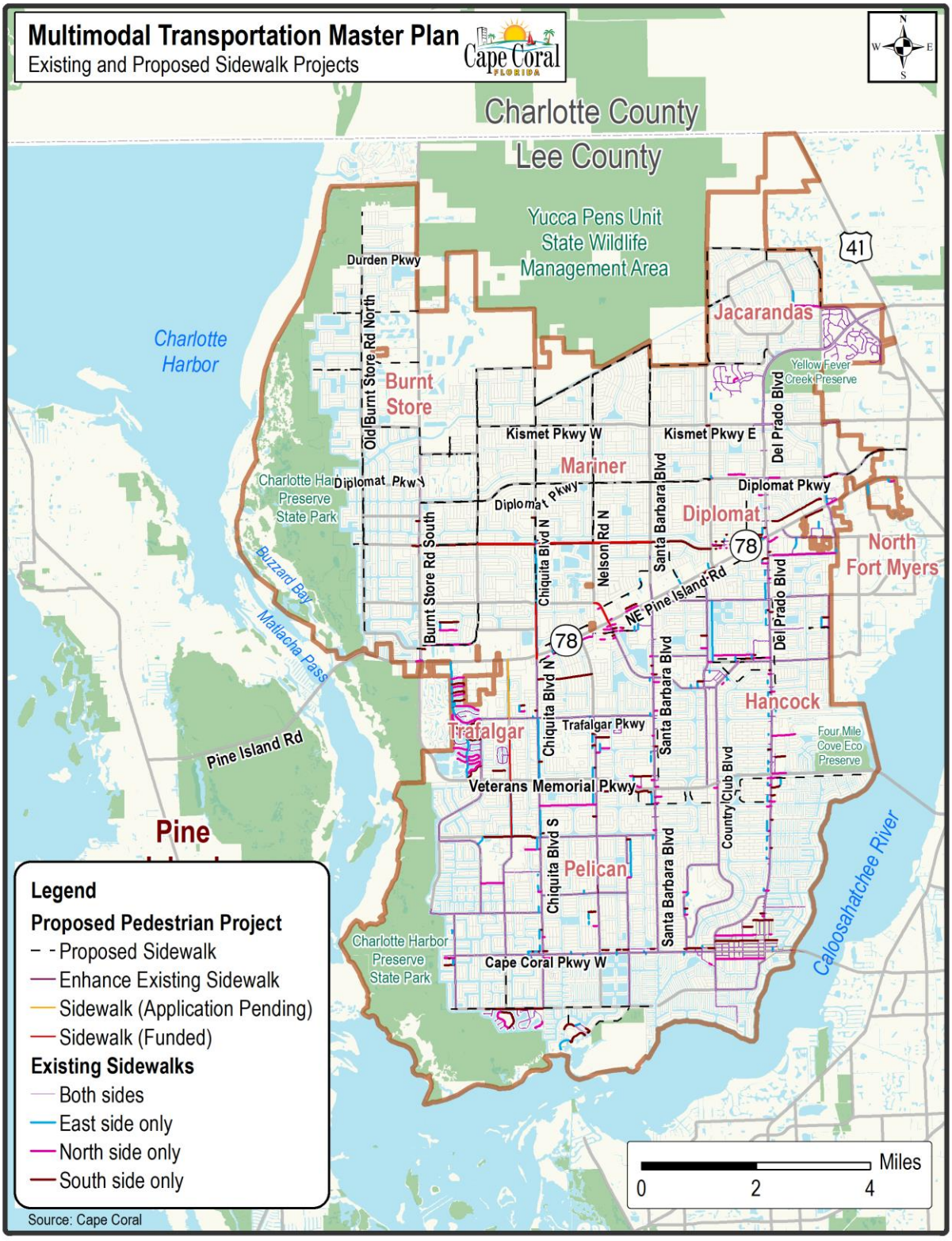
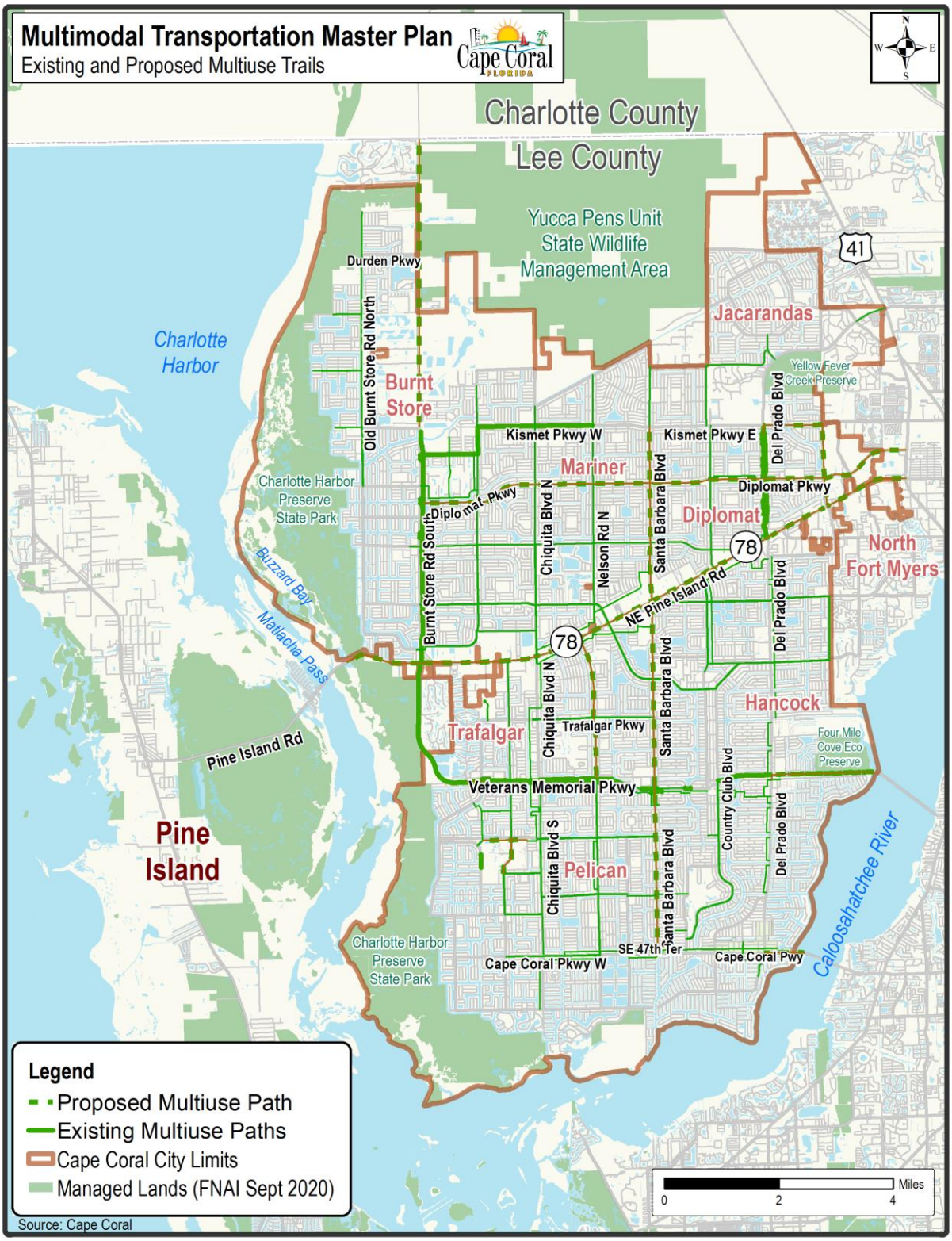


Figure 63: Proposed Bicycle Projects

Figure 64: Proposed Multiuse Trails



Micromobility

Micromobility refers to a small, lightweight transportation mode that can be used to travel shorter distances considered too far to walk and average about three miles per trip. Micromobility modes include electric scooters and bike sharing.

Source: City of Pensacola

The following is a recommendation for a conceptual micromobility zone and next steps for implementing micromobility in Cape Coral.

Conceptual Micromobility Zone Recommendations

The conceptual micromobility zone (**Figure 69**) includes the following:

- South Cape Coral
- High density commercial areas along Cape Coral Parkway E and SE 47th Terrace and the southern segment of Del Prado Boulevard from SE 40th Terrace to Miramar Street
- Planned development surrounding the golf course / park bordered by Palm Tree and Country Club Boulevards

This zone has the highest population and job density per 2016 ACS data and 2045 projections. The area was also highlighted in the latest Transit Development Plan as an area of emphasis for more mobility options and equity needs and includes EJ40 Disadvantaged Communities. From a prospective user perspective, all roads should be in good pavement condition to maximize a smooth and safe riding experience. The speed limit and roadway widths on these streets should be conducive to micromobility users. Posted speed limits on these streets are typically capped at a maximum speed of 20 mph.

The zone also supports multimodal access, particularly improving first/last mile connections to transit at the Cape Coral Transit Center and bus stops for LeeTran lines 30, 40, 70, and 120 – the

major routes that serve the core of the Cape Coral community. The zone avoids waterway boundaries as much as possible, to mitigate the risk of vandalism (i.e. tossing micromobility vehicles into waterways).

The zone is compact, which will enable operators to cost effectively distribute and maintain their fleets. These operational efficiencies are necessary for Cape Coral to attract micromobility providers to participate in the pilot program. Next steps include the following, further considerations are displayed in **Table 33**:

- **Pilot Program Ordinance:** Cape Coral City Council should pass an ordinance authorizing a pilot program. The ordinance should outline proper use, restrictions, and vendor requirements. The Pensacola Dockless Shared Micromobility Device Pilot Program ordinance summarized in the case study research provides a model for the City's ordinance.
- **Feasibility Study:** Cape Coral should conduct a micromobility feasibility study. The study could include developing the ordinance and facilitating public engagement to better understand the community's preferences surrounding shared micromobility.

Citywide regulations should include the following considerations:

- **Where to Ride:** Most cities restrict riding to the roads within the pilot area and prohibit riding on sidewalks (except to park). These restrictions are notoriously difficult to enforce, particularly in areas without bicycle lanes. Cape Coral may require operators to work with the Cape Coral Police Department to educate users and improve compliance.
- **Where to Park:** Typically, cities allow parking on all public sidewalks. The City Council should authorize the Transportation Division to restrict parking on sidewalks that are too narrow to reasonably accommodate both pedestrian traffic and parked micromobility vehicles. Operators could also be required to designate and geofence specific parking locations in these areas.

- **Operator Data Requirements:** Cape Coral should require operators to provide real-time vehicle locations using the Mobility Data Specification (MDS) standard. Operators should also submit a monthly report of ridership figures and complaints.
- **Complaint Process:** Cape Coral should specify how resident complaints will be collected, through the 311 system, a hotline for citizens to report neighborhood problems or code violations, and/or the operators' apps. Operators should be required to provide a point of contact for mitigating these complaints (e.g. improperly parked vehicles, reckless riding). The ordinance should specify the time limit for improperly parked vehicles to be relocated and the penalties for failing to meet this time limit.
- **Operator Fees:** These fees should be set low or negotiated with providers for the pilot phase. Fees should be invested into short-term launch costs, infrastructure (e.g. parking corrals, bicycle lane improvements), and a city-managed vehicle tracking tools / dashboards to process the MDS submissions (through third party software providers such as Ride Report or Populus).
- **Equity:** Operators should be required to provide alternatives to smartphone-based access, including cash payment options. Cape Coral should also require operators to provide reduced fares to income-qualifying residents, as well as encourage outreach and education to historically underserved communities.

Table 33: Further Considerations for Micromobility Recommendations

Further Considerations
1) Consider connecting to parts of Del Prado Boulevard if the parallel bicycle network is a selected project. 2) Scooter users will need to access storefronts and commercial destinations along Cape Coral Parkway. Assess feasibility of using the sidewalk or reworking the Cape Coral Parkway section to provide a protected, separated facility for micromobility and bicycle users. 3) Improve Cape Coral intersections and address safety concerns at all crossings of Cape Coral Parkway and Del Prado Blvd. See spot improvement recommendations for intersection recommendations.
Supportive policies

1) Pilot a dockless micromobility program, then scale over time based on demand and infrastructure investments. - City staff should designate a zone for testing, prioritizing connections to transit service and major destinations. Limited service areas ensure that sufficient vehicles are available to match demand. - With Council approval, city staff should issue a Request for Proposals (RFP) limited to 2-3 micromobility operators. A small group of operators encourages competition, while ensuring the program can be effectively managed by city staff. - A designated city staff member should serve as the point-of-contact for providers and facilitate interdepartmental coordination on infrastructure management, enforcement, and community relationships, including managing public requests and complaints.
2) Require micromobility operators to submit data in the Mobility Data Specification (MDS). - Used by most U.S. cities with micromobility programs, MDS is a digital tool that facilitates effective city management of transportation by standardizing communication and data-sharing between cities and private mobility providers. - MDS enables operators to relay data regarding the quantity, location, status, and usage history of their devices to city officials. - Using MDS, city staff can establish rules for vehicle operations, such as where and how vehicles can function, the permissible number of operational vehicles, and other high-level policy initiatives. This component is commonly used to establish no-parking areas.
3) Prioritize bicycle facility improvements in the micromobility service zone. - Shared micromobility users tend to be less experienced and more vulnerable than personal bicyclists. - A connected, low-stress bicycle network and maintaining a baseline pavement standard (crucial for small-wheeled devices) can help encourage users to ride on the road and off the sidewalk.
4) Identify new mobility hubs at major destinations: - City officials should consider creating mobility hubs at major destinations. Mobility hubs are centralized locations where travelers can access the variety of shared mobility services, such as transit, taxis and ride hailing services (Uber/Lyft), and micromobility vehicles, as well as placemaking features such as seating, recreational facilities, and quick serve food providers.
5) Identify locations for designated micromobility parking locations. - Designated parking areas ensure that micromobility vehicles do not obstruct pedestrian paths. Signage and paint (or a thermoplastic decal) can create a "corral" for minimal cost, while racks provide more secure parking locations. - City staff should evaluate available curb and sidewalk space (furniture zone), as well as public bicycle parking and underutilized car parking, to determine where designated micromobility parking zones can be located. Operators should designate this space on their smartphone applications and incentive parking at these locations. - A potential location for micromobility parking areas is in-street parking space near

intersections. By redesignating these spots from parking for cars to lower-profile bicycles and/or scooters, the City can "daylight" intersections to promote driver, pedestrian, and cyclist visibility, in support of Vision Zero safety initiatives.
6) Promote partnerships with private developers, multifamily housing providers, and employers by incorporating micromobility into building standards and commuter benefit programs. - City officials should consider requiring the installation of public bicycle racks or allowing developers to substitute (car) parking requirements with racks, locker rooms, changing facilities, and other end-of-trip facilities. These facilities can be used by users of a variety of micromobility types, including push-pedal bicycles, e-bikes, and scooters. - A citywide congestion management program could incorporate incentives for housing providers and employers to purchase micromobility memberships for their residents and employees.
7) Work with micromobility operators and community-based organizations to host public engagement events at major destinations, particularly public buildings such as libraries, schools, social service centers, and city administration buildings. - These events allow potential users to test micromobility vehicles in a safe, secure environment separated from the stresses of in-street travel. - Helmets are a popular giveaway item by operators, promoting safe riding behavior. - Residents can learn about discounts, promotions, and membership programs at these events to support awareness and affordability of micromobility services among all residents regardless of socioeconomic status.

Mobility Hub

A mobility hub brings transit, bike share, care share and other modes of transportation together in one place. A micromobility program could support one or more mobility hubs. Along with transit and placemaking features, shared micromobility is a core element of mobility hubs.

The micromobility program could contribute to more compact

development by supporting a more active transportation-oriented Downtown. As development standards change to encourage higher density along major roads in the zone, more compact development will also support greater adoption of micromobility as an intuitive mode choice for short distance trips and transit access.

Nearly 75 percent of the growth forecasted for Cape Coral by 2040 will be north of Pine Island Road, according to the Interactive Growth Model results. The mix of commercial professional and multi-family residential land uses along Diplomat Parkway presents an opportunity for creating a mobility hub.

Potential hub locations in Cape Coral include:

- Cape Coral Transfer Center (Priority Project)
- New commercial, mixed-use, and multifamily development in Downtown and
- New commercial, mixed-use, and multifamily development in the golf course/park
- Diplomat Parkway and Santa Barbara Parkway
- Diplomat Parkway and Del Prado Boulevard
- Pine Island Road and Del Prado Boulevard intersection
- Merchants Crossing Shopping Center
- Publix at Santa Barbara Boulevard (Santa Barbara Boulevard/Hancock Bridge Parkway/Pine Island intersection)
- Hancock Creek/Pine Island Road

Mobility on Demand

MoD is a curb-to-curb service available for people to call using a mobile app or call-in service. Unlike fixed-route transit service, MoD transit is serviced by smaller vehicles that carry three to ten passengers directly from a chosen pickup location to a chosen destination within the service zone. MoD can also operate as a first and last mile service to and from transit stops that connect to destinations outside the service zone. MoD sometimes replaces an existing bus route within the MoD's service zone.

LeeTran began providing an MoD service to Bonita Springs and the unincorporated area of Lehigh Acres named ULTRA On-Demand Transit (ULTRA). The service hours are 7:00 a.m. to 6:00 p.m. Monday through Sunday. A one-way fare is $1.50. LeeTran's Transit Development Plan (TDP) identifies MoD as future projects serving the City of Cape Coral (Cape Coral), North Fort Myers, Shell Point, and San Carlos to Village of Estero.

Implementation costs included setting up the software and purchasing the vehicles. Other operating costs include customer service, scheduling, and marketing.

- Cutaways cost approximately $150,000 per vehicle.
- Minivans cost approximately $70,000 per vehicle.
- The total annual operating cost is $2,268,463 for Bonita Springs and Lehigh Acres
- The per vehicle operating cost is approximately $378,077.26.

The service zones, including two that would service Cape Coral in the future, were determined by LeeTran and their consultant during the 2020 Transportation Development Plan using the

Transit Boarding Estimation and Simulation Tool (TBEST). TBEST is a Geographic Information Systems-based modeling, planning, and analysis tool that integrates socio-economic, land use, and transit network data. LeeTran and Bonita Springs selected a service zone that included low-income households. The service zones may change in the future based on land development and ever-changing low socio-economic areas. The service zones are included in the LeeTran TDP and include MoD zones in Cape Coral.

LeeTran has set a goal of implementing a MoD in Cape Coral in 2026 by using FDOT's 50/50 Service Development grant to fund operating costs. LeeTran and Cape Coral will need to work together to figure out who is responsible for the grant application.

Future Study Recommendations

The bicycle, pedestrian, and micromobility facility recommendations included in the Cape Coral Multimodal Master Plan present a framework and priority list of needed improvements that will have a significant positive impact on multimodal mobility. Looking at future opportunities for prioritizing and implementing a connected, safe multimodal network, the following are recommendations for additional evaluations that Cape Coral can undertake:

- **Mobility Plan and Fee:** A mobility fee is a one-time fee paid by a developer to a local government. It pays for transportation improvements that mitigate any impacts to transportation facilities caused by new development and redevelopment. Mobility fees would replace impact fees in areas where a mobility plan applies, such as the priority corridors listed in the Multimodal Plan. A mobility fee would provide the City with a source that pays for multimodal projects included in the Master Plan and Mobility Plan rather than solely paying for road capacity projects that impact fees fund.
- **Corridor Planning Studies:** The bicycle, pedestrian, and micromobility facility recommendations included in the Cape Coral Multimodal Master Plan present a framework and priority list of needed improvements that will have a significant positive impact on multimodal mobility. Looking at future opportunities for prioritizing and

implementing a connected, safe multimodal network, the following are recommendations for additional evaluations that Cape Coral should undertake:

  - Diplomat Parkway
  - SE 47th Terrace
  - Cape Coral Parkway
  - Del Prado Boulevard
  - Old Burnt Store Road

- **Areawide Local Roadway Speed Limit Study:** According to the US Department of Transportation, speed control is one of the most important methods for reducing fatalities and serious injuries, especially on roads where vehicles and vulnerable users mix. Typical speed limits include 25 miles per hour (mph) in residential or school districts. Speed limits in Cape Coral range from 25 to 55 mph, although all of Cape Coral's local roads post a speed limit of 30 mph. The study examines if speed limit reduction would be a viable policy decision to enhance safety on local roadways in Cape Coral.
- **Micromobility Feasibility Study & Pilot Program:** The 'Golf Course Loop' is a micromobility feasibility and pilot program focusing on multimodal capacity building, safety, and connectivity in South Cape. The proposed feasibility study will assess a lane repurposing on Country Club Parkway to accommodate bicycle and e-mobility users. The micromobility program will look to establish regulating ordinances for accountability, data requirements, complaint processes, geofencing operational areas, and operator fees.
- **South Cape Mobility Hub Planning Study:** A mobility hub brings transit, micromobility, bike share, car share and other modes of transportation together in one place. The South Cape 'Core Connect' Mobility Hub is envisioned to bolster the existing transfer station, but also includes placemaking features, art, landscaping elements, flex commercial space, and real-time travel information all in one "hub." This study coincides with the need to provide viable alternative transportation options as the downtown

becomes denser to limit congestions impacts and offsets single-occupancy vehicle parking needs.

Funding Plan

Cape Coral's ability to implement transportation projects and programs listed in the Master Plan depends on funding. Because existing funding sources are limited, Cape Coral will need to identify new sources and collaborate with other agencies to achieve a well-connected multi-modal transportation system that is safe for people of all ages and abilities.

This section explains Cape Coral's existing funding options available through local, state, and federal sources as well as new funding opportunities. This section is organized by the following sections:

- Existing sources used to fund Cape Coral's transportation projects
- Potential funding sources that are appropriate to consider for the Master Plan's projects

Existing Funding

The Cape Coral fiscal year 2022-2024 adopted budget is between $900.9 million and $983.9 million per year. Transportation projects are funded through this budget using the following sources:

- **Capital Projects Fund:** This source is used for the acquisition or construction of major capital facilities, vehicles, or equipment.
- **General Fund:** This fund is used for various City activities including general government, public safety, public works, community development, parks and recreation, and transportation. Revenue for the General Fund comes from property taxes, sales and use taxes, Impact Fees, Intergovernmental Funding, charges for service, and Franchise Fees.
- **Grants:** These are financial allocations provided by government agencies to support specific projects, programs, or initiatives.

- **Special Revenue Fund:** This is a fund that has a designated purpose. For example, the Gas Tax Fund uses road related projects. The Road Impact Fee Fund is used to provide new roads to serve travel demand from new developments.

According to the City's 2022-2024 adopted budget, in 2022, three percent of the City's budget funded transportation improvements. **Figure 72** displays the various uses of the budgeted funds. Transportation is funded by the city budget through the General Fund, providing $14.1 million, Special Revenue providing $1.8 million, and the Capital Project Fund providing $14.3 million. The General Fund makes up 30 percent of the City's total budget. **Figure 73** displays the City's total budget by fund type.

The total General Fund in 2022 was $289.6 million. Property taxes have been the largest single revenue source in the General Fund, contributing $110.3 million in 2022. Other revenue sources for the general fund include the Public Service Tax on electric service, gas taxes collected on each gallon of gas sold within the county limits, and franchise fees that are levied on corporations or individuals in return for permitting the use of public property. Cape Coral receives franchise fees for electricity, solid waste, and natural gas.

Figure 65: Uses for the FY 2022 Budget

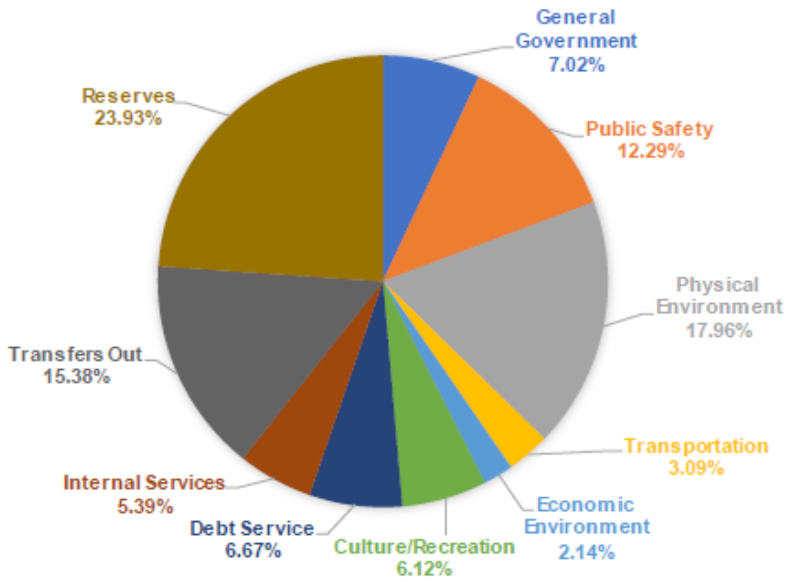
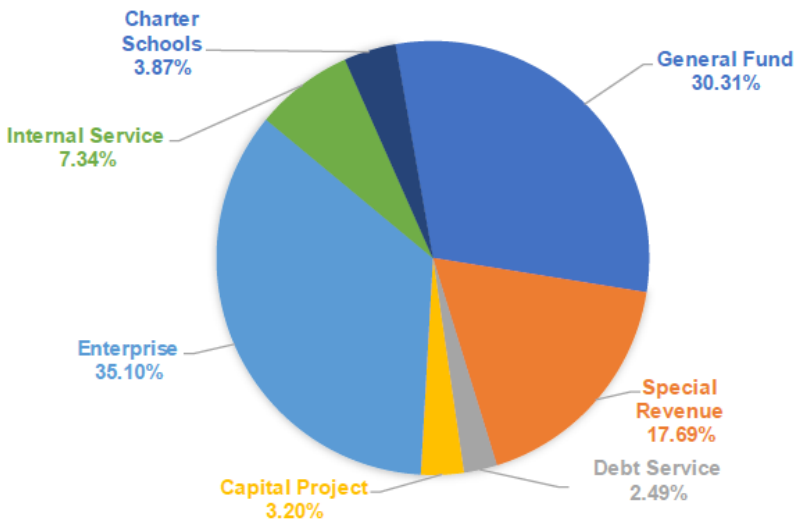


Figure 66: Total Budget by Fund Type



Sidewalks

Cape Coral has relied primarily on federal grants for sidewalk construction and State funding for multi-use trails. Bike lanes can be funded by resurfacing and road improvement projects. Road projects that receive federal funding must consider bike lanes if a bike lane is appropriate for the road. The Cape Coral 2022-2024 adopted budget includes $2.5 million for new sidewalks within one mile of schools from grant funding. A Five-Cent Gas Tax, authorized by the State of Florida, levied by counties, and distributed to municipalities, is forecasted to provide $400,000 of sidewalk funding for Cape Coral from 2022-2024.

Florida Department of Transportation (FDOT) Shared-Use Nonmotorized (SUN) Trail Program

The Shared-Use Nonmotorized (SUN) Trail program provides funding for the development of a statewide system of interconnected paved multi-use trails (SUN Trail network) for bicyclists and pedestrians. The multi-use trail is physically separated from the road. The SUN Trail network is a refined version of the Florida Greenways and Trails System (FGTS) Plan's Land Trail Priority network. All phases of a multi-use trail project are eligible for SUN Trail funding including the following:

- Preliminary and environmental planning
- Design
- Acquisition of real property/land/right-of-way (ROW)
- New construction, reconstruction or resurfacing of trail surfaces or trail bridges and maintenance

For a project to receive SUN Trail funding, a Request for Funding form must be submitted to FDOT. Applicants must show that the project meets the following criteria:

- Be developed as a multi-use trail within the SUN Trail network
- Is an MPO priority project
- Has identified a long-term trail manager
- Is consistent with applicable comprehensive and transportation plans

Cape Coral completed Phase 1 of a SUN Trail project along Van Buren Parkway, El Dorado Boulevard, and Kismet Parkway. This phase was completed in 2022. Construction of Phase 2 is expected to begin in the fiscal year 2025.

Road Impact Fees

Cape Coral collects road impact fees from developers when the City issues building permits for property development. Impact fees in general pay for the facility improvements that are needed due to new development such as new parks and schools; water, irrigation, and wastewater facilities; as well as police, fire, and advanced life support services. Road impact fees fund increasing the capacity on roads that are affected by new development. In 2022, Cape Coral's impact fees provided $13.3 million dollars in funding for road projects. These fees are forecasted to provide $13.8 million in 2023, $14.2 million in 2024, and $14.6 million in 2025

Toll Revenue

Lee County collects tolls for the Cape Coral, Midpoint Memorial, and Sanibel Toll facilities and bridges. Toll revenue can be used to fund projects associated with the bridges or connections to the bridges. In 2019, Lee County collected $48.7 million in tolls.

Local Option Fuel Tax (Gas Tax)

Cape Coral has implemented a gas tax of six cents per gallon. This tax has provided Cape Coral with about $5.2 million per year, according to the Florida Department of Revenue's Office of Tax Research. The tax funds transportation projects such as road maintenance, transit, and construction.

Funding Opportunities

Table 34 summarizes revenue opportunities for Cape Coral. These include federal grants, state grants, and a mobility fee.

Table 34: Funding Sources

Grant	Federal, State, or Local	Summary
Safe Streets and Roads for All (SS4A) Grant Program	Federal	The Bipartisan Infrastructure Law (BIL), passed on November 6, 2021, established the new Safe Streets and Roads for All (SS4A) discretionary grant program. The SS4A provides $5 billion between 2022-2026 to fund regional, local, and Tribal initiatives to prevent roadway deaths and serious injuries. The SS4A program provides funding for two types of grants: • Planning and Demonstrative Grants: Funds the development of, completion of, or supplement to a Comprehensive Safety Action Plan. • Implementation Grants: Funds the implementation of projects and strategies identified in a Safety Action Plan to address a roadway safety issue. Safety Action Plans identify significant safety issues as well as projects and strategies that address them. SS4A requires that a local government have adopted an eligible Safety Action Plan before applying for funding of projects and strategies. Projects eligible for funding include bicycle lanes on roads or separated, bicycle plans, crosswalks, pedestrian refuge islands, pedestrian plans, sidewalks, and multiuse paths.
Multimodal Project Discretionary Grant (MPDG)	Federal	The Multimodal Project Discretionary Grant (MPDG) is a three-in-one grant opportunity. Applicants can apply for funding made available through the National Infrastructure Project Assistance (Mega) discretionary grant program, the Rural Surface Transportation Grant Program (Rural), and the Infrastructure for Rebuilding America (INFRA) program. Eligible projects for Rural funding include projects that develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility. Mega only funds large projects such as a highway or bridge project on the National Multimodal or Highway Freight Network, an intercity rail project, and a freight rail project. INFRA only funds projects such as freight projects, highway or bridge projects on the National Highway System, and wildlife crossing projects.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Discretional Grant Program	Federal	Under the BIL, the PROTECT Grant Program provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. Local governments are eligible to apply. Projects eligible for PROTECT funding include bicycle plans, evacuation routes for bicyclists and pedestrians, bike lanes, shared use paths, and sidewalks.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program	Federal	The RAISE program discretionary grant program was previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants. This program funds surface transportation projects that will have a significant local or regional impact. RAISE Grant Funds were authorized under the Local and Regional Assistance Program in the Infrastructure Investment and Jobs Act, known as the Bipartisan Infrastructure Law (BIL), that passed on November 6, 2021. Local governments including individual departments within the government are eligible to apply. Eligible projects include road projects, bike or pedestrian path projects, micromobility projects including scooter share, public transportation, planning projects, and intermodal projects. Projects that have received other Federal funding are still eligible for the RAISE grant. Capital projects located in urban areas have a minimum award of five million dollars.

Grant	Federal, State, or Local	Summary
Surface Transportation Block Grant Program (STBG)	Federal	The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by local governments for projects to preserve and improve the conditions and performance on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including micromobility projects. Funding for this grant is authorized by the Bipartisan Infrastructure Law that was passed on November 6, 2021. Funding is also available through Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG). This program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian facilities, bicycle facilities, and micromobility projects.
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Federal	The CMAQ program provides funds to local governments for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards. Shared micromobility projects, such as bike sharing and shared scooter systems, are eligible along with bicycle lanes, shared use paths, and sidewalks.
Carbon Reduction Program (CRP)	Federal	The Carbon Reduction Program was established by the BIL to provide funds for projects designed to reduce transportation emissions. This funding is allocated to the State to then divide among appointed programs. Eligible projects include micromobility projects, pedestrian and bicycle plans, spot improvement programs for pedestrian and bicycle facilities, sidewalks, multiuse paths, and bicycle lanes.
Reconnecting Communities and Neighborhoods Grant Program (RCP)	Federal	The Reconnecting Communities Pilot Program is an initiative to reconnect communities that are cut off from opportunity and burdened by past transportation infrastructure decisions. The first ever funding awards for this grant were announced on February 28, 2023. Local governments are eligible to apply. Eligible facilities include a road, street, or parkway or other transportation facility, such as a rail line, that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. Planning studies to assess the feasibility of removing, retrofitting, or mitigating an existing eligible dividing facility to reconnect communities. Projects eligible for funding include sidewalks, multiuse paths, bicycle lanes, and micromobility projects.
Areas of Persistent Poverty Program	Federal	The Areas of Persistent Poverty Program awards grants to eligible applicants for planning, engineering, or development of technical or financing plans for projects eligible under Chapter 53 of title 49, United States Code to assist Areas of Persistent Poverty or Historically Disadvantaged Communities. The Consolidated Appropriations Act provides funding for this program. Eligible activities include planning for low or no emission buses; planning for a new bus facility or intermodal center that supports transit services; or planning to improve transit service in an Area of Persistent Poverty or Historically Disadvantaged Community. The Federal Transit Administration Mapping Tool may be used to determine if a proposed project is in an Area of Persistent Poverty or Historically Disadvantaged Community.
Safe Routes to School Program (SRTS)	Federal	SRTS is a statewide program funded by FDOT whose goal is to make it safer for more children to walk and bike to school. This can be achieved through funding projects that remove the barriers currently preventing them from doing so, such as sidewalks, shared use paths, and bicycle lanes.

Grant	Federal, State, or Local	Summary
Florida Department of Transportation (FDOT) Innovative Service Development Grant	State	The Innovative Service Development Grant is under FDOT's Florida Commission for the Transportation Disadvantaged (TD). LeeTran used it to fund the ULTRA On Demand program in Lehigh Acres. The grant funds a portion of the development of services to benefit TD riders. Eligible pilot projects include support services that are more cost effective for the program, time efficient for the riders, and introduce something that is new or improved to the local community. The Innovative Service Development Grant can only be awarded to a Community Transportation Coordinator (CTC) who has an executed Memorandum of Agreement (MOA) and Transportation Disadvantaged Service Plan (TDSP). Funding from this grant program provides ninety percent of project costs, with the applicant providing a ten percent cash match generated from local sources. State or federal funds do not qualify as a local match.
Highway Safety Subgrants	State	The FDOT State Safety Office awards Highway Safety Grant Program subgrants to traffic state and local safety partners that develop programs and activities to improve pedestrian and bicycle safety. Eligible projects include the development of a new program, expansion of an existing project or program, and the creation of plans addressing traffic safety deficiencies. Subgrants are awarded as "seed" money to assist in the development and implementation of programs in traffic safety priority areas. Subgrants are awarded on a federal fiscal year schedule (October 1–September 30). In January and February, an applicant submits concept papers to FDOT describing proposed efforts for the next award cycle. The applicant is notified as to whether or not their concept paper has been selected. If selected, the applicant provides additional information on how to complete the subgrant for Highway Safety Funds from August to September. The subgrant fiscal year begins on October 1.
County Incentive Grant Program (CIGP)	State	The County Incentive Grant Program (CIGP) could be an opportunity for Cape Coral to explore in partnership with LeeTran. Transit service that operates on the State Highway System (SHS) or relieves traffic congestion on the SHS is eligible. Each eligible project must be consistent with the Florida Transportation Plan, MPO Long Range Transportation Plan (LRTP) where applicable, and the local government's comprehensive plan. Counties may submit projects that are not in the MPO LRTP or local government comprehensive plan. If selected, the project must be amended into these plans within six months and supporting documentation should be provided to the Florida Department of Transportation.

Grant	Federal, State, or Local	Summary
Mobility Fee	Local	A mobility fee is a one-time fee paid by a developer to a local government. It pays for transportation improvements that mitigate any impacts to transportation facilities caused by new development and redevelopment. Mobility Fees are not assessed on existing homes or businesses unless the building size is increased, or there is a change in the use of the building that will impact the transportation system. A mobility fee is assessed at the time of a building permit application. Florida Statute 163.31801 requires that a notice is given 90 days before a new or increased impact fee is imposed on developers. An administrative charge between three percent and five percent of the assessed mobility fee can be included with the fee to offset the costs associated with a mobility fee program. Passed in June 2009 by the Florida Legislature, the Florida Community Renewal Act provides direction for the mobility fee. It called for the State to evaluate and consider implementation of a mobility fee to replace the existing transportation concurrency system. Passed in 2011, House Bill 7207 effectively removed transportation concurrency as a requirement, leaving it up to local governments to best meet their transportation planning needs. In 2013, the Legislature updated the Community Planning Act. The Act encourages local governments to adopt alternative mobility funding systems, such as Mobility Plans and Fees, as an alternative to transportation concurrency, proportionate share, and impact fees. A mobility plan is a strategic framework that outlines how local governments intend to address transportation and infrastructure needs while collecting fees from new developments to fund transportation improvements and enhance overall mobility within a community. Mobility fees would replace impact fees in areas where a mobility plan applies, such as the priority corridors listed in this plan. A mobility fee would provide the City with a source that pays for multimodal projects included in the Master Plan rather than solely paying for road capacity projects that impact fees fund.
Public-Private Partnerships	Local	Public-private partnerships (PPPs) involve collaboration between a government agency and a private-sector company that can be used to finance, build, and operate projects, such as public transportation networks. The City of Pensacola entered into a PPP with Veo, an electric scooter (e-scooter) company. This partnership allowed Pensacola to introduce a shared micromobility pilot program to the city, resulting in a long-term operating agreement with Veo. PPPs would allow Cape Coral to complete multimodal or micromobility projects using private funding.

Next Steps

Recommended next steps are for CTAC Commissioners to proceed with establishing funding and implementing three short-term priority projects identified within the Master Plan. The three priority projects include:

- Developing Mobility Plan and Fee
- Conducting Five Corridor Planning Studies
    - Diplomat Parkway
    - SE 47th Terrace
    - Del Prado Boulevard
    - Cape Coral Parkway
    - Chiquita Boulevard
- Implementing an Areawide Local Roadway Speed Limit Study

Additional recommendations include:

- Funding new positions to have adequate staffing to implement the Master Plan's recommendations.
- Explore completing connectivity from major arterials to principal arterials to help with trip distribution, for example, Jacaranda Parkway West and Kismet Parkway West dead end.

Details on the three priority projects are provided in the following sections.

Mobility Plan and Fee

A mobility fee is a one-time fee paid by a developer to a local government. It pays for transportation improvements that mitigate any impacts to transportation facilities caused by new development and redevelopment.

Mobility fees would replace impact fees in areas where a mobility plan applies, such as the priority corridors listed in the Multimodal Plan. A mobility fee would provide the City with a source that pays for multimodal projects included in the Master Plan and Mobility Plan rather than solely paying for road capacity projects that impact fees fund.

Corridor Planning Studies

The bicycle, pedestrian, and micromobility facility recommendations included in the Cape Coral Multimodal Master Plan present a framework and priority list of needed improvements that will have a significant positive impact on multimodal mobility. Looking at future opportunities for prioritizing and implementing a connected, safe multimodal network, the following are recommendations for additional evaluations that Cape Coral should undertake.

Diplomat Parkway

Diplomat Parkway is identified in the 2045 MPO LRTP Cost Feasible Projects: City of Cape Coral Road Projects (Table 5-11) as a 4-lane limited access facility with anticipated funding in 2026-2030. The proposed corridor planning study seeks to update the E/W Corridor Study's findings to provide recommendations for updated widening needs, alternative multimodal capacity projects, and an updated impacts and costs scope.

SE 47th Terrace

SE 47th Terrace serves as the de facto main street in Cape Coral's downtown. It is anticipated that infill development will create a desirable walkable downtown and the need for additional measures to facilitate mobility. The proposed corridor planning study on 47th Terrace shall focus on updating this emerging main street to enhance safety by evaluating roundabouts, creating a bicycle boulevard, improving ADA accessibility, and providing context-based transportation improvements to adjacent land uses, and facilitate the development of a bike share/micromobility pilot program, and consideration for a downtown mobility hub.

Del Prado Boulevard

The Del Prado Boulevard Corridor Planning Study seeks to establish a partnership with Lee County Department of Transportation, the MPO, and the City of Cape Coral. The purpose of the corridor plan will be to assess high incident locations along the county-owned facility and establish a spot improvement recommendation list. Improvements may include signal timing, access management, and right of way constraints with the goal of identifying any fatal flaws and

recommending operational improvements. This study is recommended to be submitted to the MPO for consideration and funding at the 2025 call for projects.

Areawide Local Roadway Speed Limit Study

According to the US Department of Transportation, speed control is one of the most important methods for reducing fatalities and serious injuries, especially on roads where vehicles and vulnerable users mix. Typical speed limits include 25 miles per hour (mph) in residential or school districts. Speed limits in Cape Coral range from 25 to 55 mph, although all of Cape Coral's local roads post a speed limit of 30 mph. The study proposed examines if speed limit reduction would be a viable policy decision to enhance safety on local roadways within Cape Coral.

Public Involvement

Public involvement is the cornerstone of effective transportation planning, embodying the fundamental principle that those who reside in a community should actively contribute to shaping its mobility landscape. Engaging the community not only provides an opportunity to align the plan with the unique character of the region but also fosters a sense of ownership and shared responsibility. This chapter details the public involvement process and tools used by Cape Coral and the project team.

Tools

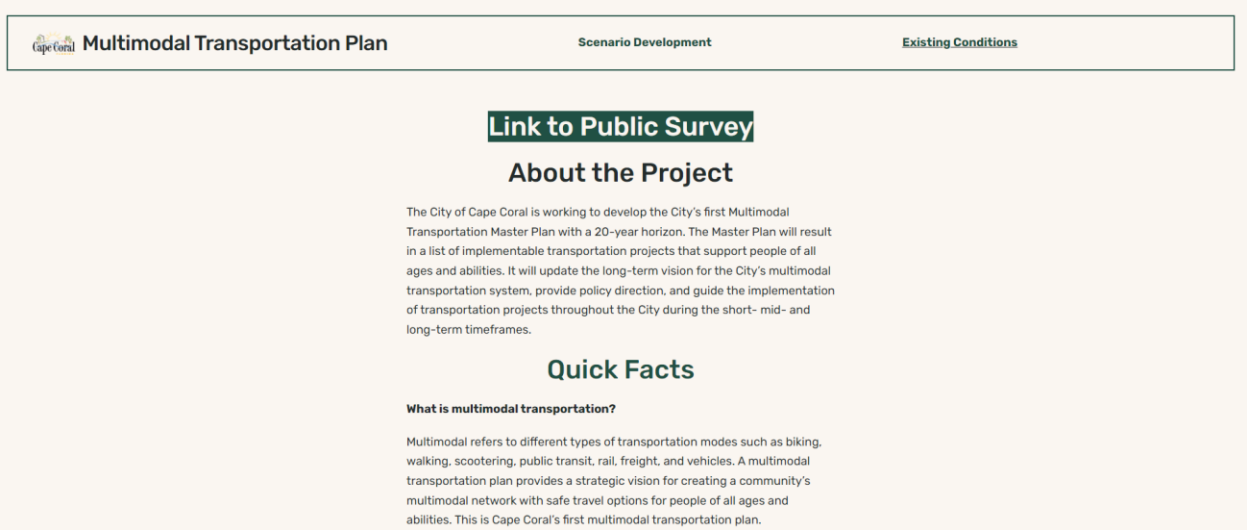
Multiple public involvement tools were used to aid in gathering public opinion and input for the Multimodal Transportation Master Plan. A project website, public survey, and interactive WikiMap were created for the Master Plan.

Project Website

The project website was launched on June 13, 2023, using the WordPress platform. Throughout the project, this website provided the public with information regarding upcoming meetings, project updates, project summaries, and access to the public survey and WikiMap. The website (**Figure 67**) provides an "About the Project" section, quick facts, detailed descriptions of scenario development and existing conditions, updated public presentations and display boards, and a permanent section to provide comments at any point throughout the duration of the project.

During the project, 59 public comments were received through the project website. Each of these comments was considered by the project team when determining priority multimodal projects for Cape Coral. These comments ranged in topic from public transit needs, sidewalks, bike lanes, golf carts, and water transit. All public comments can be viewed in **Appendix I.**

Figure 67: Cape Coral Multimodal Plan Project Website



Public Survey

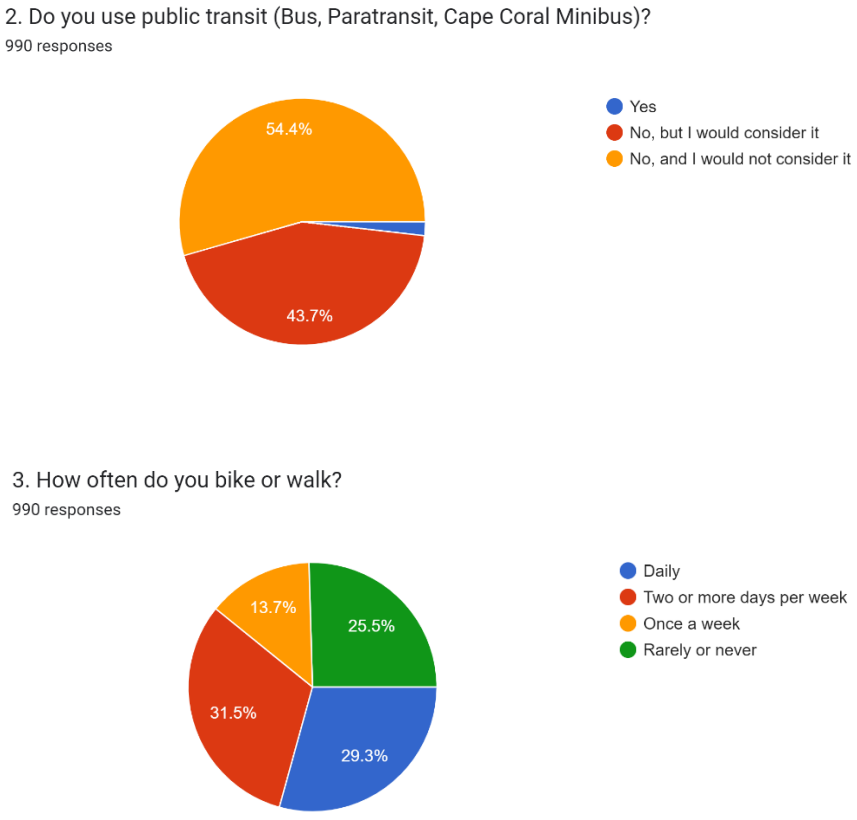
The public survey was launched on August 31, 2023, with a link listed on the project website and provided to the City for distribution. The survey includes six questions regarding the transportation habits of Cape Coral residents and their concerns regarding the transportation system, along with five optional demographic questions. The survey assists the project team in determining the existing conditions of the transportation system and transportation projects that will best benefit the community. Since its launch, 990 responses have been recorded. Charts displaying public responses are shown in **Figure 68**. All responses are provided in **Appendix J**.

33 percent of respondents stated that transit service does not serve their neighborhood causing many to have to drive to reach the nearest pickup point for public transportation. This response shows a need for first and last mile service from transit stops to provide additional connectivity to the residents of Cape Coral. Key findings include the following:

- 95 percent of respondents use a personal vehicle as their primary source of transportation.
- 43.7 percent do not use public transit but would consider it.

- 50.7 percent are deterred from using public transportation due to lack of availability, convenience, and routes.
- 29 percent bike or walk daily and those who do not state that they are concerned about safety and the lack of sidewalk and bike facilities near them.
- 34.5 percent would like to utilize a Mobility on Demand service as an alternative mode of transportation in the future.
- 29.8 percent would like to use e-mobility options, such as electric bikes or electric scooters.
- 75.8 percent believe Cape Coral's top transportation concern is the worsening traffic congestion.
- 60.4 percent believe the top concern is a lack of sidewalks.

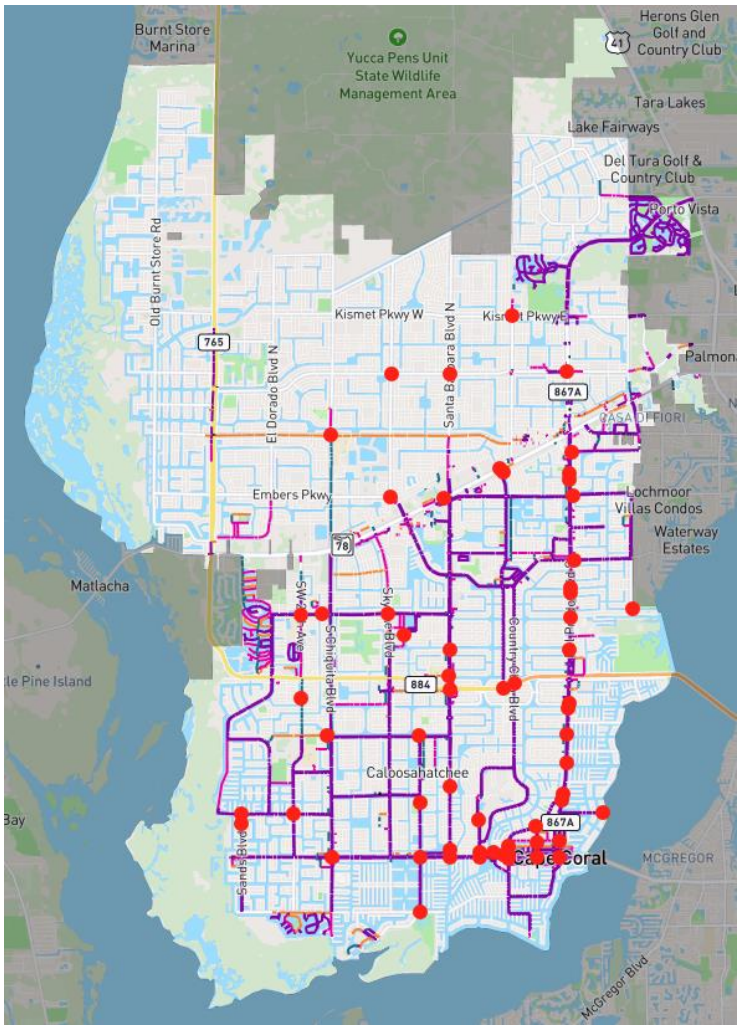
Figure 68: Public Survey Results



WikiMap

The Cape Coral Multimodal Transportation Master Plan WikiMap was launched on November 12, 2023. A WikiMap is a collaborative and interactive online map that allows users to contribute and edit geographic information, creating a dynamic and evolving representation of locations, points of interest, and other spatial data. The Cape Coral WikiMap allows users to view each proposed location of transportation improvements including future multi-use paths, sidewalks, intersection improvements, and bike lanes. Users are also able to propose additional locations for improvements and provide comments through this interactive map. **Figure 69** displays the Cape Coral WikiMap.

Figure 69: Cape Coral WikiMap



Public Workshops

Two public workshops were held during the development of the Master Plan to introduce the project, present draft recommendations, and obtain comments from the public.

Public Workshop 1

The first Public Workshop (**Figure 70**) was held on June 21, 2023, at Cape Coral City Hall. The workshop was advertised by the City, announced on the project website, and included in local news coverage. The purpose of this workshop was to introduce the project team, provide the project scope and schedule, and describe the current work being done on the project. A presentation was given by the project team and the public viewed exhibits on display and

handouts. Members of the public were able to have one-on-one discussions with the project team. Five members of the public attended the in-person meeting along with ten members of the project team. Six comments were received from the public including suggested locations for transportation improvements. Public comments and sign in sheets from Workshop 1 are in **Appendix H**.

Figure 70: First Public Workshop

Public Workshop 2

The second Public Workshop (**Figure 71**) was held on January 25, 2024, at Cape Coral City Hall. The workshop was advertised by the City, announced on the project website, and included in local news coverage. The purpose of this workshop was to bring preliminary findings and recommendations back to residents for discussion. A presentation was given by the project team and the public viewed exhibits on display and handouts. Following the presentation, a question-and-answer session was held between members of the public and the project manager. Two people posed questions that were answered by the project manager. These questions regarded the water ferry, public input, and grant funding. Members of the public were able to have one-on-one discussions with the project team. Seven members of the public attended the in-person meeting along with six members of the project team. One written comment was received from the public including suggested locations for sidewalk improvements. Public comments and sign in sheets from Workshop 2 are in **Appendix I**.

Figure 71: Images from Public Workshop #2

Stakeholder Meetings

A stakeholder is an individual, group, or organization with a vested interest or concern in the outcomes and decisions of the Master Plan, such as City Parks and Recreation, the School District, or the Police Department. Two Stakeholder Meetings were held during the course of the Master Plan to introduce the project, present draft recommendations, and obtain comments from stakeholders.

Stakeholder Meeting 1

The first Stakeholder Meeting was held on June 7, 2023, on Microsoft Teams and conducted ass a virtual meeting. The meeting was attended by 17 stakeholders including Ron Gogoi, Lee County MPO; Roger Lloyd, Lee County School District; Joe Petrella, Director of Parks and Recreation; Kyle Purvis and Vitor Suguri, FDOT; Captain Phil Van Landschoot, Cape Coral Police Department; and William Corbett, Cape Coral Engineering.

During this meeting, a presentation was given regarding the Master Plan including the project team, project scope, project schedule, summary of the existing conditions assessment, information regarding micromobility, the bicycle pedestrian master plan update, and next steps. Stakeholders were encouraged to share their opinions and insight with the project team.

Following the presentation, the project team and stakeholders discussed speed management options including speed feedback signs and appropriate enforcement.

Presentations

Throughout the project, Cape Coral Project Manager Laura Dodd has met with and provided presentations to several organizations. The dates and organizations are listed below.

- Mobility Team: includes internal staff representing: Police Department, Fire Department, Budget and Finance Department, Public Works Engineering, Public Works Utilities, Parks Department, Development Services, Economic Development, Urban Forestry, Capital Improvement Projects, and Communications, and external staff representing: Lee MPO, FDOT, LeeTran, City of Fort Myers, Lee County, and consulting staff.
  - March 20, 2023
  - July 24, 2023
  - September 11, 2023
  - November 1, 2023
  - December 20, 2023
- City Transportation Advisory Committee (CTAC)
  - March 15, 2023
  - April 19, 2023
  - July 12, 2023
  - September 11, 2023
  - October 18, 2023
- Lee MPO BPCC
  - February 27, 2024

City Council

The project team gave a presentation to Cape Coral City Council on January 18, 2024. The purpose of this presentation was to provide council with preliminary recommendations from the Master Plan and obtain input

Glossary

To facilitate the understanding of this report, the following transportation terms are defined.

- **Accessible Transportation:** Transportation that may be used by everyone, with or without disabilities, and does not have barriers.
- **Active Transportation:** A means of getting around that is powered by human energy, such as biking or walking.
- **Affordability:** Affordability in transportation refers to the financial accessibility and feasibility of acquiring and maintaining means of travel. Affordable transportation allows users to comfortably pay for and manage the costs of traveling around an area.
- **Average Annual Daily Traffic (AADT):** Total volume of vehicle traffic on a highway or road for a year divided by 365 days.
- **Bicycle Facilities:** A general term denoting infrastructure and provisions to accommodate or encourage bicycling, including parking and storage facilities and shared roadways specifically designated for bicycle use.
- **Bicycle Lane:** A portion of the roadway that has been designated by striping, signage, and pavement markings for cyclists.
- **Buffered or Protected Bicycle Lane:** A portion of the roadway that has been designated by striping, signage, and pavement markings for cyclists and has a protective barrier or buffer separating the cyclists from vehicular travel lanes. Buffers include landscaping, flexible posts, and additional space designated with two solid white lines.
- **Buffered or Protected Sidewalk:** A paved path for pedestrians at the side of a road with a barrier between the sidewalk and the vehicular travel lanes. Buffers include landscaping, fencing, and lighting.

- **Category of Burden:** Type of challenge or hardship a disadvantaged individual or community can face. Categories include climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.
- **Connectivity:** Linkage among regions and centers of activity. A transportation system with high connectivity provides multiple routes from the same origin and destination.
- **Environmental Justice:** The fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
- **E-Scooter:** An electric or motorized scooter classified as a form of micromobility, often provided to the public through a public-private partnership with e-scooter sharing companies.
- **Equity**: The quality of being fair and impartial. Equity differs from equality because equality means providing the same to all, while equity means recognizing that each person does not start from the same place and adjustments must be made to offset imbalances.
- **FDOT Emphasis Areas:** Areas of focus in the Florida Strategic Highway Safety Plan that offer the greatest potential for reducing fatalities and injuries based on safety data analysis and input from safety stakeholders.
    - **Aging Road Users:** Vehicle drivers and passengers, pedestrians, bicyclists, transit riders, motorcyclists, or operators of a non-motorized vehicle who are 65 years of age or older for crash data purposes, and 50 years of age and older for the proactive purposes of the Aging Road Users Coalition.
    - **Commercial Motor Vehicle Operators:** Drivers operating medium or heavy trucks more than 10,000 pounds, vehicles carrying hazardous material and marked with

a hazardous materials placard, or those designed to transport more than 15 passengers, including the driver.

- **Distracted Driving:** Occurs when the driver is distracted by an electronic device, such as a cell phone, navigation screen, or GPS, or other external distractions such as passengers in the vehicle or when the driver is inattentive.
- **Drowsy and Ill Driving:** Occurs when the driver is asleep, fatigued, or sick. Sicknesses can include fainting, seizure, epilepsy, or a blackout.
- **Impaired Driving:** A person driving while under the influence of alcoholic beverages or legal or illegal drugs.
- **Intersections:** The area where two or more streets join or cross at grade.
- **Lane Departures:** A vehicle running off the road or crossing the center median into an oncoming lane of traffic.
- **Motorcyclists and Motor Scooter Riders:** A person operating a motorcycle or electronic/motorized scooter.
- **Occupant Protection:** Measures to prevent or minimize occupant's chance of injury in the event of a crash including safety belts, child restraints, and air bags.
- **Pedestrians and Bicyclists:** Pedestrians are non-motorists who are walking, in a wheelchair, or skating. Bicyclists are people who ride a non-motorized bicycle.
- **Rail Crossings:** A place where a road crosses railroad tracks.
- **Speeding and Aggressive Driving:** Aggressive driving occurs when a driver commits two or more of the following: exceeds the posted speed, unsafe passing or lane changes, tailgates, fails to yield the right-of-way, or violates traffic control and signal devices.
- **Teen Drivers:** Drivers between the ages of 15 and 19.

  - **Work Zones:** Marked section of roadway for construction, maintenance, or utility work

- **Feasibility**: The capability of a project to be created. Feasibility takes into account cost, social impacts, and environmental impacts.
- **Inclusivity**: Inclusivity involves designing and providing services that are accessible and welcoming to people of diverse backgrounds, abilities, and needs, ensuring everyone can use and benefit from the transportation system.
- **Justice40 Initiative:** A requirement of Executive Order 14009, the initiative sets a goal that at least 40 percent federal investments, including the US Department of Transportation's grants, programs, and initiatives, benefit disadvantaged communities.
- **Micromobility:** Transportation over short distances provided by lightweight, usually single-person vehicles, such as bicycles, electric bikes, and electric scooters.
- **Microtransit:** A shared mobility service that is on-demand, tech-enabled, and flexible. This type of transit allows riders to request a ride and be picked up and dropped off at their desired location rather than traditional transit stops.
- **Mobility:** The ability to get from one place to another using one or more modes of transport to meet daily needs.
- **Multimodal:** Having or supporting multiple modes of transportation, such as walking, biking, driving, and transit.
- **Multi-Use Path:** Paved off-road facilities physically separated from vehicular traffic by an open space or barrier designed for travel by a variety of nonmotorized users, including bicyclists, pedestrians, skaters, joggers, and others.
- **Pedestrian Facilities:** Any portion of the roadway corridor that is provided for pedestrian travel, including sidewalks and multiuse paths.

- **Project Team:** This includes the consultant team of Volkert Inc., Alta Planning + Design, SM&E, and Future Plan
- **Roadway Functional Classification:** The assignment of roadways into classifications according to the character of service they provide. Functional classifications in Cape Coral include arterial, major collector, minor collector, local, and expressway.
    - **Arterial:** A roadway that provides continuous routes which serve through traffic, high-traffic volumes, and long average trip lengths.
    - **Collector:** A roadway which serves to link arterials with local roads or major traffic generators.
    - **Local:** A roadway which provide high access to abutting property, low average traffic volumes, and short average trip lengths.
    - **Expressway:** A freeway situated in major metropolitan areas with primary service for commuters that may or may not be tolled.
- **Safety:** Safety refers to measures taken to prevent roadway accidents that could result in injuries and death. Florida's statewide vision is to eliminate all transportation-related fatalities and injuries for all modes of travel using available tools, technology, and knowledge.
- **Sidewalks:** A paved path for pedestrians on the side of a road. The minimum width a sidewalk must be to be ADA compliant is three feet.
- **Target Zero:** A statewide initiative to reduce the number of transportation-related serious injuries and deaths across Florida to zero.
- **Title VI of the Civil Rights Act of 1964:** This states that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

- **Transportation Demand Management:** Describes programs and projects that aim to provide more transportation options than driving alone, to reduce trips and improve traffic congestion without building more roads.
- **Transportation Network:** Infrastructure that enables the movement of people and goods, such as roads, railways, and airports.
- **Transportation System:** Encompasses the physical infrastructure from a transportation network, as well as the various modes of transportation, organizations, regulations, and technologies that work together to facilitate the movement of people and goods.
- **Transit:** Movement of people or goods from one place to another, typically involving public transportation such as fixed-route buses or trolleys.
- **Vehicle Miles Traveled:** A measure of the demand for vehicle travel on public roadways.
- **Vision Zero:** The goal of eliminating traffic fatalities and severe injuries among all road users while increasing safe, healthy, equitable mobility.
- **Water Transit:** Public transportation over water including ferries and water taxis.
- **WikiMap:** A collaborative and interactive online map that allows users to contribute and edit geographic information, creating a dynamic and evolving representation of locations, points of interest, and other spatial data.