1015 Cultural Park Blvd.
Cape Coral, FL 33990

Transportation Advisory Commission

September 18, 2024	**9:00 AM**	**Public Works Operations Center**

1. Meeting called to order

A. Chair Gunter

B. Pledge of Allegiance

2. ROLL CALL

A. Gunter, Hayden, Long, Sheppard, Welsh, and Alternate Cosden

3. CHANGES TO AGENDA/ADOPTION OF AGENDA

4. APPROVAL OF MINUTES

A. Meeting Minutes - August 21, 2024

5. PUBLIC INPUT

Input of citizens on matters concerning City Government; 3 minutes per individual.

6. BUSINESS

A. Citywide Wayfinding Conceptual (Laura Dodd, Principal Planner)

B. Sidewalk Prioritization Matrix (Bryan VandeWalker, Interim Transportation Manager)

C. Roadway Management Technology (Candler McCollum, CEO Founder Roadway Management Technologies)

7. OLD BUSINESS

A. Hurricane Ian Update

1. Signs (Wendy Williams, Principal Engineer)
2. Signals (Pimolmas Tan, Principal Engineer, D & C)

B. FY 2024 Road Resurfacing Update (Kevin Smith, Senior Project Manager, D & C)

C. Cape Coral Parkway 6-Laning (Wendy Williams, Principal Engineer)

D. Lee County Maintained Medians (Omar Leon, City Arborist)

8. WORKSHOP DISCUSSIONS

A. MPO - Long Range Transportation Plans (Don Scott, Executive Director)

B. Speed Limit Reductions for Major Roads (Laura Dodd, Principal Planner)

Informational

C. Mobility Fee Implementation (Laura Dodd, Principal Planner)

D. Tree Trimming Process (Bryan VandeWalker, Interim Transportation Manager)

9. MEMBERS COMMENTS

10. Time and Place of Next Meeting

A. The next Transportation Advisory Commission meeting will be held on Wednesday October 16, 2024, at 9:00 a.m. in Public Works Operations Center.

11. Motion to Adjourn

In accordance with the Americans with Disabilities Act and Florida Statutes 286.26, persons needing a special accommodation to participate in this proceeding should contact the Office of the City Clerk whose office is located at City Hall, 1015 Cultural Park Boulevard, Florida; telephone number is 1-239-574-0411, at least forty-eight (48) hours prior to the meeting for assistance. If hearing impaired, telephone the Florida Relay Service Numbers, 1-800-955-8771 (TDD) or 1-800-955-8700 (v) for assistance.

If a person decides to appeal any decision made by the Board/Commission/Committee with respect to any matter considered at such meeting or hearing, he will need a record of the proceedings, and for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based.

Item Number:	**4.A.**
Meeting Date:	**9/18/2024**
Item Type:	**APPROVAL OF MINUTES**

AGENDA REQUEST FORM
CITY OF CAPE CORAL

TITLE:
Meeting Minutes - August 21, 2024

SUMMARY:
Meeting minutes attached for review and approval.

ADDITIONAL INFORMATION:
Sheri Rhine, Recording Secretary
City Clerk's Office
239-574-0743

ATTACHMENTS:

Description	Type
1. Meeting Minutes - August 21, 2024	Backup Material

MINUTES FROM THE REGULAR MEETING OF THE CAPE CORAL TRANSPORTATION ADVISORY COMMISSION (CTAC)

Wednesday, August 21, 2024

Public Works Operations Center/Nicholas Annex 9:00 A.M.

Meeting called to order by Chair Gunter at 9:00 a.m.

PLEDGE OF ALLEGIANCE

ROLL CALL: Commissioners Gunter, Hayden, Long, and Sheppard were present. Alternate Commissioner Cosden was excused. Commissioner Welsh was absent.

Also Present:
Aleksandr Boksner, City Attorney
Laura Dodd, Principal Planner
Omar Leon, City Arborist
Pimolmas Tan, Principal Engineer
Wendy Williams, Principal Engineer
Alicia Pearce Smith, Public Works Business Manager
Kassandra Penner, Financial Services Budget Analyst
Lauren Kurkimilis, Public Information Specialist
Matt Williams, Public Works Director
Brian Vandewalker, Interim Transportation Director
William Corbett, Design and Construction Manager
Sarah Newcomb, Special Projects Coordinator
Mike Struve, DSD Planning Team Coordinator

CHANGES TO AGENDA/ADOPTION OF AGENDA

Commissioner Hayden moved, seconded by Commissioner Long, to adopt the Agenda, as presented.

Commission polled as follows: Gunter, Hayden, Long, and Sheppard voted "aye." Four "ayes." Motion carried.

APPROVAL OF MINUTES

Meeting Minutes – July 24, 2024

Commissioner Hayden moved, seconded by Commissioner Long, to approve the minutes from the meeting of July 24, 2024, as presented. Voice Poll: All "ayes." Motion carried.

PUBLIC INPUT

Consensus agreed, without objection, to allow a five-minute presentation from Jerry Smith.

Jerry Smith, Vice President, Friends of the Cape Coral Environment, Inc. (FOTCCE), displayed a presentation regarding District Median Landscaping Credit, Amendment to Landscaping Code Ordinance 5.2.12(A). All newly constructed single-family homes shall have a minimum of three canopy trees. Provide an alternative to property owners to be able to donate trees to be used in medians.

Discussion held regarding:

- Aspects of potential program or policy
- Additional discussion warranted
- Potential Committee of the Whole topic with staff to provide recommendations

BUSINESS

6.(A). Median Maintenance Contracts (Omar Leon, City Arborist)

Arborist Leon provided information on the Median Maintenance Contracts with the following displayed slides:

- Median Maintenance Contracts
- Current Status of Median Maintenance Contracts
- In-House Unimproved Medians (3 slides)
- Current Program Status

Discussion held regarding:

- Additional information regarding In-House Unimproved Medians as shown on map
- Mowing schedule timelines
- Intersection trash problems and paying attention to detail
- Rainy versus dry season workload
- Safety is primary concern and aesthetics is secondary
- Private property owners are responsible for trees and shrubs on their property
- Look at the internal process as to how to handle issues
- Educating the commercial property owners
- Cultural Park median status

OLD BUSINESS

7.(A) Hurricane Ian Recovery Update

7.(A).(1). Signs
(Wendy Williams, Principal Engineer)

Principal Engineer Williams provided an update on the Street Signage with the following displayed slide:

- CTAC Street Sign Timeline & Forecast Showing Revised Plan

Discussion held regarding:

- Contract issued for major road street signs to be completed

7.(A).(2). Signals (Pimolmas Tan, Principal Engineer)

Principal Engineer Tan provided an update on the Traffic Signals with the following displayed slide:

- CTAC 8/21/2024 Updates Map

Discussion held regarding:

- Traffic signal at Del Prado and 26th is pending parts
- Lighted street signs are County's responsibility

7.(B) Interactive Growth Model Phase II (Laura Dodd, Principal Planner)

Informational

Principal Planner Dodd provided an Interactive Growth Model Phase II Update with the following displayed slides:

- Interactive Growth Model Phase 2 Update
- Background (2 slides)
- Scenario Planning & Transportation Impacts (South Cape)
- Scenario Planning & Transportation Impacts (North Cape) (5 slides)

Discussion held regarding:

- Diplomat Corridor potential plans

7.(C) Roundabout Planning Study Update (Laura Dodd, Principal Planner)

Principal Planner Dodd provided a Roundabout Planning Study Update with the following displayed slide:

- Prioritized Proposed Roundabouts Locations Map

Discussion held regarding:

- Funding identified and anticipated starting early 2025

7.(D) Evacuation Route Study and Next Steps Update
(Laura Dodd, Principal Planner)

Principal Planner Dodd provided an Evacuation Route Study and Next Steps update with the following displayed slide:

- Modeling Scenario Recommendations

Discussion held regarding:

- Bring this to the next Committee of the Whole for additional discussion to bring forward to the MPO and possibly FDOT – ***Consensus agreed, without objection, from Commissioners***
- Staff to wait on Director direction

7.(E) Mobility Plan and Fee Update (Laura Dodd, Principal Planner)

Principal Planner Dodd provided information on the Mobility Plan and Fee Update. There is a Request for Proposal issued and anticipated contract before Council next month.

7.(F) MPO Update (Laura Dodd, Principal Planner)

Principal Planner Dodd noted there were no MPO meetings in August but items on the September agenda include:

- Bonita Estero Rail Trail Project
- LRTP (Long Range Transportation Plan) being updated, running models on the preliminary recommendations
- Safe Streets for All (SS4A) planning study ongoing, anticipating recommendations

Discussion held regarding:

- Burnt Store Corridor Coalition
- Charlotte County to address some recommended improvements
- Substantial evacuation route

7.(G) SR 78 Project Development and Environmental Study Update
(Laura Dodd, Principal Planner)

Principal Planner Dodd provided the following information on Project Development and Environmental Study Update with the following information:

- Staff met with FDOT to do a corridor audit evaluation
- No coordination meetings scheduled with consultants at this point
- Project on schedule
- Will continue to provide updates

7.(H) Sidewalk Master Plan
(Bryan Vandewalker, Interim Transportation Manager)

Interim Transportation Manager Vandewalker provided the following information on Sidewalk Master Plan with the following displayed slides:

- Sidewalk Expansion Plan for School Safety (2 slides)

Discussion held regarding:

- Where we are and what has been accomplished
- Priority matrix and target dates
- Funding Chiquita segment
- Sidewalk funds earmarked in the 2025 budget
- Potential School District contribution
- Develop Ordinance for sidewalks within two miles of schools as part of development process
- Acceleration of dates for Phase 2 and Phase 3 sidewalks
- Grant-funded projects
- Optics of the public in high density areas without sidewalks
- Prioritization matrix will remove opinions and be based upon criteria
- Density and safety issues prioritized
- Funding and budgeting standpoint makes sense to do it all under one contract

7.(I) Averill Signal Update
(Bryan Vandewalker, Interim Transportation Manager)

Interim Transportation Manager Vandewalker provided the following information on Averill Signal Update with the following displayed slide:

- Averill Blvd / Del Prado Blvd Signal Timeline
- Scheduled to start construction in January 2025

Discussion held regarding:

- Lead times on procuring product
- Possibility of City procuring the materials once approved to reduce contractor wait time on applicable projects

Interim Transportation Manager Vandewalker distributed a list of topics for CTAC future meeting agendas to the Commission looking for their input. Commissioners to review, prioritize, or add topics and inform staff.

Discussion held regarding ideas on rectifying the medians on Del Prado; having more control and responsibility of the appearance of medians between City and County; funding; workforce; Staff will follow up.

WORKSHOP DISCUSSIONS

8. (A) Mobility Hubs (Laura Dodd, Principal Planner)

Principal Planner Dodd provided information on Mobility Hubs. A mobility hub can meet multiple initiatives and strategies simultaneously.

MEMBERS COMMENTS

Chair Gunter commented on Cape Coral Parkway potential for three lanes and timeline due to new construction in the area. He suggested being proactive with median beautification projects funded through the General Fund. Design and access management cost should be done in the prior budget year so that projects are done in the assigned budget year.

Public Works Director Williams responded that this is a priority in general, not just for median beautification but for all projects within Public Works.

Time and Place of Next Meeting

The next Transportation Advisory Commission meeting will be held on Wednesday, September 18, 2024, at 9:00 a.m. in Public Works Operations Center.

Motion to Adjourn

There being no further business, the meeting was adjourned at 10:56 a.m.

Submitted by,

Stacey Pasek
Recording Secretary

Transcribed by Barbara Kerr 8/27/2024

Item Number:	**6.A.**
Meeting Date:	**9/18/2024**
Item Type:	**BUSINESS**

AGENDA REQUEST FORM
CITY OF CAPE CORAL

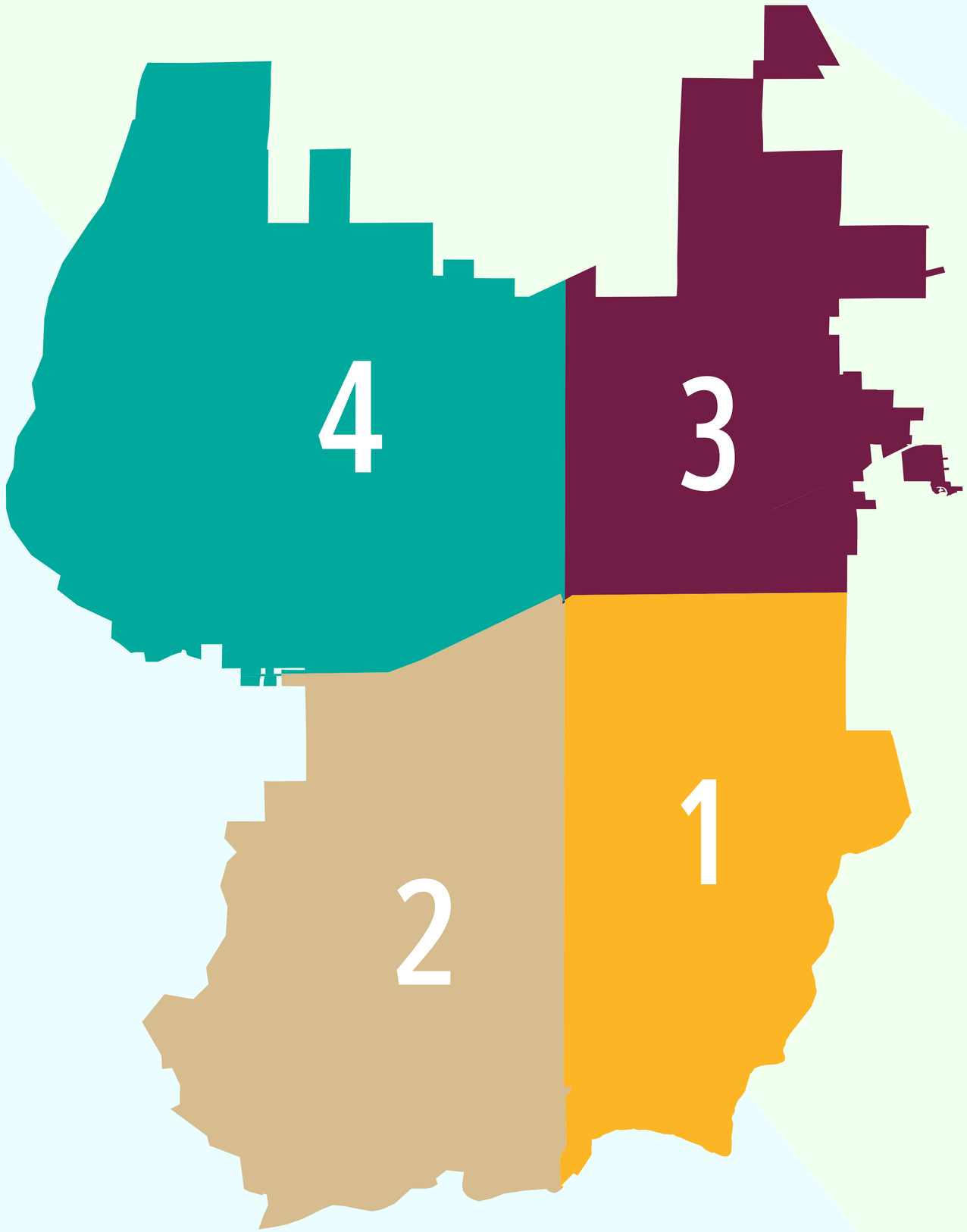
TITLE:
Citywide Wayfinding Conceptual (Laura Dodd, Principal Planner)

SUMMARY:

ADDITIONAL INFORMATION:

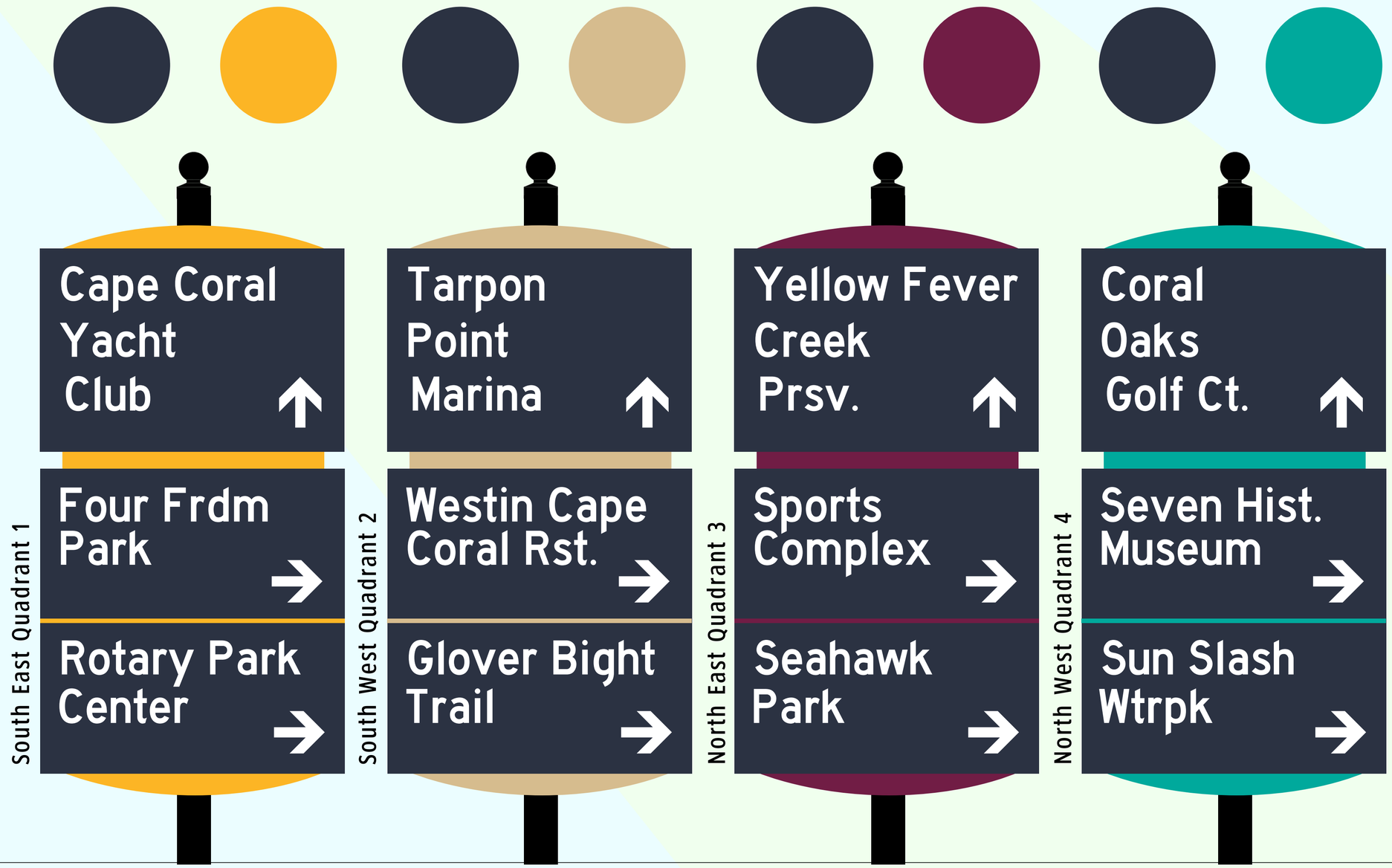
ATTACHMENTS:

	Description	**Type**
	Staff Presentation	Backup Material



1- South East
2- South West
3- North East
4- North West

Quadrant's Wayfinding Options



Item Number:	**6.B.**
Meeting Date:	**9/18/2024**
Item Type:	**BUSINESS**

AGENDA REQUEST FORM
CITY OF CAPE CORAL

TITLE:
Sidewalk Prioritization Matrix (Bryan VandeWalker, Interim Transportation Manager)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
Staff Presentation	Backup Material

WEIGHTED SCORING GUIDE

	CATEGORY	ANSWER	SCORE
SAFETY	1 Injury Collision	YES	2
	1 Ped/Auto Collision	YES	4
	2+ Injury Collisions	YES	3
	2+ Ped/Auto Collisions	YES	5
	Street Classification	MINOR COLLECTOR	1
		MAJOR COLLECTOR	2
		MINOR ARTERIAL	3
		MAJOR ARTERIAL	4
		PRINCIPAL ARTERIAL	5
	Divided By Median	YES	1
	Speed Limit	25 MPH	1
		30 MPH	2
		35 MPH	3
		40 MPH	4
		45+ MPH	5
	School Zone	YES	5
	Elementary School Walkers	YES	7
	Middle School Walkers	YES	3
	High School Walkers	YES	1
	Within 1 mile of School	YES	2
	Between 1 and 2 miles from School	YES	1
	Provides Direct Access to school	YES	1
	No Alternative Route	YES	1
	Number of Walkers	SCORING TBD	
PROXIMITY	1/4 Mile From Park	YES	1
	1/4 Mile Activity Center	YES	1
	1/4 Mile Transit Stop	YES	1
CONNECTIVITY	Master Plan Phase	ADJACENT	5
		PHASE 1	4
		PHASE 2	3
		PHASE 3	2
		PHASE 4	1
	Existing Sidewalk opposite side	NO	1
	Closes Gap	YES	2
	Extends Existing	YES	1
	HIGHEST POSSIBLE SCORE		**51**

Item Number:	**6.C.**
Meeting Date:	**9/18/2024**
Item Type:	**BUSINESS**

AGENDA REQUEST FORM
CITY OF CAPE CORAL

TITLE:
Roadway Management Technology (Candler McCollum, CEO Founder Roadway Management Technologies)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
Roadway Management Technology	Backup Material


RMT
ROADWAY MANAGEMENT TECHNOLOGIES
Smart Cities Simplified.
WWW.ROADMAN.TECH

THE PROBLEM

U.S. Road Structure is Rapidly Deteriorating

- Nearly **43% of our Nation's roadways** are in poor or mediocre condition.
- The recent Bipartisan Infrastructure Bill has infused large sums of funds into state and local agencies, but without proper data, dollars are being spent without efficient results and an understanding of best practices.
- **Ramifications of Road deterioration:**

  Higher fatalities and increased accidents

  Increased traffic congestion

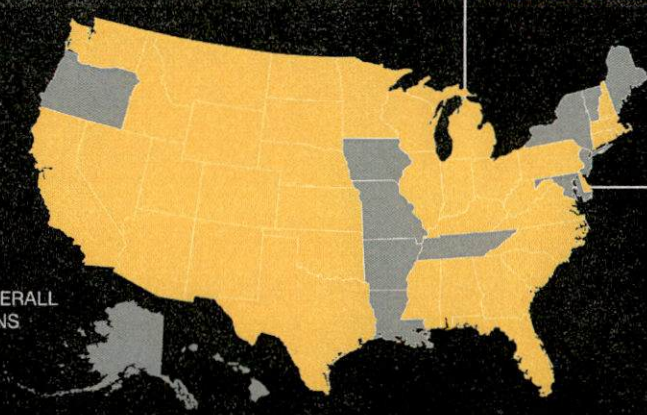
  Economic Impact

  Cost to citizens

American Society of civil engineers ranks our infrastructure as a

D+

$786B BACKLOG

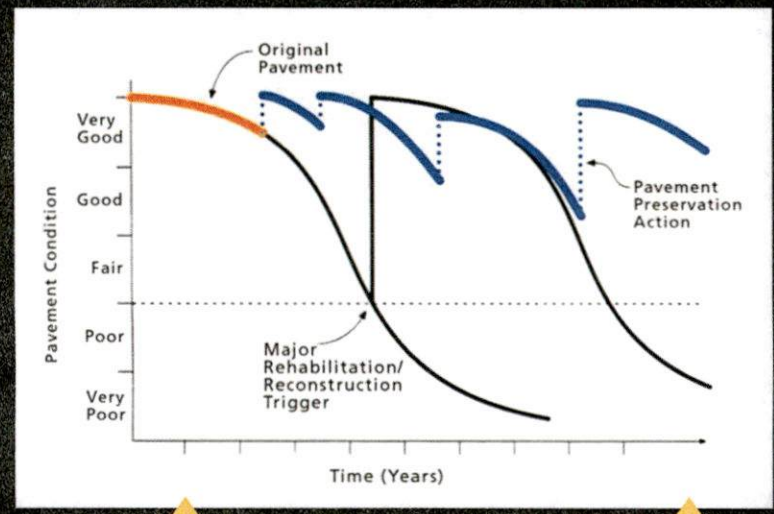


STATES WITH DECREASE IN OVERALL ROAD CONDITIONS

RMT

PATH FORWARD

- Studies suggest that reactive maintenance costs up to **14x more** than preventative treatment throughout the lifespan of a road.
- A preservation method can have up to an **180% increase in budget efficiency**.
- Under a preventative maintenance plan, roads spend nearly their entire life cycle in good condition, as opposed to the fair and poor condition of roads that rely on reactive maintenance, **increasing their lifespan by 40%** according to the FHWA.



INCREASE ROAD LIFE BY UP TO **40%**

INCREASE BUDGET EFFICIENCY BY UP TO **180%**

$ $ $ $ $

RMT

TRADITIONAL METHODS

Windshield Reviews

ARAN/ LIDAR

Image-Based

RMT

HOW IT WORKS

Bringing Better Roads to Everyone While Saving Agencies and Taxpayers Money

Crowdsourced Surveys

Proprietary sensors are mounted directly on agency-owned fleet vehicles

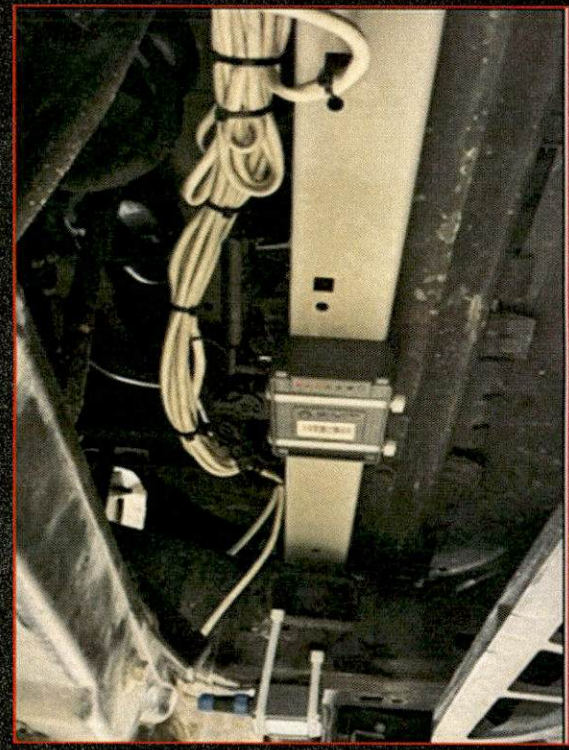
Passive Data Collection

Fleets passively collect and report road quality data to our servers daily

Actionable Insights

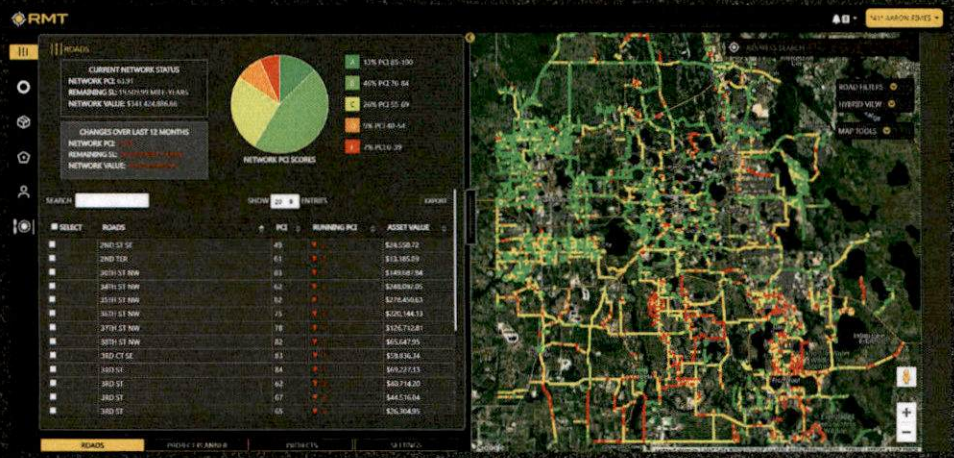
Road and pavement performance analytics can be managed through our map-based web platform

RoadRunner Hardware



RMT

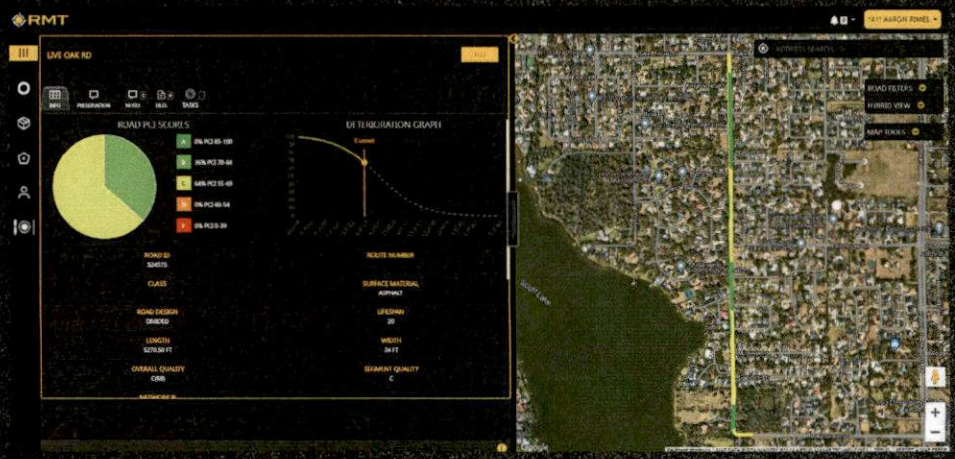
PLATFORM



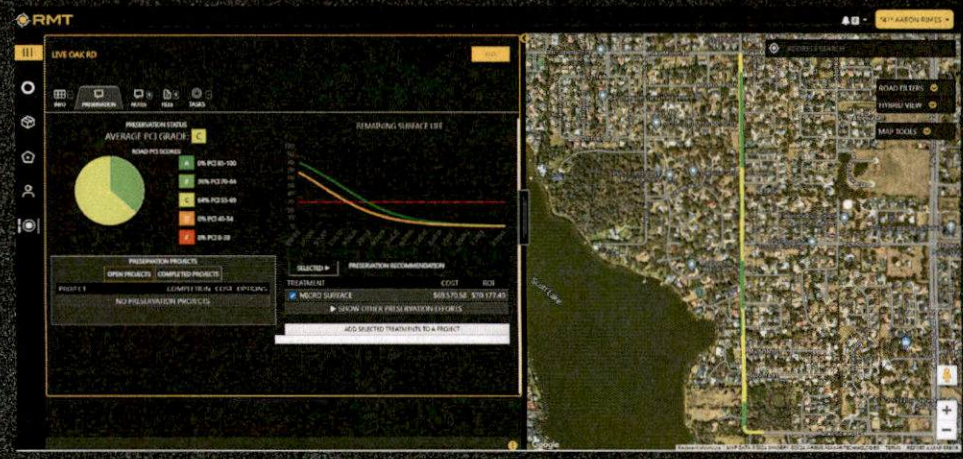
When logging into RMT's Cloud based system users are able to see a comprehensive dashboard with all of the details of their road networks current condition and performance over the last 12 months.

Selecting a condition will highlight all of the roads that fall into the selected classification as well as identify the suggested pavement preservation treatment with cost estimations for the project.

PLATFORM

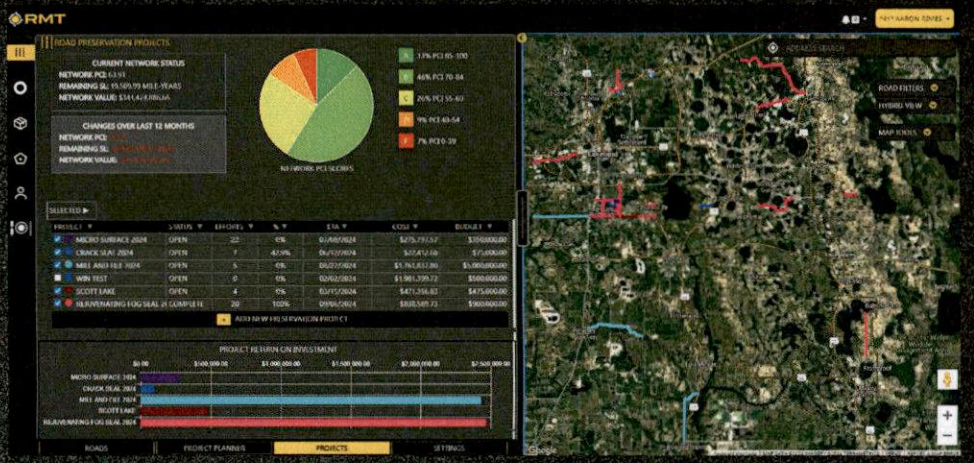


When selecting an individual road users are able to see the pavement performance over time and quantify depreciation.



Users are able to select different preservation treatments to model the ROI over time.

PLATFORM



In addition to modeling treatments that the user selects they can also have the system identify and autoselect all the roads in a network that are candidates for a particular treatment. The user can select from the predetermined list which treatments they would like to execute and add them to our project management tool as a project list.

Once projects are added to a list the user can manage the project execution within the RMT platform as well as the projected ROI for each project list.

BIG DATA ADVANTAGE

- Outlier detection algorithm detects points of interest
- Labeled points of interest train distress classification algorithm
- **Multiple points of data collection** flow through AI technology for a more accurate predictive modeling (sensor fusion)
- Platform allows user interaction to edit classifications for continued algorithm training
- Model is **improved** and **educated** from client interaction
- **Daily inspection** allows for trend recognition
- Trend recognition allows roads to be classified into **degradation groups**
- Ability to model future degradation rates by road data ingestion platform allows for more insight into degradation groups
- Existing data variables include: AADT traffic monitoring, base composition, floodplain, construction materials, and more
- Smart system **suggests preservation candidates** to end user including estimated cost and projected return on investment

Key Benefits of RMT's RoadRunner System

•**Data-Driven Decision Making**: RoadRunner provides real-time pavement data, allowing Cape Coral to prioritize repairs and treatments based on current road conditions rather than estimates, maximizing the effectiveness of maintenance budgets.

•**Predictive Analytics for Long-Term Planning**: The system uses real-time data and real-world conditions to predict road deterioration and model the best preservation treatments, helping the city plan maintenance schedules proactively, avoiding costly emergency repairs.

•**Optimized Resource Allocation**: By identifying roads most in need of attention, RoadRunner ensures that maintenance dollars are spent where they will have the greatest impact, stretching the city's budget further and improving road quality.

•**Increased Transparency**: Real-time performance data gives officials a clear view of how city roads are performing and how maintenance investments are paying off, making it easier to communicate the value of proactive road management to citizens.

•**Enhanced Public Safety**: With real-time insights, the city can address potential hazards before they worsen, reducing accidents and improving overall traffic flow.

This system equips Cape Coral with the tools to make informed, efficient decisions, ensuring better road conditions and improved quality of life for residents.

RMT

Item Number:	**7.A.**
Meeting Date:	**9/18/2024**
Item Type:	**OLD BUSINESS**

AGENDA REQUEST FORM
CITY OF CAPE CORAL

TITLE:
Hurricane Ian Update

SUMMARY:
1. Signs (Wendy Williams, Principal Engineer)
2. Signals (Pimolmas Tan, Principal Engineer, D & C)

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
Staff Presentation	Backup Material
Staff Presentation	Backup Material

CTAC STREET SIGN UPDATE SEPTEMBER 2024

All signs below are non-stop signs. Stop signs were completed 4/10/23.

FEMA SIGNS BEING REPLACED BY CONTRACTOR (Horsepower Electric) (LOCAL ROADS)

Installation will begin once Contractor has acquired materials. Final completion on Local roads will likely be Summer 2025.

FHWA SIGNS REPLACED BY CITY CREWS (MAJOR ROADS)

Final completion on Major roads is expected by Dec 31, 2024 or before.

START DATE	END DATE	MONTHLY SIGNS REPLACED	**TOTAL** SIGNS REPLACED	CYCLE LENGTH (DAYS)	AVERAGE PER DAY
1/30/2024	3/11/2024	740	740	30	25
3/12/2024	4/9/2024	556	1296	21	26
4/9/2024	5/3/2024	634	1930	19	33
5/4/2024	6/12/2024	406	2336	28	15
6/12/2024	7/11/2024	243	2579	22	11
7/12/2024	8/13/2024	286	2865	23	12
8/14/2024	9/3/2024	152	3017	15	10

ROADS COMPLETED	
COUNT	**ROAD**
1	Cape Coral Pkwy
2	Del Prado North from Pine Island Rd. to US 41
3	Andalusia Blvd
4	Santa Barbara Blvd
5	Nelson Rd
6	Chiquita Blvd
7	El Dorado Blvd North
8	Country Club Blvd/ Viscaya Pkwy
9	Skyline Blvd
10	Palm Tree Blvd/ Wildwood Pkwy
11	Agualinda Blvd/ SW20th St
12	Sands Blvd
13	Surfside Blvd/ Beach Pkwy
14	El Dorado Pkwy East
15	Diplomat Pkwy
16	Tropicana Pkwy
17	NE 24th Ave
18	Kismet Pkwy
19	Pelican Blvd
20	Rose Garden
21	Cultural Park
22	Embers Pkwy
23	El Dorado Pkwy West
24	Mohawk
25	Averill Pkwy
26	De Navarra Pkwy
27	Gator Circle
28	Garden Blvd
29	Vincennes Blvd

CURRENT PROJECT AREAS		
N.CREWS	**SW CREW**	**SE CREW**
Van Buren Pkwy	Trafalgar	Hancock Bridge Pkwy

UPCOMING PROJECT AREAS IN ORDER TO BE COMPLETED		
N. CREWS	**SW CREW**	**SE CREW**
Jacaranda Pkwy West	Gleason / SW 32nd St	SW 24th Ave
Old Burnt Store Rd	SW 10th St	Shelby Pkwy
		Beach Pkwy East

CTAC 9/18/2024 UPDATES

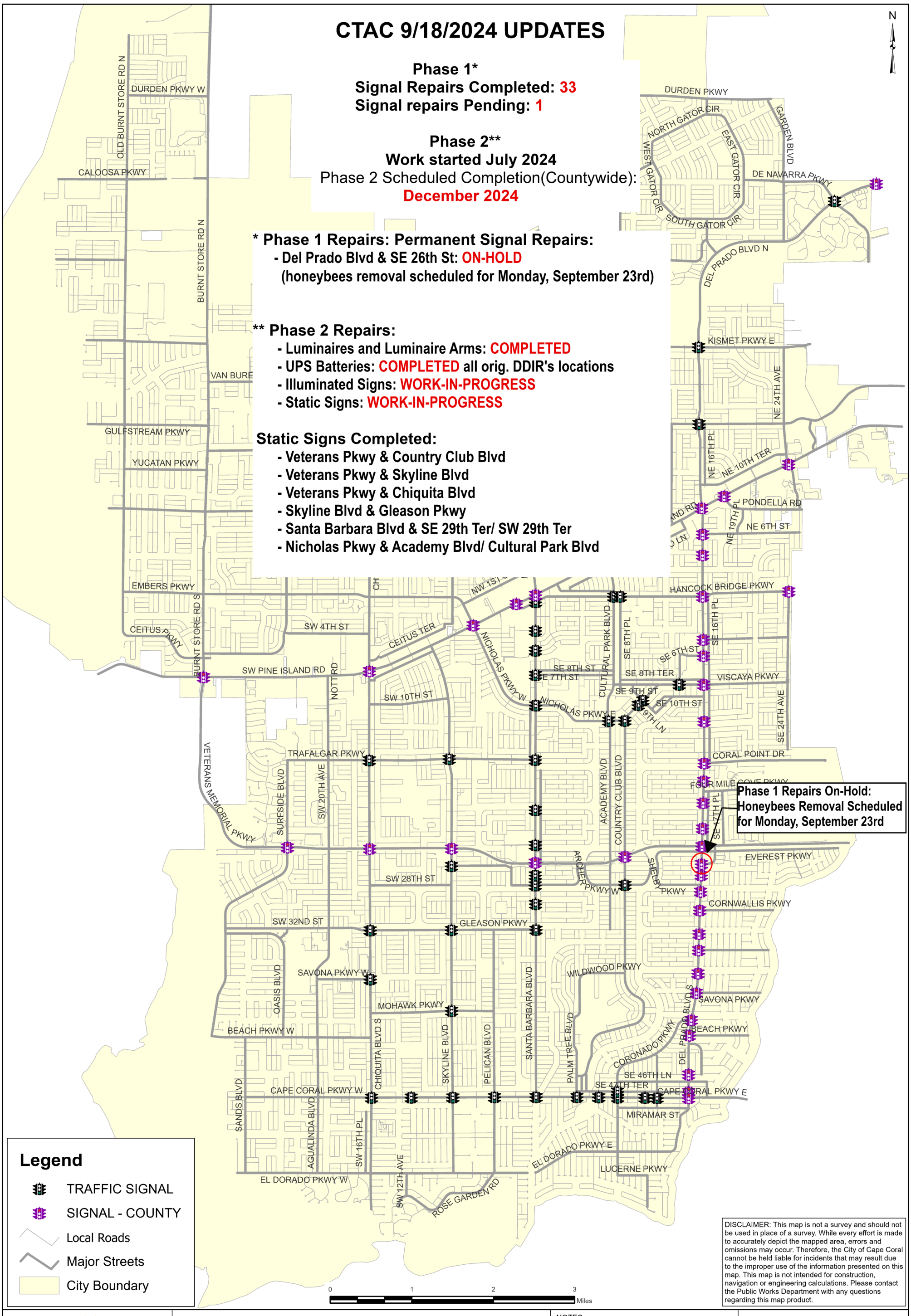
Phase 1*
Signal Repairs Completed: 33
Signal repairs Pending: 1

Phase 2**
Work started July 2024
Phase 2 Scheduled Completion(Countywide):
December 2024

*** Phase 1 Repairs: Permanent Signal Repairs:**
- **Del Prado Blvd & SE 26th St: ON-HOLD**
  (honeybees removal scheduled for Monday, September 23rd)

**** Phase 2 Repairs:**
- **Luminaires and Luminaire Arms: COMPLETED**
- **UPS Batteries: COMPLETED all orig. DDIR's locations**
- **Illuminated Signs: WORK-IN-PROGRESS**
- **Static Signs: WORK-IN-PROGRESS**

Static Signs Completed:
- **Veterans Pkwy & Country Club Blvd**
- **Veterans Pkwy & Skyline Blvd**
- **Veterans Pkwy & Chiquita Blvd**
- **Skyline Blvd & Gleason Pkwy**
- **Santa Barbara Blvd & SE 29th Ter/ SW 29th Ter**
- **Nicholas Pkwy & Academy Blvd/ Cultural Park Blvd**



DISCLAIMER: This map is not a survey and should not be used in place of a survey. While every effort is made to accurately depict the mapped area, errors and omissions may occur. Therefore, the City of Cape Coral cannot be held liable for incidents that may result due to the improper use of the information presented on this map. This map is not intended for construction, navigation or engineering calculations. Please contact the Public Works Department with any questions regarding this map product.

Cape Coral FLORIDA

TRAFFIC SIGNALS & ALL WAY STOPS

Public Works Department

NOTES:
- Data Source:
  1. City of Cape Coral Data
  2. City of Cape Coral Geographic Information System (GIS) Database
- Projected Coordinate System: NAD 1983 State Plane Florida West FIPS 0902 Feet

DATE CREATED:	9/10/2024
CREATED BY:	D.Reyes
CREATED FOR:	P. Tan
SCALE:	As Shown

Document Path: C:\Users\dreyes\Desktop\Signal Recovery.aprx

Item Number:	**7.B.**
Meeting Date:	**9/18/2024**
Item Type:	**OLD BUSINESS**

AGENDA REQUEST FORM
CITY OF CAPE CORAL

TITLE:
FY 2024 Road Resurfacing Update (Kevin Smith, Senior Project Manager, D & C)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
Staff Presentation	Backup Material

On April 17th, 2024, Public Works requested an additional ~11 million dollars for resurfacing needs. As this council graciously heard our request, we wanted to offer you an update on the paving operations.

Spot Paving Progress: (26/120)

Approximately 65% complete.

Local Road Resurfacing: (38/120)

Comprised of a base bid and two alternate bids.

Base bid and Alternate 1: Completed.

Alternate 2: Approximately 10% substantially complete.

Major Road Resurfacing: (31/120)

The turn lanes on Agualinda Blvd, Sands Blvd, and Eldorado Pkwy are milled and repaved.

Mainline paving on Eldorado eastbound commenced on September 9, 2024.

Cape Pkwy from West of Sands to Cul-de-sac is anticipated to begin on September 11th, 2024.

Mohawk turn lanes and crossovers resurfacing is anticipated to begin on September 12th, 2024.

Night paving activities are anticipated to begin soon. (Cape Parkway)

Manhole adjustments have been completed on Cape Parkway.

*subject to change.

Item Number:	**7.C.**
Meeting Date:	**9/18/2024**
Item Type:	**OLD BUSINESS**

AGENDA REQUEST FORM
CITY OF CAPE CORAL

TITLE:
Cape Coral Parkway 6-Laning (Wendy Williams, Principal Engineer)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
Staff Presentation	Backup Material

9/18/24

UPDATE ON CAPE CORAL PKWY 6-LANING, SIGNAL RETIMING, and PARKING REALLOCATION

Projected Schedule

09/05/24	Caltran submits second proposal (after scope change)
09/20/24	Final review and changes, submit to Procurement
10/11/24	Review and changes requested by Procurement and Legal
11/20/24	Council Award
12/06/24	Purchase Order
03/06/25	Design Complete (90 days)
04/18/25	Put out to bid
08/01/25	Construction start
10/01/25	Construction complete

Item Number:	**7.D.**
Meeting Date:	**9/18/2024**
Item Type:	**OLD BUSINESS**

AGENDA REQUEST FORM
CITY OF CAPE CORAL

TITLE:
Lee County Maintained Medians (Omar Leon, City Arborist)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

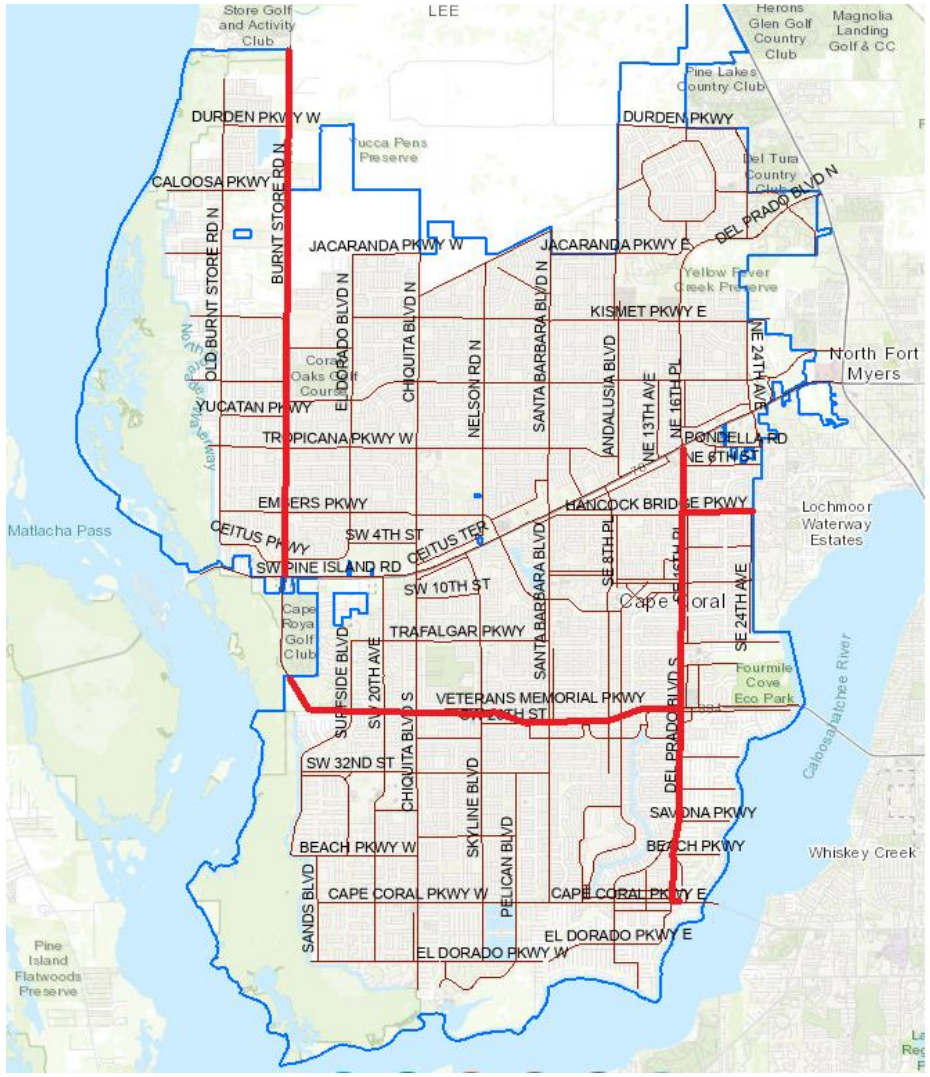
Description	Type
Staff Presentation	Backup Material

MEDIAN MAINTENANCE CONTRACTS
COUNTY MAINTAINED LANDSCAPE 9/18/2024

Cape Coral
FLORIDA

Current Status of County Landscape Maintenance Contracts

1. Del Prado Blvd (*approximately 7.25 miles)*
2. Hancock Bridge Pkwy (*approximately 1 mile*)
3. Veterans Pkwy (*approximately 6.25 miles*)
4. Burnt Store Rd (*approximately 10 miles*)



Current Status of County Landscape Maintenance Contracts

1. County only provides core level services.
2. Limited number of services.
3. There is currently no funding for mulching.
4. No plans or funding for landscape refurbishments.
5. Irrigation systems have limited function ability.

2011

2023

Cape Coral FLORIDA

Current Status of County Landscape Maintenance Contracts

2011

2023

Cape Coral FLORIDA

Current Status of County Landscape Maintenance Contracts

2011

2022

Thank you
Any Questions?

Item Number:	**8.A.**
Meeting Date:	**9/18/2024**
Item Type:	**WORKSHOP DISCUSSIONS**

AGENDA REQUEST FORM
CITY OF CAPE CORAL

TITLE:
MPO - Long Range Transportation Plans (Don Scott, Executive Director)

SUMMARY:

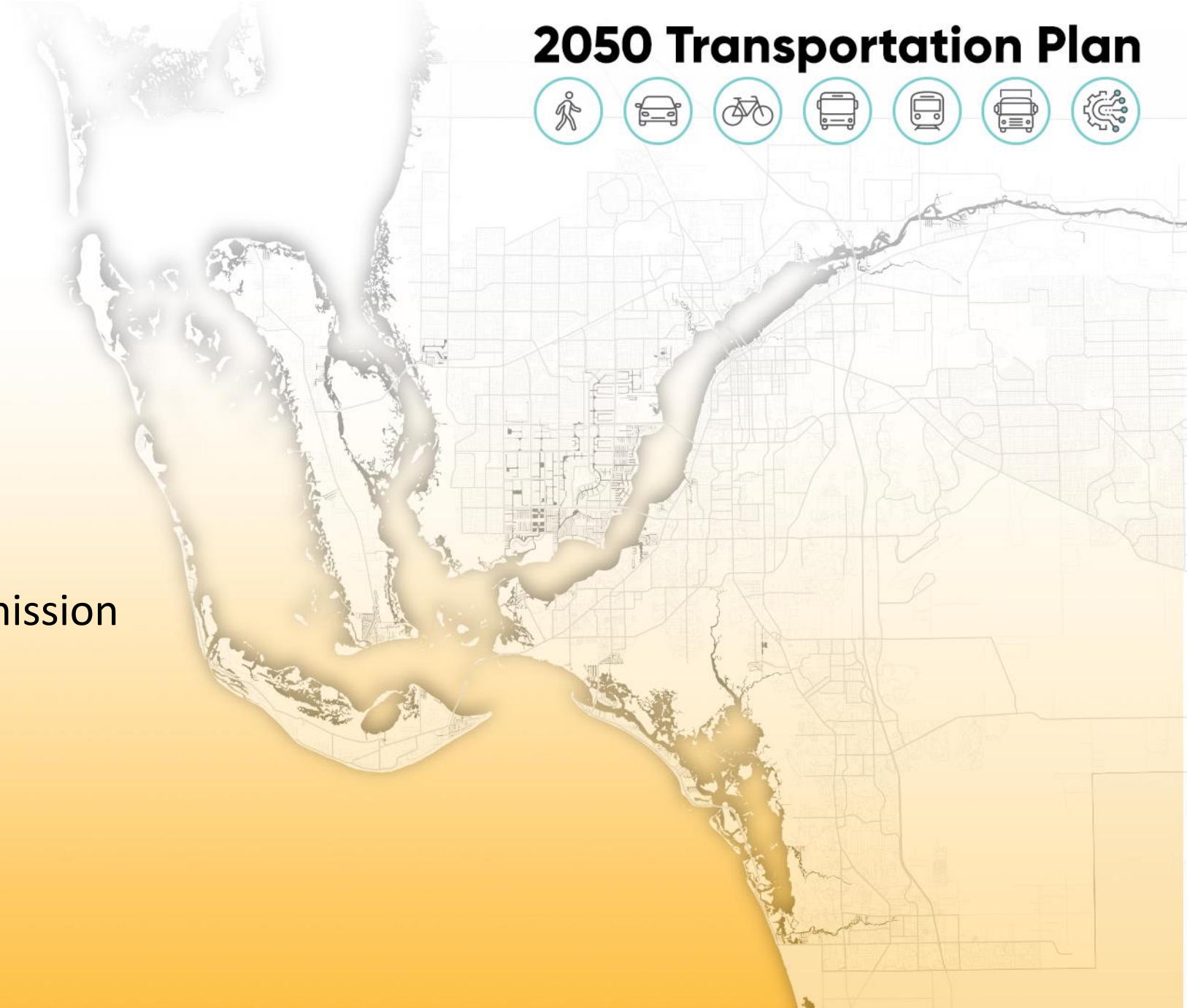
ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
Staff Presentation	Backup Material

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

2050 Transportation Plan



Lee MPO 2050 LRTP Update

Transportation Advisory Commission

September 18, 2024

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

Preliminary Project Schedule

2050 LRTP Update

1 LRTP Schedule Development & Management

Start: Summer 2024
End: Fall 2025

- LRTP Team Coordination

2 Public Involvement & Outreach

Start: Summer 2024
End: Fall 2025

- Newsletters
- Public Meetings
- Community Outreach

3 Needs & Cost Feasible Projects Analysis

Start: Fall 2024
End: Summer 2025

- Project Prioritization
- Coordination with FDOT Modeling
- Analysis of Projects

4 Regional LRTP Coordination & Documentation

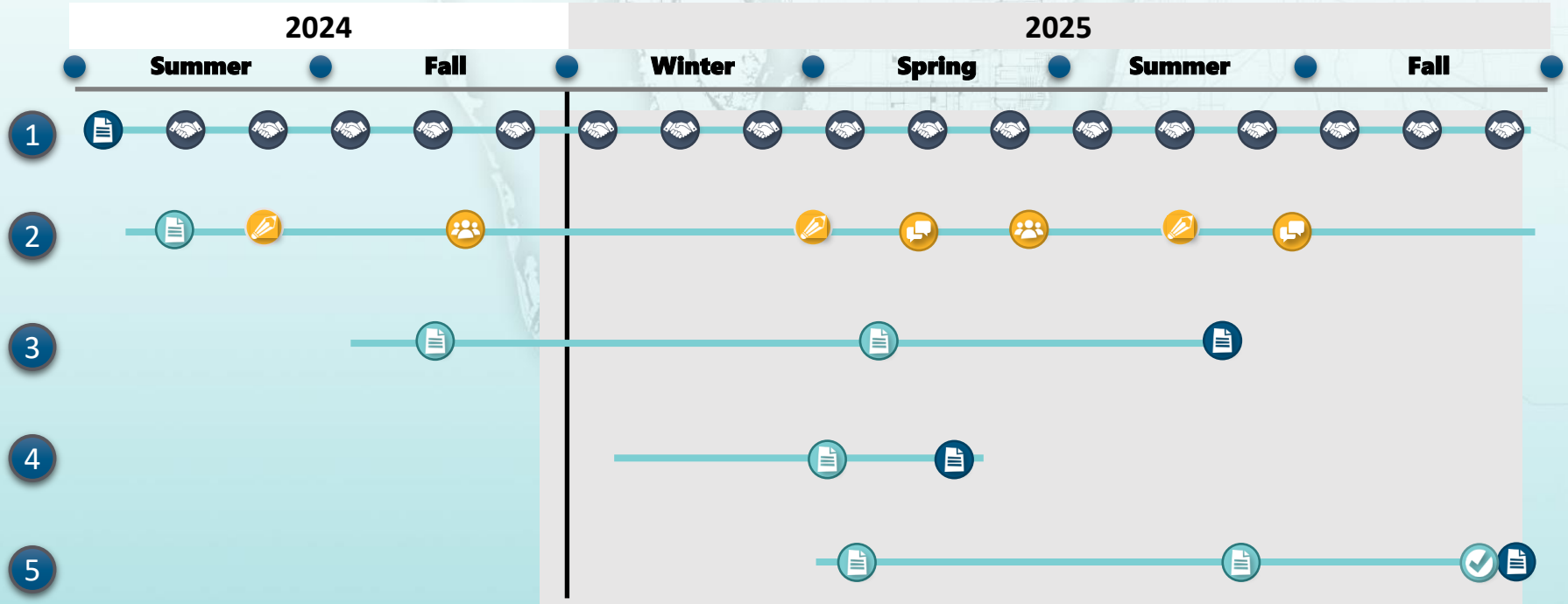
Start: Winter 2025
End: Spring 2025

- Research Regional Transportation Issues
- Coordinate with Neighboring MPOs

5 LRTP Documentation

Start: Spring 2025
End: Fall 2025

- Public Summary
- LRTP Review Report
- Final LRTP Report



Project Tasks
Client Coordination Meeting
Public Meeting
LRTP Approval
Newsletters / Outreach
Community Outreach
Draft Deliverable /Report
Final Deliverable / Report

Spring: April, May, June
Summer: July, August, September
Fall: October, November, December
Winter: January, February, March

ation Plan

Funding Programs and Sources	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roadways						
Strategic Intermodal System (SIS)	$30,950	$703,507	$278,320	$303,083	$1,704,574	$3,020,434
State Highway System - Non SIS	$2,040	$42,520	$29,170	$30,330	$61,730	$165,800
Other Roads Construction & ROW	$8,550	$12,300	$14,750	$15,350	$31,250	$82,190
Federal TMA	$20,110	$47,270	$46,230	$46,230	$92,460	$252,290
Local Funding						
Developer Funded	$60,000					$60,000
TRIP Districtwide	$16,660	$34,520	$37,600	$39,300	$80,170	$208,260
Transit Revenues						
Non-SIS Transit Formula (excluding new starts and disrectionary)	$5,090	$13,990	$15,120	$15,810	$32,250	$82,260
Local (County, Farebox)						
Bicycle and Pedestrian						
TALU	$4,040	$8,430	$8,440	$8,440	$16,890	$46,250
TALT Districtwide	$8,490	$24,650	$25,070	$25,070	$50,130	$133,410
Bike Ped & Traffic Operations						
Carbon Reduction - CRP	$2,760	$7,010	$7,010	$7,010	$14,030	$37,830
Non-Capacity Safety Program						
Districtwide - HSIP	$45,770	$78,090	$74,690	$74,690	$149,390	$422,630
Roadway Maintenance						
Local						
FDOT Estimated Lee Portion	$191,980	$598,920	$553,960	$567,170	$1,146,490	$3,058,520

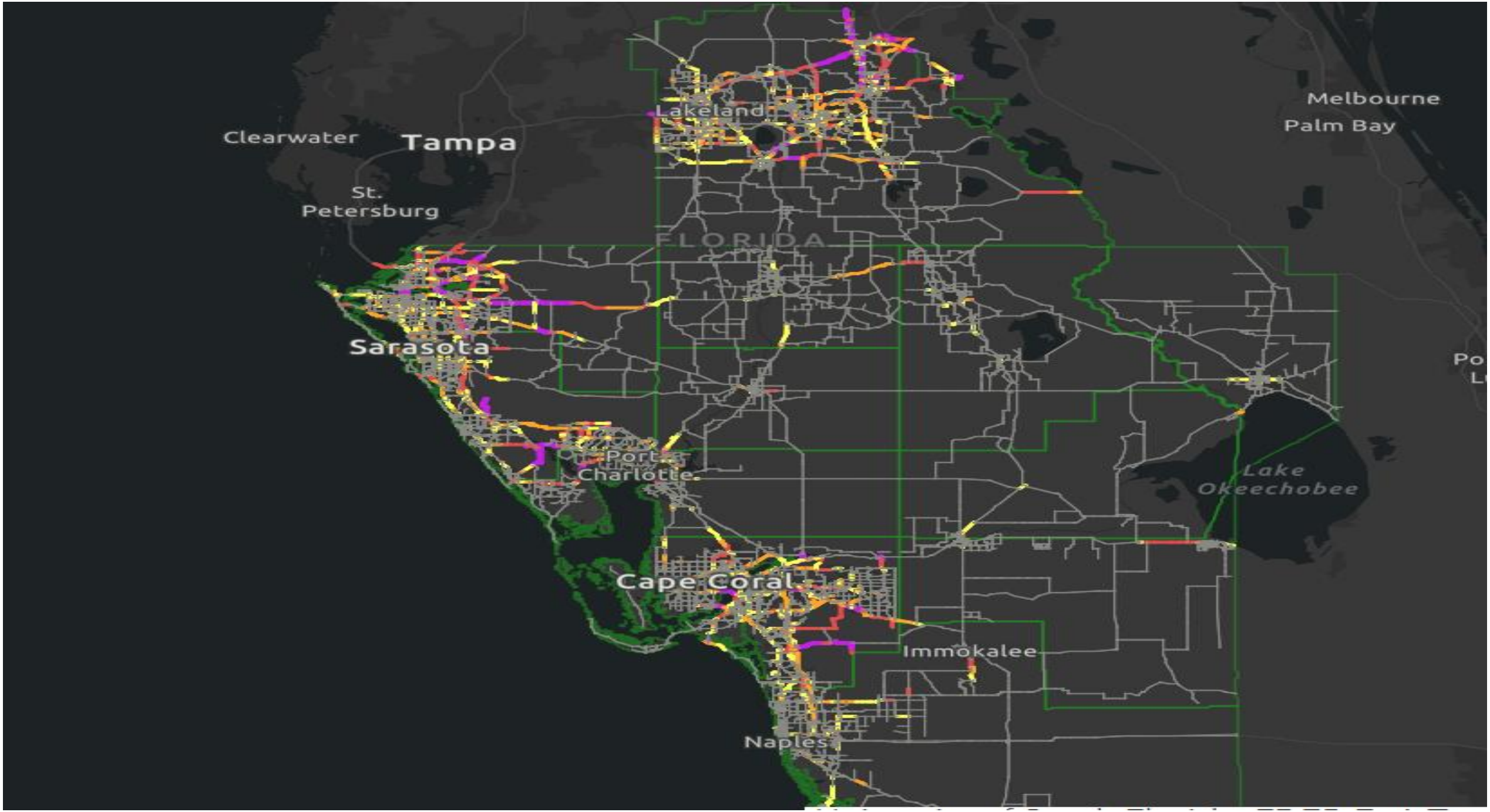
Revenues are in Year of Expenditure

SIS for 2026-2030 includes I-75 from Golden Gate Parkway in Collier to Corkscrew Road in Lee County **In 1,000's**

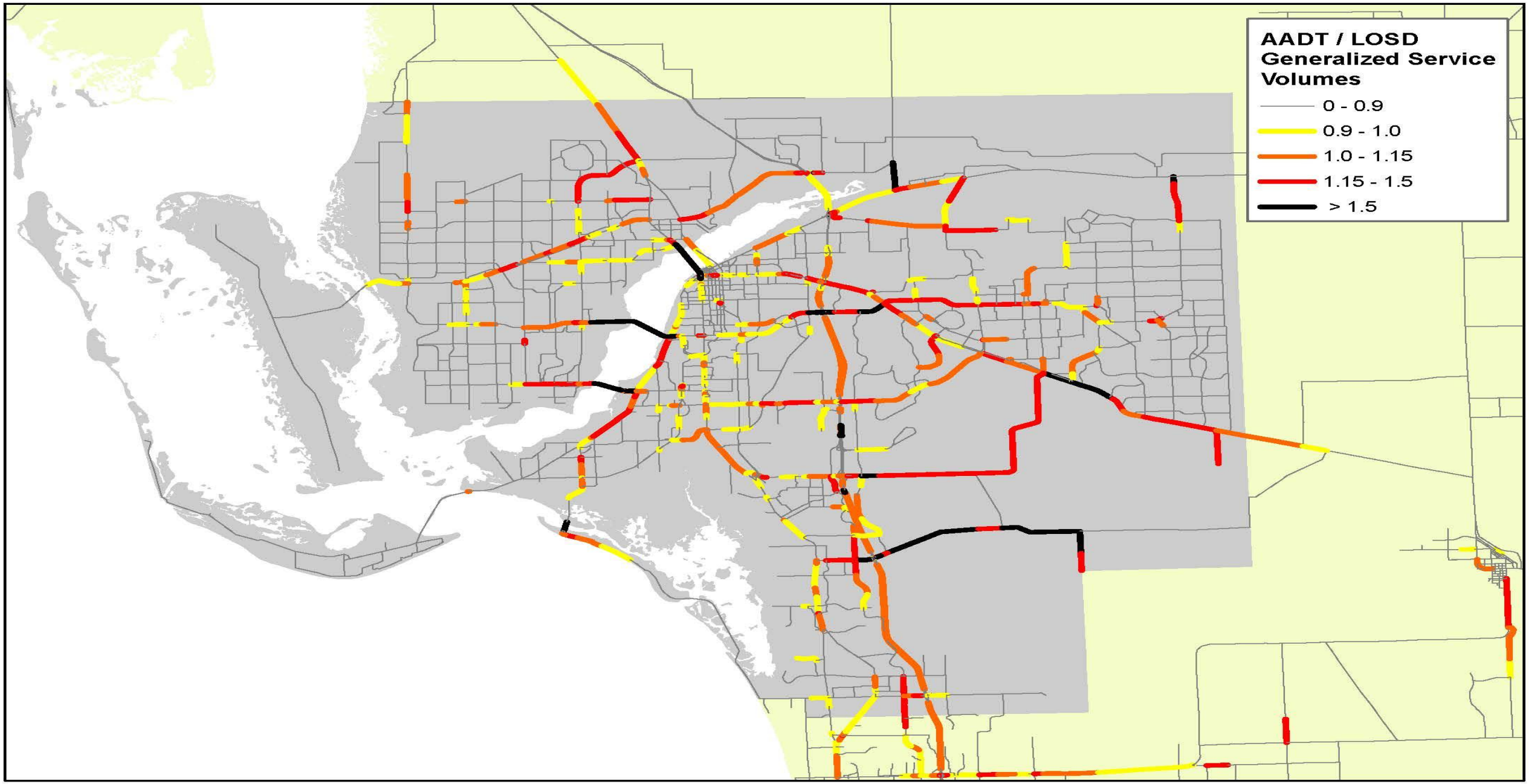
2050 SIS CF Plan

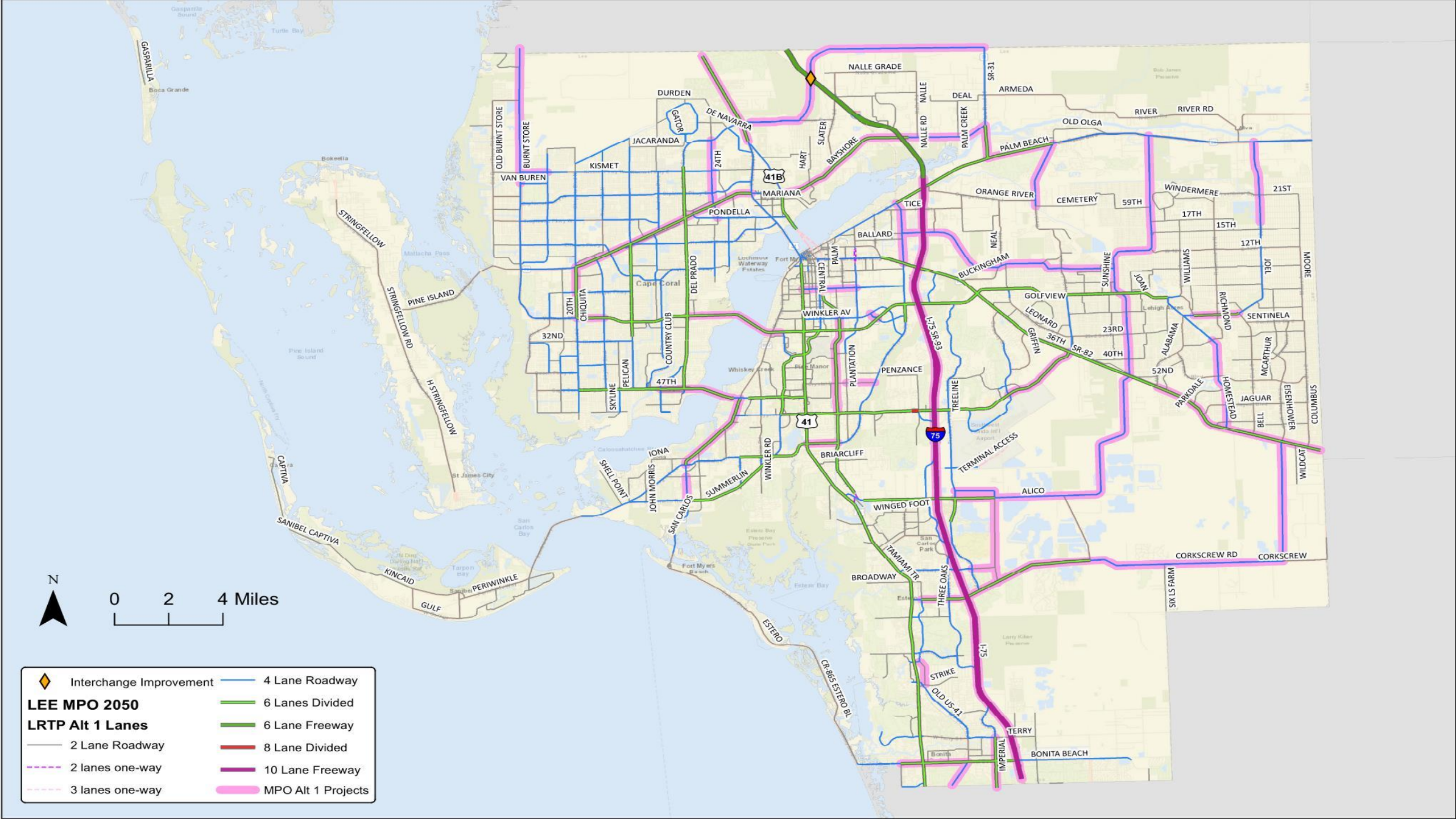
In 1000's

Road Name	From	To	Improvement	Phase	2024-2028	2029-2034	2035-2040	2041-2045	2046-2050	Total Cost (PDC)
I-75	Golden Gate Pkwy	South of Corkscrew Road	6L to 8L	PE	$2,210	$0	$0	$0	$0	$2,210
I-75	Golden Gate Pkwy	South of Corkscrew Road	6L to 8L	ROW	$173,200	$0	$0	$0	$0	$173,200
I-75	Golden Gate Pkwy	South of Corkscrew Road	6L to 8L	CST	$447,163	$0	$0	$0	$0	$447,163
I-75	At Alico Road/Terminal Access Road		Interchange Improvement	PD&E	$0	$0	$3,000	$0	$0	$3,000
I-75	At Alico Road/Terminal Access Road		Interchange Improvement	PE	$0	$0	$6,800	$0	$0	$6,800
I-75	At Alico Road/Terminal Access Road		Interchange Improvement	ROW	$0	$0	$144,000	$0	$0	$144,000
I-75	At Alico Road/Terminal Access Road		Interchange Improvement	CST	$0	$0	$0	$147,000	$0	$147,000
I-75	At Corkscrew Road		Interchange Improvement	PD&E	$0	$0	$1,800	$0	$0	$1,800
I-75	At Corkscrew Road		Interchange Improvement	PE	$0	$0	$0	$3,000	$0	$3,000
I-75	At SR 80		Interchange Improvement	PE	$0	$0	$0	$1,800	$0	$1,800
I-75	At SR 78		Interchange Improvement	PE	$0	$0	$0	$3,287	$0	$3,287
I-75	North of Corkscrew	North of Colonial Blvd	Managed Lanes	PD&E	$0	$0	$3,000	$0	$0	$3,000
I-75	North of Corkscrew	North of Colonial Blvd	Managed Lanes	PE	$0	$0	$12,600	$0	$0	$12,600
I-75	North of Corkscrew	North of Colonial Blvd	Managed Lanes	ROW	$0	$0	$0	$145,000	$0	$145,000
I-75	North of Corkscrew	North of Colonial Blvd	Managed Lanes	CST	$0	$0	$0	$0	$273,000	$273,000
I-75	North of Colonial Blvd	South of SR 80	Managed Lanes	PD&E	$0	$0	$2,700	$0	$0	$2,700
I-75	North of Colonial Blvd	South of SR 80	Managed Lanes	PE	$0	$0	$4,450	$0	$0	$4,450
I-75	North of Colonial Blvd	South of SR 80	Managed Lanes	ROW	$0	$0	$0	$0	$51,300	$51,300
I-75	North of Colonial Blvd	South of SR 80	Managed Lanes	CST	$0	$0	$0	$0	$96,300	$96,300
I-75	At Bonita Beach Road		Interchange Improvement	PD&E	$0	$0	$0	$0	$1,800	$1,800
I-75	At Bonita Beach Road		Interchange Improvement	PE	$0	$0	$0	$0	$3,000	$3,000
I-75	SR 82	North of Luckett Rd	Interchange Improvement	PE	$0	$0	$3,000	$0	$0	$3,000
I-75	SR 82	North of Luckett Rd	Interchange Improvement	ROW	$0	$0	$0	$0	$30,000	$30,000
I-75	SR 82	North of Luckett Rd	Interchange Improvement	CST	$0	$0	$0	$0	$65,000	$65,000
SR 31	SR 80	SR 78	Widen 2L to 6L	ROW	$30,049	$0	$0	$0	$0	$30,049
SR 31	SR 80	SR 78	Widen 2L to 6L	DSB	$0	$209,263	$0	$0	$0	$209,263
SR 80	SR 31	Buckingham Road	Widen 4L to 6L	PD&E	$0	$0	$1,900	$0	$0	$1,900
SR 80	SR 31	Buckingham Road	Widen 4L to 6L	PE	$0	$0	$5,000	$0	$0	$5,000
SR 80	SR 31	Buckingham Road	Widen 4L to 6L	ROW	$0	$0	$0	$3,750	$0	$3,750
SR 80	SR 31	Buckingham Road	Widen 4L to 6L	CST	$0	$0	$0	$28,050	$0	$28,050
				Total Cost:	**$652,622**	**$209,263**	**$188,250**	**$331,887**	**$520,400**	**$1,902,422**

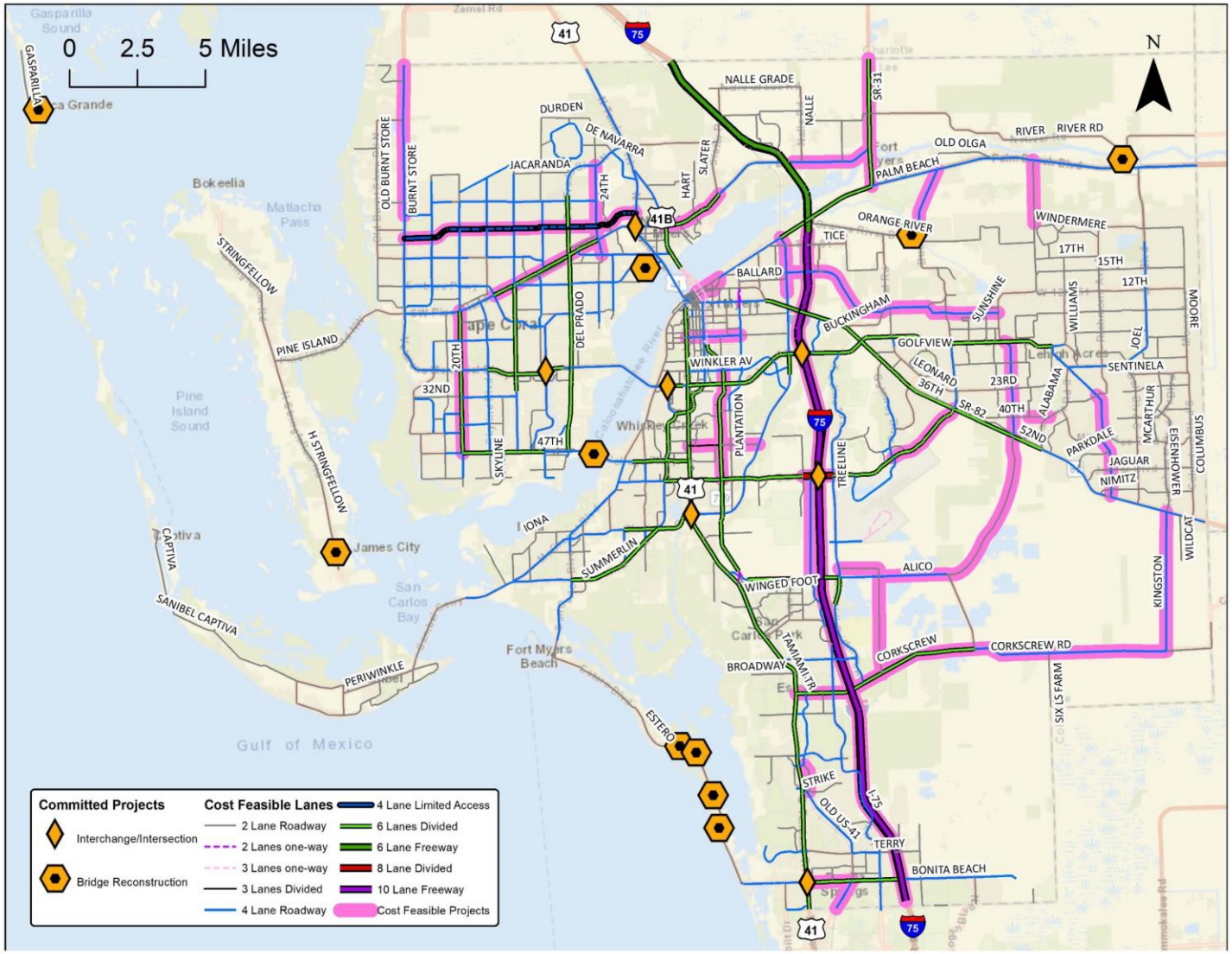

Clearwater
Tampa
St.
Petersburg
Lakeland
FLORIDA
Melbourne
Palm Bay
Sarasota
Port
Charlotte
Lake
Okeechobee
Cape Coral
Immokalee
Naples

Lee County E + C Network with 2050 SE Data- Potential Deficiencies




N
0 2 4 Miles
Interchange Improvement
LEE MPO 2050
LRTP Alt 1 Lanes
2 Lane Roadway
2 lanes one-way
3 lanes one-way
4 Lane Roadway
6 Lanes Divided
6 Lane Freeway
8 Lane Divided
10 Lane Freeway
MPO Alt 1 Projects
NALLE GRADE
DURDEN
DE NAVARRA
GATOR
JACARANDA
KISMET
VAN BUREN
OLD BURNT STORE
BURNT STORE
24TH
HART
SLATER
BAYSHORE
41B
MARIANA
PONDELLA
NALLE
NALLE RD
DEAL
PALM CREEK
SR-31
ARMEDA
OLD OLGA
RIVER
RIVER RD
PALM BEACH
TICE
ORANGE RIVER
CEMETERY
59TH
WINDERMERE
21ST
17TH
15TH
12TH
BALLARD
NEAL
BUCKINGHAM
SUNSHINE
JOAN
WILLIAMS
JOEL
MOORE
GOLFVIEW
LEONARD
GRIFFIN
36TH
SR-82
23RD
40TH
52ND
ALABAMA
RICHMOND
SENTINELA
MCARTHUR
HOMESTEAD
JAGUAR
BELL
EISENHOWER
COLUMBUS
WILDCAT
PARKDALE
PALM
CENTRAL
WINKLER AV
PLANTATION
PENZANCE
TREELINE
I-75 SR-93
75
41
BRIARCLIFF
TERMINAL ACCESS
ALICO
WINGED FOOT
TAMIAMI TR
THREE OAKS
BROADWAY
CORKSCREW RD
CORKSCREW
SIX LS FARM
I-75
STRIKE
OLD US-41
TERRY
BONITA BEACH
IMPERIAL
ESTERO
CR-865 ESTERO BL
WINKLER RD
SUMMERLIN
SAN CARLOS
JOHN MORRIS
IONA
SHELL POINT
DEL PRADO
COUNTRY CLUB
PELICAN
SKYLINE
47TH
CHIQUITA
20TH
32ND
Cape Coral
STRINGFELLOW
STRINGFELLOW RD
H STRINGFELLOW
PINE ISLAND
CAPTIVA
SANIBEL CAPTIVA
KINCAID
PERIWINKLE
GULF
GASPARILLA
Boca Grande
Bokeelia
Matlacha Pass
Pine Island Sound
St James City
San Carlos Bay
Estero Bay
Fort Myers Beach
Lehigh Acres
Bonita

Map 5-2: 2045 Cost Feasible Roadway Projects



	Road Impact Fees	5 Cent Gas Tax	6 Cent Gas Tax	Adjusted BABS Interest Revenue 2010B	State Shared Revenue	Subsidized by General Fund	Total Transportation Revenues	Annual Debt Service	Net Available for Maintenance & Projects	Basic Maintenance Costs	Net Available for Projects
FY 2020	5,041,535	4,037,870	5,540,572	743,345	1,151,331	3,429,826	19,944,478	7,058,699	12,885,779	7,248,926	5,636,853
FY 2021	5,107,075	3,737,829	5,217,719	727,831	1,162,844	3,509,935	19,463,234	7,041,282	12,421,951	7,393,905	5,028,046
FY 2022	5,173,467	3,849,964	5,285,549	711,207	1,174,473	3,591,762	19,786,422	7,023,461	12,762,961	7,541,783	5,221,178
FY 2023	5,240,722	3,965,463	5,354,261	693,621	1,186,218	3,675,342	20,115,627	7,003,639	13,111,988	7,692,618	5,419,369
FY 2024	5,308,851	4,084,427	5,423,867	675,050	1,198,080	3,760,711	20,450,987	6,983,191	13,467,795	7,846,471	5,621,325
FY 2025	5,377,866	4,206,959	5,494,377	598,017	1,210,061	3,847,907	20,735,187	6,902,407	13,832,780	8,003,400	5,829,380
FY 2026	5,447,779	4,333,168	5,565,804	515,460	1,222,161	3,936,965	21,021,337	6,807,847	14,213,490	8,163,468	6,050,022
FY 2027	5,518,600	4,463,163	5,638,160	421,594	1,234,383	4,027,926	21,303,826	6,709,247	14,594,579	8,326,738	6,267,841
FY 2028	5,590,342	4,597,058	5,711,456	323,275	1,246,727	4,120,829	21,589,686	6,602,071	14,987,615	8,493,272	6,494,343
FY 2029	5,663,016	4,684,402	5,785,705	220,389	1,259,194	4,215,712	21,828,418	6,489,886	15,338,532	8,663,138	6,675,394
FY 2030	5,736,635	4,768,722	5,860,919	112,706	1,271,786	4,312,619	22,063,386	6,373,753	15,689,634	8,836,401	6,853,233
FY 2031	5,811,212	4,849,790	5,937,111	-	1,284,504	4,411,589	22,294,204	1,084,996	21,209,209	9,013,129	12,196,080
FY 2032	5,886,757	4,927,386	6,014,293	-	1,297,349	4,512,666	22,638,451	1,084,925	21,553,526	9,193,391	12,360,135
FY 2033	5,963,285	5,001,297	6,092,479	-	1,310,322	4,615,892	22,983,276	1,085,632	21,897,644	9,377,259	12,520,385
FY 2034	6,040,808	5,071,315	6,171,681	-	1,323,425	4,721,313	23,328,543	1,085,561	22,242,982	9,564,804	12,678,178
FY 2035	6,119,338	5,137,243	6,251,913	-	1,336,660	4,828,974	23,674,127	1,085,158	22,588,969	9,756,100	12,832,869
FY 2036	6,198,890	5,198,889	6,333,188	-	1,350,026	4,938,920	24,019,913	1,085,674	22,934,239	9,951,222	12,983,017
FY 2037	6,279,475	5,256,077	6,415,519	-	1,363,527	5,051,199	24,365,797	-	24,365,797	10,150,247	14,215,550
FY 2038	6,361,108	5,308,638	6,498,921	-	1,377,162	5,165,858	24,711,687	-	24,711,687	10,353,252	14,358,436
FY 2039	6,443,803	5,356,416	6,583,407	-	1,390,933	5,282,947	25,057,506	-	25,057,506	10,560,317	14,497,189
FY 2040	6,527,572	5,399,267	6,668,991	-	1,404,843	5,402,515	25,403,188	-	25,403,188	10,771,523	14,631,665
FY 2041	6,612,431	5,437,062	6,755,688		1,418,891	5,521,370	25,745,442		25,745,442	10,986,953	14,758,489
FY 2042	6,698,392	5,469,684	6,843,512		1,433,080	5,642,840	26,087,509		26,087,509	11,206,693	14,880,817
FY 2043	6,785,471	5,497,033	6,932,478		1,447,411	5,766,983	26,429,376		26,429,376	11,430,826	14,998,549
FY 2044	6,873,683	5,519,021	7,022,600		1,461,885	5,893,857	26,771,045		26,771,045	11,659,443	15,111,602
FY 2045	6,963,040	5,535,578	7,113,894		1,476,504	6,023,521	27,112,537		27,112,537	11,892,632	15,219,906
Total	154,771,155	125,693,722	158,514,063	5,742,494	33,993,779	120,209,979	598,925,192	81,507,429	517,417,763	244,077,910	273,339,853

Table 5-11: Cost Feasible Projects: City of Cape Coral Road Projects ($1,000)

Project Identifier	Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
C1	Diplomat Parkway	Burnt Store Road	US 41	4L to 4L Limited Access	PE		$0	$7,104		$7,104	$4,580
	Diplomat Parkway	Burnt Store Road	US 41	4L to 4L Limited Access	ROW		$0	$10,840		$10,840	$7,000
	Diplomat Parkway	Burnt Store Road	US 41	4L to 4L Limited Access	CST		$0	$0	$77,380	$77,380	$37,750
C2	Chiquita Boulevard	Cape Coral Parkway	Pine Island Road	Widen 4L to 6L	PE		$0		$14,880	$14,880	$7,250
	Chiquita Boulevard	Cape Coral Parkway	Pine Island Road	Widen 4L to 6L	ROW		$0	$0	$43,920	$43,920	$21,400
	Chiquita Boulevard	Cape Coral Parkway	Pine Island Road	Widen 4L to 6L	CST		$0	$0	$129,850	$129,850	$63,300
C3	NE 24th Avenue	Pondella Road	NE 28th Street	Widen 2L to 4L	PE		$5,490	$0	$0	$5,490	$4,160
	NE 24th Avenue	Pondella Road	NE 28th Street	Widen 2L to 4L	ROW		$23,070	$0	$0	$23,070	$17,500
	NE 24th Avenue	Pondella Road	NE 28th Street	Widen 2L to 4L	CST		$0	$46,190	$0	$46,190	$29,800
C4	NE 24th Avenue	NE 28th Street	Del Prado Boulevard	New 4L	PE		$2,770	$0	$0	$2,770	$2,100
	NE 24th Avenue	NE 28th Street	Del Prado Boulevard	New 4L	ROW		$9,000	$10,500	$0	$19,500	$13,600
	NE 24th Avenue	NE 28th Street	Del Prado Boulevard	New 4L	CST		$0	$20,700	$0	$20,700	$13,400
C5	SR 78	Burnt Store Road	24th Avenue	Widen 4L to 6L	PD&E	$2,250	$0	$0	$0	$2,250	$2,250
					Total Cost:	**$2,250**	**$40,330**	**$95,334**	**$266,030**	**$403,944**	**$224,090**
					Revenues:	**$2,250**	**$42,689**	**$97,000**	**$298,590**	**$440,529**	

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

Questions or Comments?

Item Number:	**8.B.**
Meeting Date:	**9/18/2024**
Item Type:	**WORKSHOP DISCUSSIONS**

AGENDA REQUEST FORM
CITY OF CAPE CORAL

TITLE:
Speed Limit Reductions for Major Roads (Laura Dodd, Principal Planner)

SUMMARY:
Informational

ADDITIONAL INFORMATION:

ATTACHMENTS:

	Description	Type
	Staff Presentation	Backup Material

Major Roadway Speed Limit Reductions

CTAC SEPTEMBER 18, 2024

Cape Coral FLORIDA

Speed Limit Reductions

RESEARCH

FINDINGS

CAPE CORAL GENERALIZED DATA

DISCUSSION

Cape Coral FLORIDA

RESEARCH

Location	Year	Major Rdwy	Local Rdwy	Exclusions
Orange County	2023	X		
Belleair	2023		X	X
Tampa	2020	X	X	
Port St. Lucie	2022 & 2023	X	X	X
Gainsville	2001 & 2022	X	X	
Largo	2021		X	X
Palm Coast	2024		X	
Winter Springs	2023		X	
Destin	2021		X	
Fort Myers	2011		X	X

Cape Coral FLORIDA

RESEARCH

Approach: Major Roadways, Locals, Both

Speed Limits

- Major Roadways: 30 – 45 mph max; Target Speed; HIN; Traffic Calming
- Local Roadways: 30 – 20/25 mph; Through streets; Exclusions
- Both: Context, Context, Context (Mobility Zones)

Florida Statutes – Title XXIII, Ch. 316, Sec 183: The maximum speed limits for all vehicles must be 30 miles per hour in business or residence districts, and 55 miles per hour at all other locations. A county or municipality may set a maximum speed limit of 20 or 25 miles per hour after an investigation determines that such a limit is reasonable. It is not necessary to conduct a separate investigation for each residence district.

RESEARCH

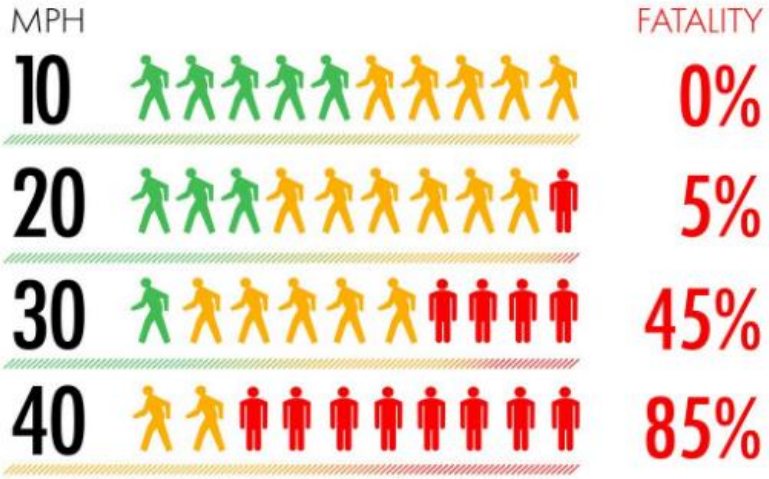
MOVING TOWARDS VISION ZERO | PRIORITIZING SAFE MOBILITY FOR ALL

STREET QUALITY OF SERVICE STANDARDS

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

THE REPUBLIC OF DESIGN

STREET QUALITY OF SERVICE (QOS) STANDARDS INTENT: POSTED SPEED = DESIGN SPEED	DOWNTOWN & DESIGNATED AREAS (DA)	OUTSIDE DOWNTOWN/ DESIGNATED AREAS (ODA)	APPLICABLE LOCATIONS
	POSTED SPEED LIMIT		
MICROMOBILITY SPEED LIMITS	SPEED LIMIT 10	SPEED LIMIT 15	SIDEWALKS, SHARED-USE PATHS, MULTI-USE TRAILS, BIKE / MULTIMODAL LANES & WAYS, & SELECT FACILITIES
QUALITY OF SERVICE (QOS) A*	SPEED LIMIT 15	SPEED LIMIT 20	LOCAL, RESIDENTIAL & SELECT STREETS WITH ROW MODIFICATIONS TO SLOW VEHICLES
QUALITY OF SERVICE (QOS) B	SPEED LIMIT 20	SPEED LIMIT 25	LOCAL, RESIDENTIAL, & SELECT STREETS. ALSO INCLUDES: SELECT COLLECTORS & ARTERIALS WITH ROW MODIFICATIONS TO SLOW VEHICLES
QUALITY OF SERVICE (QOS) C	SPEED LIMIT 25	SPEED LIMIT 30	SELECT LOCAL STREETS, MINOR & MAJOR COLLECTORS, & SELECT ARTERIALS WITH ROW MODIFICATIONS TO SLOW VEHICLES
QUALITY OF SERVICE (QOS) D	SPEED LIMIT 30	SPEED LIMIT 35	MAJOR COLLECTORS, MINOR ARTERIALS, & SELECT STREETS
QUALITY OF SERVICE (QOS) E**	SPEED LIMIT 35 +	SPEED LIMIT 40 +	SELECT STREETS & PRINCIPAL ARTERIALS



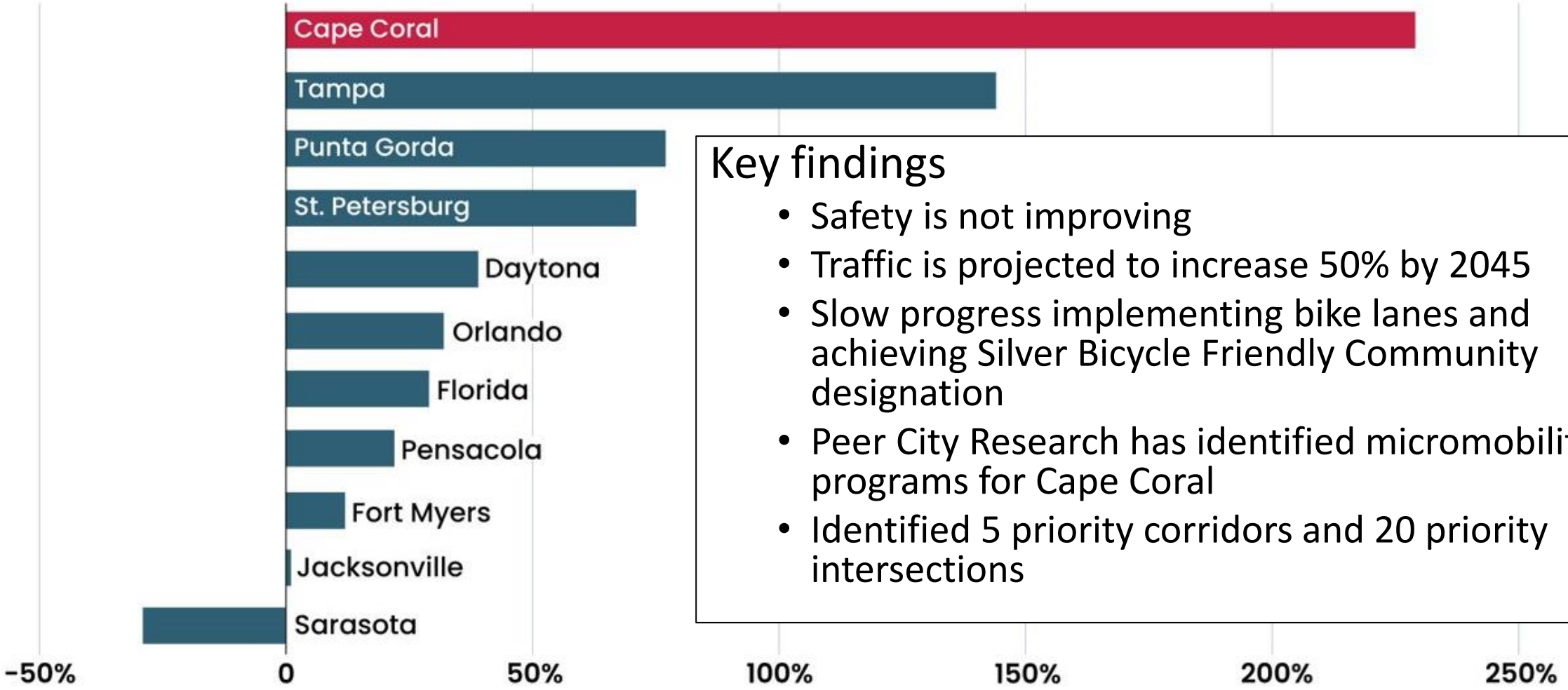
? FINDINGS

Justification

- Safety
- Vision Zero
- FDOT Target speed
- Multimodal Plan
- Mobility Plan
- Strategic Plan Initiative
- Safe Streets for All (SS4A)
- Citizen Concerns
- National Trend

? FINDINGS

Percent Change in Total Crashes per 1,000 People: 2012 and 2022



Key findings

- Safety is not improving
- Traffic is projected to increase 50% by 2045
- Slow progress implementing bike lanes and achieving Silver Bicycle Friendly Community designation
- Peer City Research has identified micromobility programs for Cape Coral
- Identified 5 priority corridors and 20 priority intersections

Cape Coral FLORIDA

CAPE CORAL GENERALIZED DATA: LOCAL

Approve Speed Study Funding
(+/- 787 Signs on Local Roadways)

Contract Speed Study

New Sign Locations

Labor & Replacement on Local Roadways
(Selection of Replacement Materials)

Approve & Accept
Study to Reduce Speed

In-House and/or Contracted Labor

Public Outreach Programs

Installation Completion

Buffer Timeframe on
Ticketing and Enforcement

CAPE CORAL GENERALIZED DATA: MAJORS

Approach:

1. Identify study area and itemize roadways using Roadway System Classifications; Comprehensive Plan, Figure 7: Functional Classification Map
2. Gather speed and volume counts (underway)
3. Study methodology promulgated from FDOT consistent with Section 316.189, F.S. and follows a process established in the FDOT *Speed Zoning for Highways, Roads, and Streets* manual (2018). Comparable to efforts in other municipalities.
4. Conditions:
   a) 85% percentile & 10 mph pace findings
   b) Target Speeds (multimodal activity, adjacent land uses, safety), Crash data, Design Speed, Posted Speed

Cape Coral FLORIDA

9

CAPE CORAL GENERALIZED DATA: MAJORS

Location	Average 85th Percentile Speed (MPH)	Average Upper Limit of 10-MPH Pace	Meets Conditions for Speed Limit Reduction (1)	Target Speed Evaluated (MPH)
SW Thornhill Dr E/O SW Sylvester Ln	45	35-44	No	35
SE Whitmore Dr E/O SE Aneci St	30	20-29	Yes (Condition 2)	25
SE Whitmore Dr E/O SW Sylvester Ln	38	25-34	No	25
SW South Macedo Blvd S/O SW Whitmore Dr	35	25-34	Yes (Condition 2)	30
SW Lakehurst Dr E/O SW Hogan St	34	25-34	Yes (Condition 2)	30
SE Sandia Dr N/O SE Eyerly Ave	38	30-39	Yes (Condition 2)	30
SE Village Green Dr S/O Waterview Dr	42	30-39	No	25
SE Grand Dr N/O SE Earl Blvd	30	15-24	Yes (Condition 1)	25
SE Melaleuca Blvd E/O SE Gaslight St	41	30-39	No	25

SW Rosser Boulevard from Bamberg Street to Andalusia Road

Current Posted Speed Limit: 40 MPH

Potential Speed Limit Reduction: 35 MPH

Supplemental Analysis and Recommendation:

- High traffic volume at the data collection location resembles a major collector road.
- Residential uses connect directly to the roadway.
- Vehicle speeds south of Andalusia Road are likely lower as a result of increased residential access to the roadway and the fact that the roadway narrows to two-lane undivided south of Andalusia Road.
- Recommend pairing the implementation of traffic calming techniques with a speed limit reduction to 35 MPH from Andalusia Road to Bamberg Street. The transition from four-lane divided to two-land undivided at Andalusia Road marks a natural transition point for a speed limit reduction. The approach to the curve west of Bamberg Street marks a natural transition point for a speed limit reduction.
- Traffic calming techniques that should be considered include horizontal deflection measures and landscaping.

Cape Coral FLORIDA

CAPE CORAL GENERALIZED DATA: MAJORS

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- Traffic calming techniques that should be considered include horizontal deflection measures and landscaping.

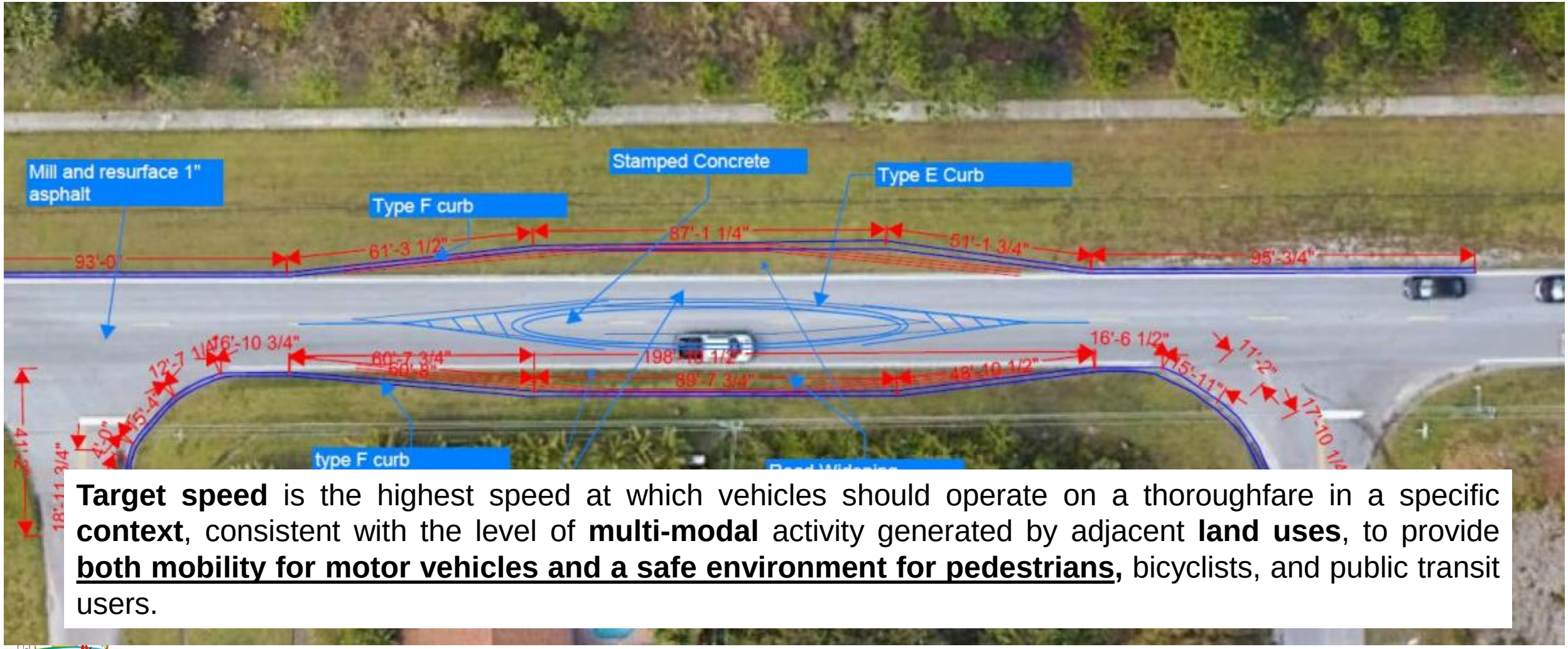
Conclusions:

1. Roadway reclassification
2. Speed Limit Reductions
3. Databank for programming
4. Multimodal Improvements
5. Traffic Calming Improvements
6. Traffic Calming Program

Policy 2.2.8: By 2020 or earlier, the City shall adopt a neighborhood traffic calming program. This program shall identify guidelines for roadway design, traffic operations, land use decisions, and site design to encourage a safe mix of automobiles, bicycles, and pedestrians.

Cape Coral FLORIDA

CAPE CORAL GENERALIZED DATA: MAJORS



Target speed is the highest speed at which vehicles should operate on a thoroughfare in a specific **context**, consistent with the level of **multi-modal** activity generated by adjacent **land uses**, to provide **both mobility for motor vehicles and a safe environment for pedestrians,** bicyclists, and public transit users.

12

Thank you

Questions?

Cape Coral
FLORIDA

Item Number:	**8.C.**
Meeting Date:	**9/18/2024**
Item Type:	**WORKSHOP DISCUSSIONS**

AGENDA REQUEST FORM
CITY OF CAPE CORAL

TITLE:
Mobility Fee Implementation (Laura Dodd, Principal Planner)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

	Description	Type
	Staff Presentation	Backup Material

Mobility Fee Implementation

CTAC SEPTEMBER 18, 2024

Recap - What is a Mobility Fee?

- Alternative to transportation concurrency & road impact fees
- One-time fee paid by (re) development
- Allow development to mitigate transportation impact
- Funding source for Mobility Plan projects
- Funds variety of multimodal infrastructure
- Funds policies, programs, and services
- **Intent is to be based on Mobility Plan Projects**

Step 4: Developing the Mobility Fee

1 LAND USE EVALUATION

Review existing development patterns, future Land Use Plans, Special Area Plans, & Zoning Districts

2 DATA COLLECTION

Existing traffic & travel characteristics, demographics, mode share, & multimodal infrastructure

3 EXISTING CONDITIONS EVALUATION

Identify existing system-level traffic backlog & deficiency

(Function: Demonstrates that new growth is not paying for existing backlog & deficiency)

4 PROJECT FUTURE GROWTH

Calculate Projected Growth in population, employment, & Vehicle & Person Miles of Travel (VMT & PMT). Alternatives: Calculate VMT & PMT based on future land use for defined area or establish future mode share goals

(Function: The first component of the dual rational nexus test is to demonstrate need)

5 PREPARE MULTIMODAL PROJECT COST

Develop Planning Level Cost Estimates for Mobility Plan projects

6 ESTABLISH SERVICE STANDARDS

Develop Areawide Road Level of Service (LOS) & Multimodal Quality of Service (QOS) Standards for Mobility Plan projects

7 ESTABLISH MULTIMODAL CAPACITIES

Develop Multimodal Capacities for Mobility Plan projects based on LOS & QOS Standards

8 IDENTIFY AVAILABLE FUNDING

Existing and Projected Funding Sources

(Function: Ensures new development is not paying twice for the same mobility projects by recognizing reasonable anticipated funding of mobility plan projects)

9 CONDUCT NEW GROWTH EVALUATION

Establish the share of Mobility Plan projects assignable & attributable to New Growth

(Function: Demonstrates new growth is not responsible for more than its fair share of mobility plan projects)

10 CALCULATE PERSON MILES OF CAPACITY (PMC) OR TRAVEL RATE (PMT)

Based on Steps 3 to 8 develop a PMC or PMT Mobility Fee Rate attributable to New Growth

(Function: Demonstrates new growth is not being charged for existing deficiencies and is being assessed more than its fair share of the cost of mobility plan projects)

11 ESTABLISH ASSESSMENT AREAS

Defined Areas for Mobility Fee assessment & collection

Function: Reflects localized differences in existing infrastructure, the need for mobility plan projects, & PMT

12 ESTABLISH MOBILITY FEE SCHEDULE OF USES

Develop a Schedule of Uses based on Land Use evaluation & established Assessment Areas

13 CALCULATE PERSON TRAVEL DEMAND PER USE

Based on Trip Generation, % of new trips, Person Trip Conversion factors, Person Trip length, Assessment Areas, Limited Access Travel, & Origin & Destination adjustments

(Function: Used to demonstrate that the mobility fee is roughly proportional to the impact of new growth)

14 CALCULATE MOBILITY FEE PER USE

Establish a Mobility Fee per Specific Use & Assessment Area based on Steps 12, 14, & 15

(Function: Calculation of mobility fees to be paid by new development to fund assignable and attributable mobility plan projects)

15 ESTABLISH BENEFIT DISTRICTS

Define Benefit Districts for expenditure of Mobility Fee to fund Mobility Plan projects

(Function: The second component of the dual rational nexus test is to demonstrate benefit)

16 DEVELOP MOBILITY FEE TECHNICAL REPORT

Document Data Sources and Methodology

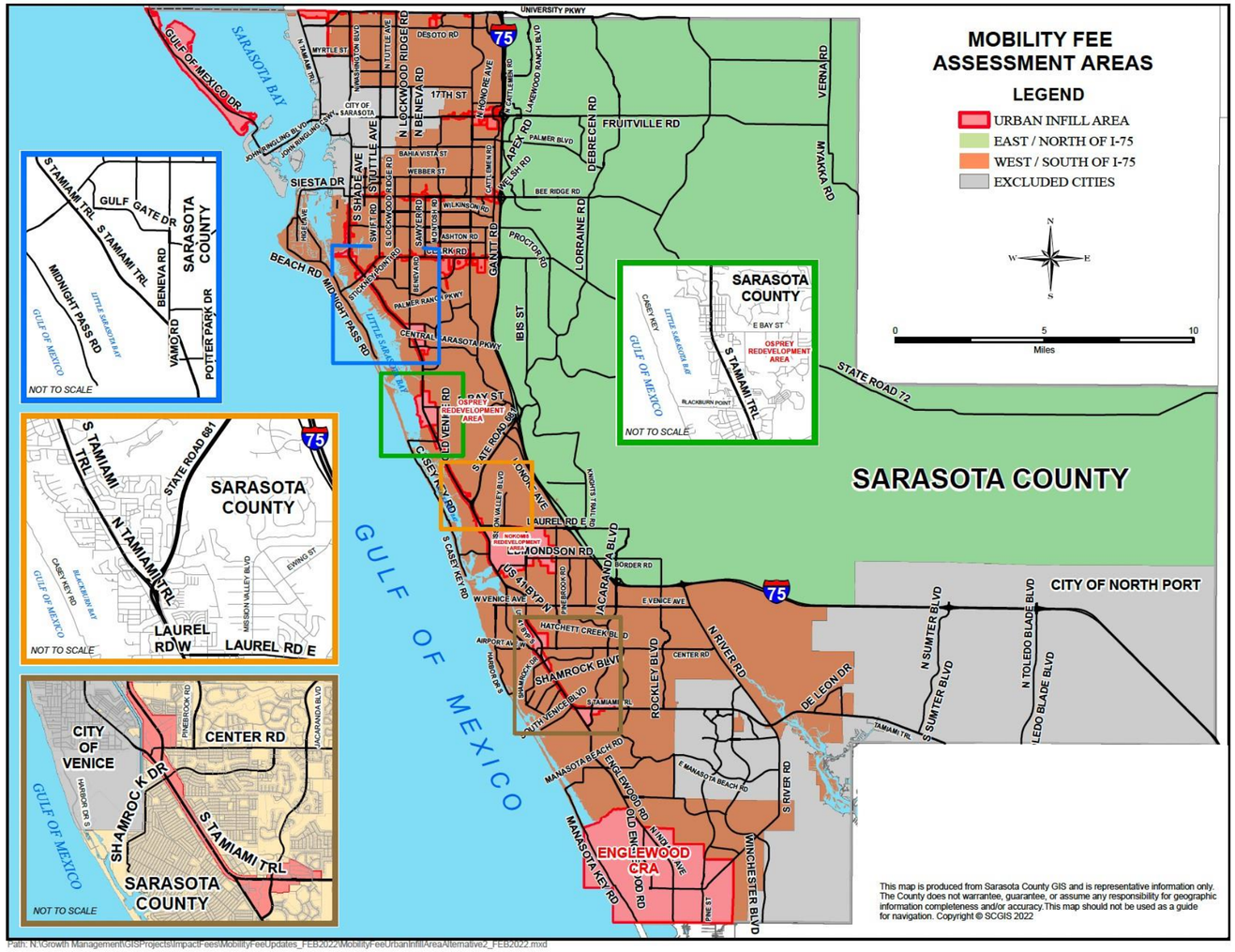
Function: Demonstrates that the data & methodology used to calculate the mobility fee is legally & statutorily compliant. Provides documentation used to develop or update mobility fee implementing ordinance)

Mobility Fee Tiers

- Location (Downtown)
- Type of Land Use (Mixed-use)
- Need for Improvements

(Multi-Modal versus Road Capacity)

Mobility Fee Urban Infill	Mobility Fee West of 75	Mobility Fee East of 75	Mixed-Use [1] Mobility Fee Urban Infill	Mixed-Use [1] Mobility Fee West of 75	Mixed-Use [1] Mobility Fee East of 75
$ 0.489	$ 0.795	$ 1.093	$ 0.367	$ 0.596	$ 0.820
$ 0.977	$ 1.589	$ 2.185	$ 0.733	$ 1.192	$ 1.639
$ 1,284	$ 2,087	$ 2,870	$ 963	$ 1,566	$ 2,153
$ 691	$ 1,124	$ 1,545	$ 518	$ 843	$ 1,159



Mobility Fee Land Uses

- Affordable Housing
- Employment Uses
- Streamlined
- High Traffic Impact Uses

Okaloosa County: (Employment - Industrial & Office Priority)

Industrial Uses		
Industrial (Assembly, Fabrication, Manufacturing, Production, R&D, Trades, Utilities)	per 1,000 Sq. Ft.	$ 113.90
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 Sq. Ft.	$ 67.00
Office Uses		
Office (General, Post Secondary Education, Hospital, Professional)	per 1,000 Sq. Ft.	$ 337.24
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 Sq. Ft.	$ 676.72
Retail Uses		
Retail (Not Otherwise Specified on Schedule)	per 1,000 Sq. Ft.	$ 1,103.30

Oviedo: Affordable Housing

Affordable or Workforce Residential [2, 3]

Residential [3]

Overnight Lodging (Hotel, Inn, Motel, Resort) [4]

Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer) [4]

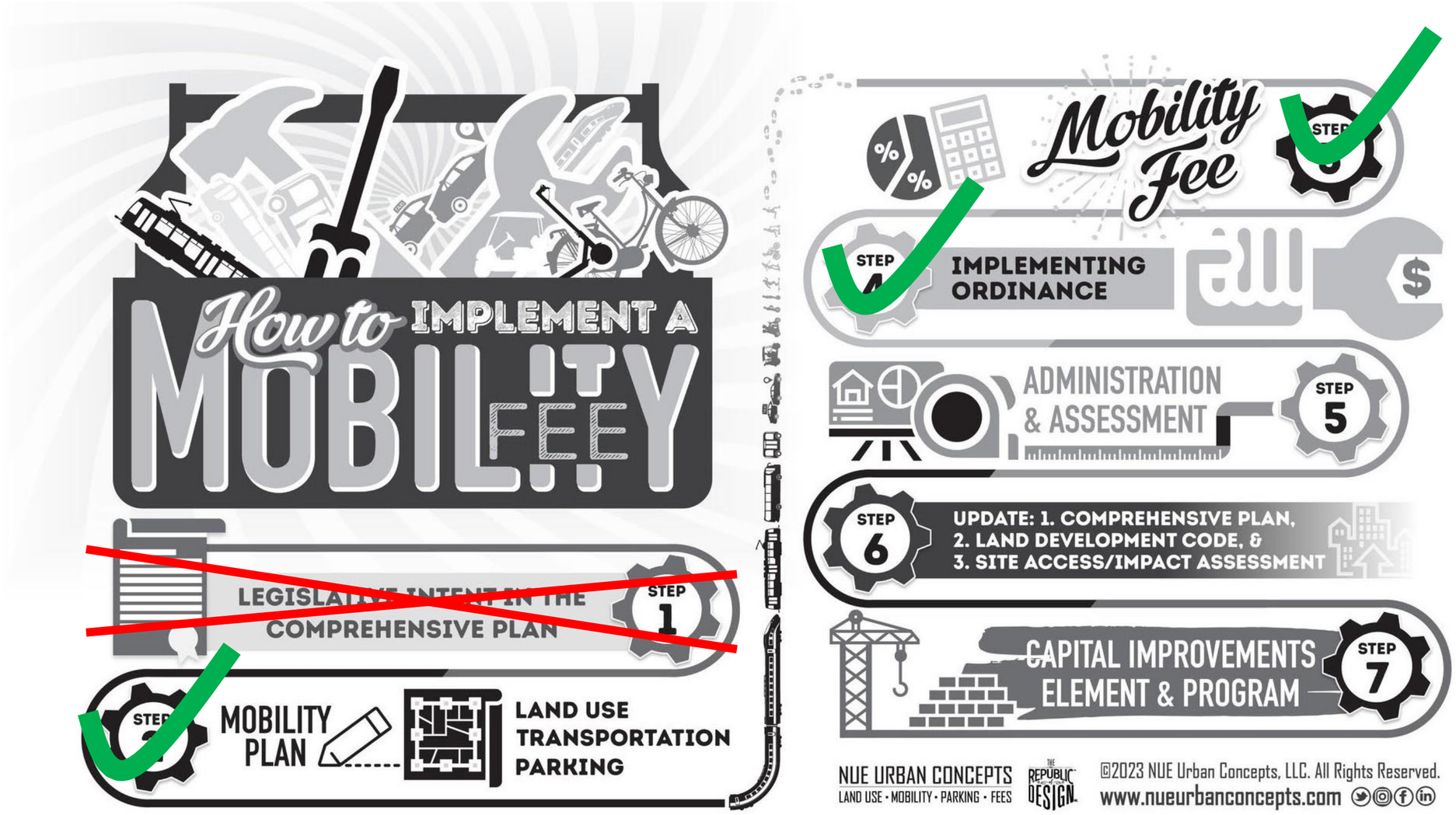
Affordable Use Per Sq. Ft. Rate Mobile Residence

per dwelling unit	$1,364	$1,023
per 1,000 sq. ft.	$2,728	$2,046
per room	$3,333	$2,500
per space or lot	$2,903	$2,177

Port St. Lucie: (Streamlined & High Traffic)

Commercial Services & Retail Uses			
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)[4]	per sq. ft.	$ 2.39	$ 1.65
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)[5]	per sq. ft.	$ 4.78	$ 3.30
Free-Standing Retail (Entertainment, Restaurant, Retail, Services)[6]	per sq. ft.	$ 6.53	$ 4.50
Additive Fees for Commercial Services & Retail Uses [7]			
Bank Drive-Thru Lane or Free-Standing ATM [8]	per lane / ATM	$ 15,711	$ 10,868
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) [9]	per lane or stall	$ 13,857	$ 9,962
Motor Vehicle Charging or Fueling [10]	per charging or fueling position	$ 12,793	$ 9,197
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) [11]	per service bay	$ 5,993	$ 4,308
Pharmacy Drive-Thru [12]	per lane	$ 10,575	$ 7,603
Quick Service Restaurant Drive-Thru Lane [13]	per lane	$ 30,012	$ 18,971

How to Implement a Mobility Fee?



Effective Implementation

Step 5: Administration & Assessment

Effective Mobility Plan & Mobility Fee entails

- Coordinating land use, transportation, parking, utilities, parks & funding
- Comprehensive Planning, Rezoning, Development Plan Review
- **Capital Improvements Program, County & FDOT work programs,**
- Pursue funding through Long Range Plan (TPO), Transit, Microtransit
- Coordinate improvements with utility providers
- Coordinate streetscape and landscape with Public Works, Utilities, Parks
- **Public Private Partnerships, Economic Development, CRA**
- Coordinate with Finance, Building Permits, Accounting, City Attorney
- Be attentive to residents, community stakeholders, other governments
- **Address concerns and direction from City Administration & City Council**

Step 5: Administration & Assessment: Assistance

- Develop an Administrative Manual (additional services)
- **Need a Full Time Mobility Director / Administrator to be responsible**
- **Need administrative support staff**
- **Need internal entry level planner /engineer /finance / attorney for support**
- Complex determinations, functions, projects
- Required to prepare annual report
- City finance director required to certify fees collected & expended per Statute

Step 6: Comprehensive Plan Update

MOVING TOWARDS VISION ZERO

PRIORITIZING SAFE MOBILITY FOR ALL

STREET QUALITY OF SERVICE STANDARDS

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

THE REPUBLIC OF DESIGN

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QUALITY OF SERVICE (QOS) E**	SPEED LIMIT 35 +	SPEED LIMIT 40 +	SELECT STREETS & PRINCIPAL ARTERIALS

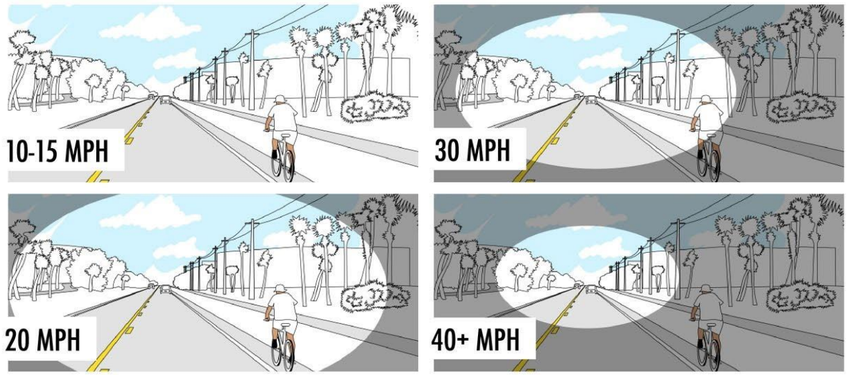
* POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS WOULD ALSO BE QOS A
** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS WOULD ALSO BE QOS E

www.nueurbanconcepts.com

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
QOS STANDARDS WORK IN CONJUNCTION WITH AREAWIDE ROADWAY LEVEL OF SERVICE STANDARDS. QOS STANDARDS ARE INTENDED TO ALLOW FOR LOWERING VEHICLE SPEEDS AND INCREASING FLEXIBILITY TO DESIGN ROADS AT THE DESIRED SPEED OF TRAVEL (POSTED SPEED) VS TRADITIONAL APPROACHES USING 85TH PERCENTILE SPEED OR THE ACTUAL OR ANTICIPATED SPEED OF TRAVEL. QOS STANDARDS ARE APPLICABLE AS PART OF AN OVERALL VISION ZERO OR SAFER STREETS PROGRAM AT A NEIGHBORHOOD, DESIGNATED AREA, OR COMMUNITY WIDE SCALE. SEE ADOPTED 2045 MOBILITY PLAN FOR FURTHER USE OF QOS STANDARDS

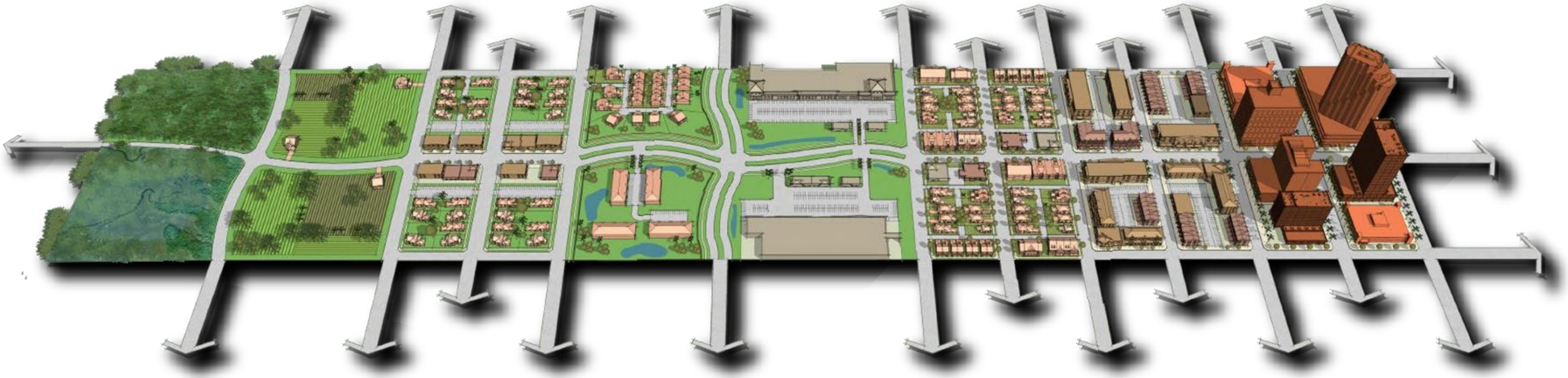
AS SPEED INCREASES, SO DOES THE RISK OF DYING IN A CRASH

HIGHER SPEEDS REDUCE NOT ONLY THE SIGHT DISTANCE BUT ALSO THE REACTION TIME A DRIVER NEEDS TO AVOID A COLLISION.



Step 6: Land Development Regulations: Updates

FDOT CONTEXT CLASSIFICATIONS



C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

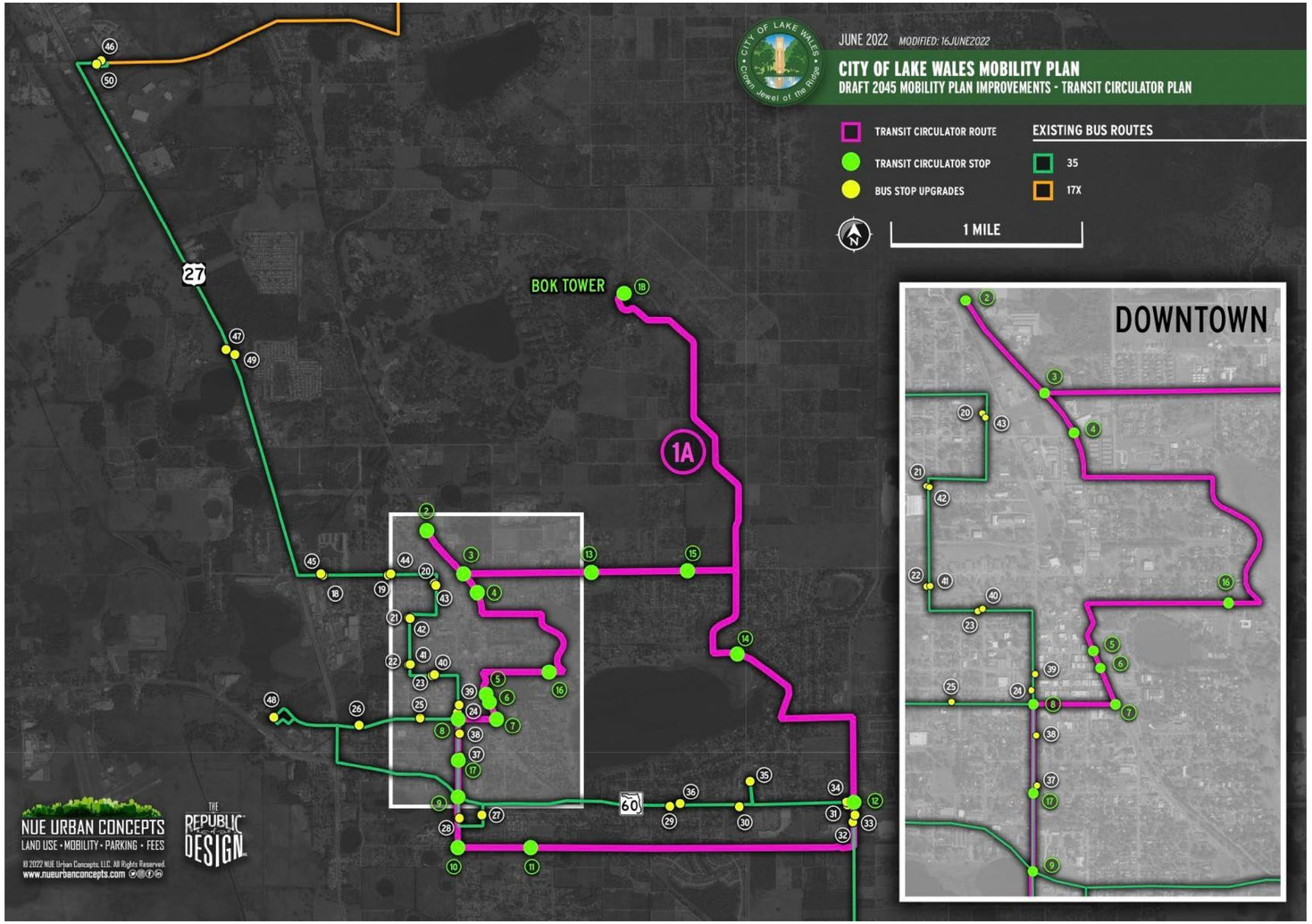
C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a

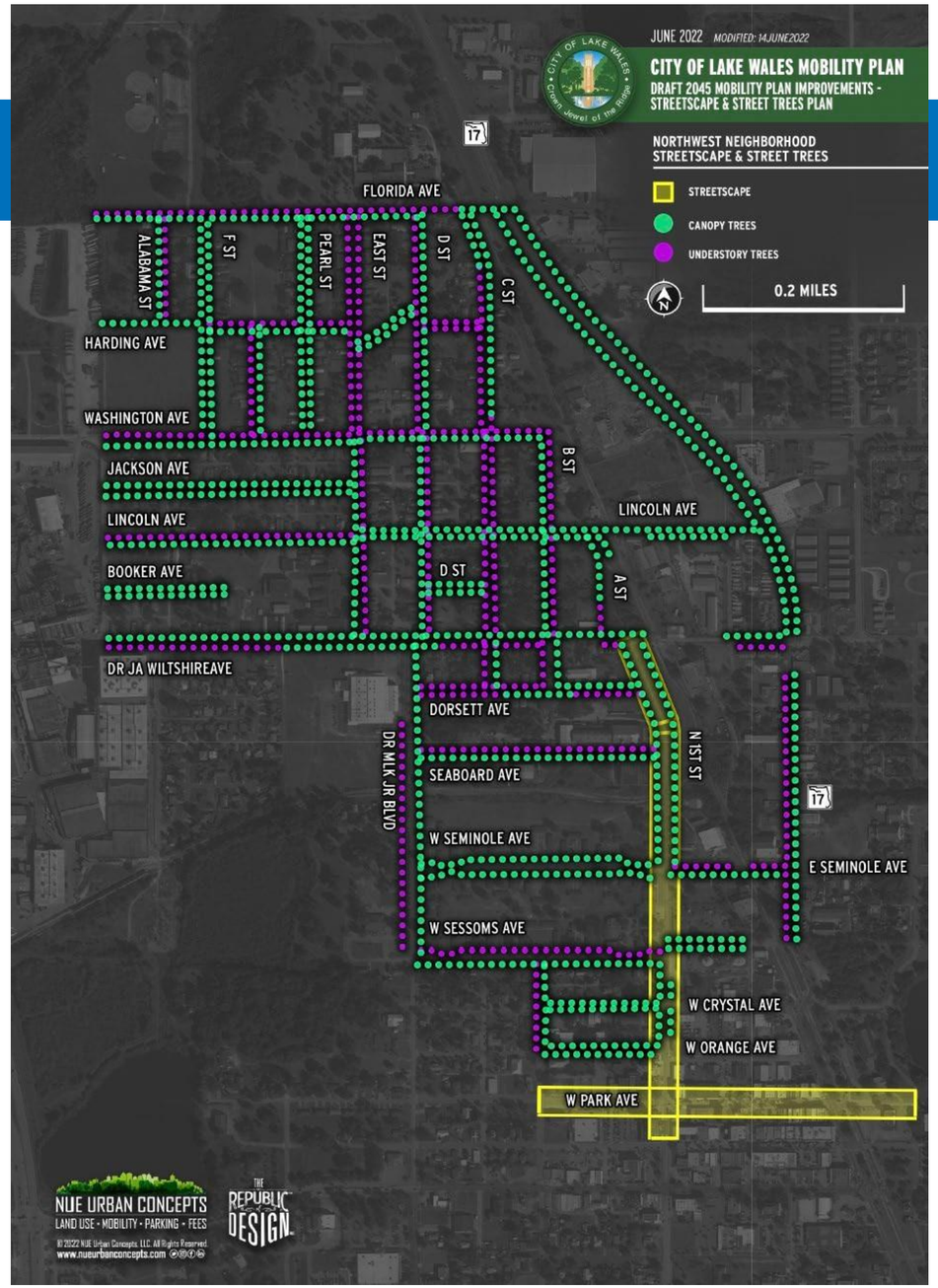
C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods

C5-Urban Center
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a **few blocks and identified**

C6-Urban Core
Areas with the highest densities and building heights, and within **FDOT classified Large Urbanized** Areas (population >1,000,000). Many are regional centers and destinations. Buildings have

Step 6: Mobility Plan Implementation





Step 7: Capital Improvements Program & Budget

Spanish Street: St Augustine

CITY OF ST AUGUSTINE EST. 1565

Historic Streetscape Rehabilitations
Downtown Improvements District Phase 2A

PROJECT OVERVIEW
Continuing on the success of the Hypolita, Treasury, and Spanish 'complete streets'... streets designed for vehicles, pedestrians, bicycles, and ADA access... Phase 2 of the "Downtown Improvements District" will extend northward to Orange Street.

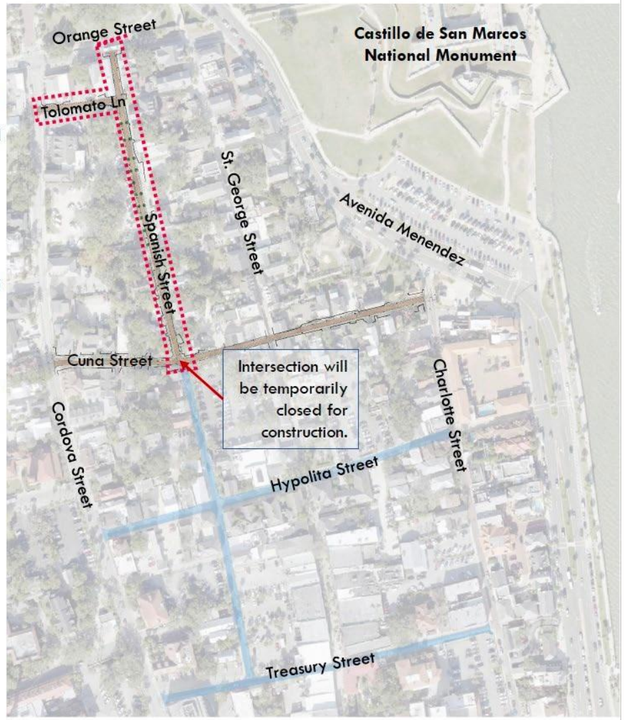
CONSTRUCTION
Construction is anticipated to begin late July/early August 2023 and continue for the next 6 to 8 months. Vehicular access must be closed during construction in order to complete the project in a timely manner.

Pedestrian access will be maintained to residences and the Tolomato Lot. A pedestrian crossing will be maintained at Tolomato Lane & Spanish Street throughout the project.

CONTACT + COMMITMENT
The City understands that this project impacts the daily routine of residents and businesses. We will work with everyone impacted to the best of our abilities during the construction.

Please contact X to discuss access or delivery coordination concerns.

Xavier Pellicer, P.E.
Mobility Manager
904.209.4211
xpellicer@citystaug.com

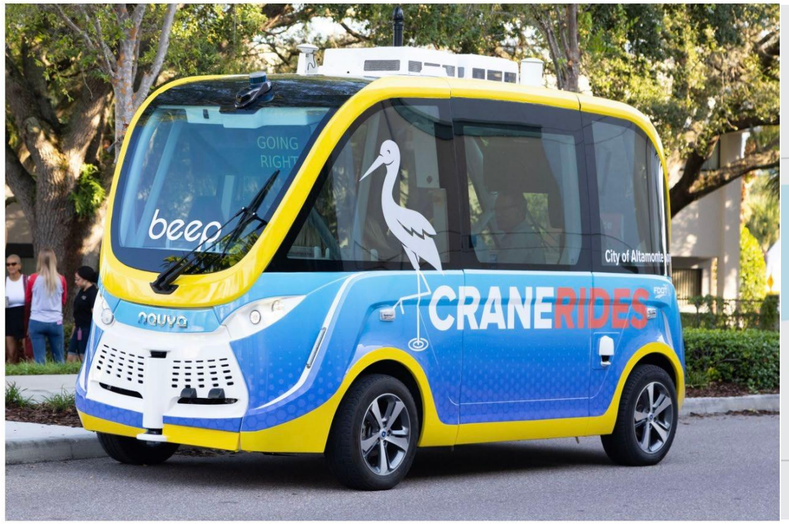


ETM ML+H

DID Phase 1 (Complete)
DID Phase 2A

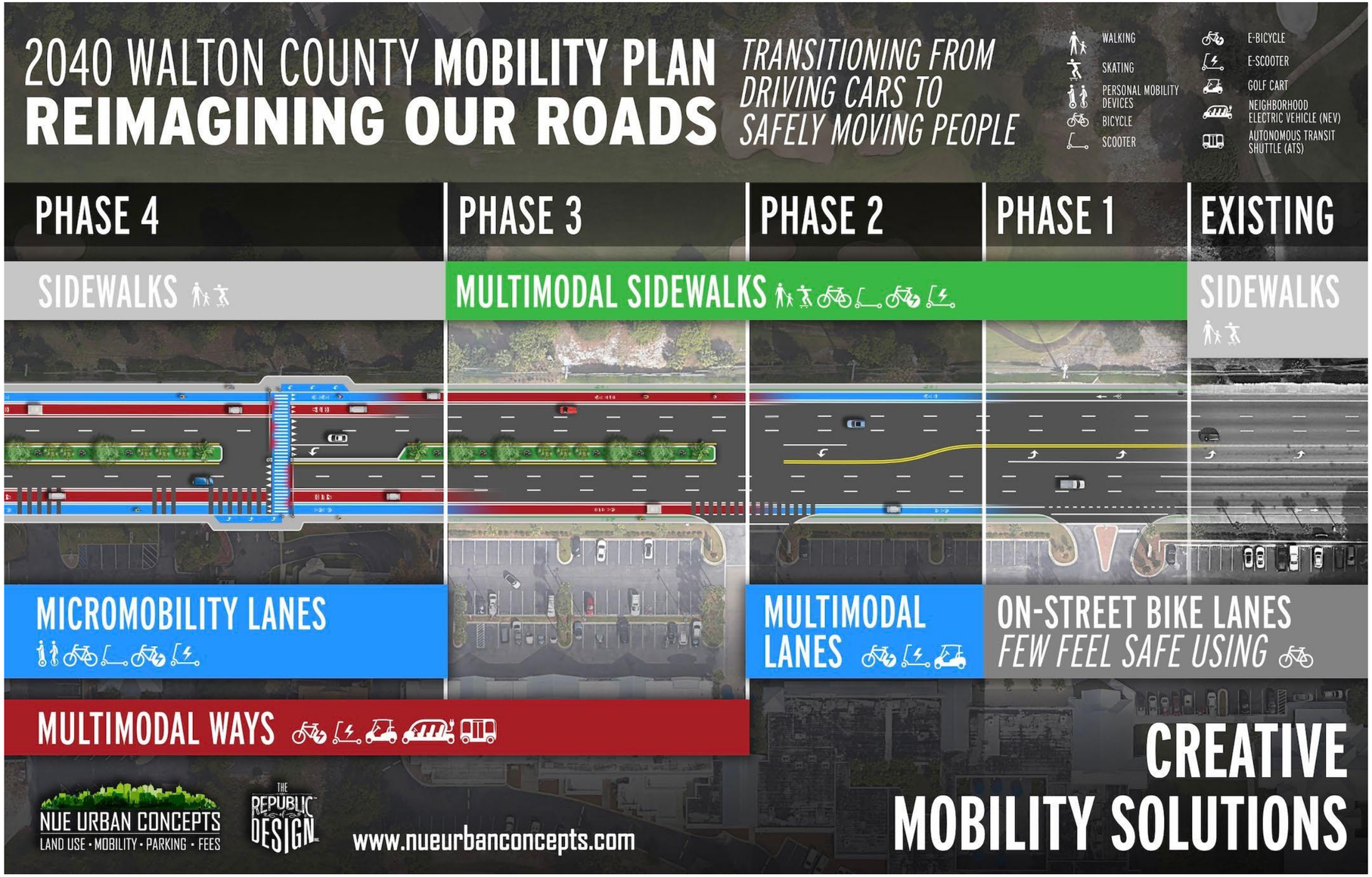
More Walkable, Safer Pedestrian Connections | Preserving + Enhancing Our Historic Core

Park Avenue: Lake Wales



Crane Rides: Altamonte Springs

Mobility Planning & Implementation Will Take Time



Step 4: Developing the Mobility Fee

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Review existing development patterns, future Land Use Plans, Special Area Plans, & Zoning Districts

2 DATA COLLECTION

Existing traffic & travel characteristics, demographics, mode share, & multimodal infrastructure

3 EXISTING CONDITIONS EVALUATION

Identify existing system-level traffic backlog & deficiency

(Function: Demonstrates that new growth is not paying for existing backlog & deficiency)

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Calculate Projected Growth in population, employment, & Vehicle & Person Miles of Travel (VMT & PMT). Alternatives: Calculate VMT & PMT based on future land use for defined area or establish future mode share goals

(Function: The first component of the dual rational nexus test is to demonstrate need)

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Develop Planning Level Cost Estimates for Mobility Plan projects

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Develop Areawide Road Level of Service (LOS) & Multimodal Quality of Service (QOS) Standards for Mobility Plan projects

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Develop Multimodal Capacities for Mobility Plan projects based on LOS & QOS Standards

8 IDENTIFY AVAILABLE FUNDING

Existing and Projected Funding Sources

(Function: Ensures new development is not paying twice for the same mobility projects by recognizing reasonable anticipated funding of mobility plan projects)

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Establish the share of Mobility Plan projects assignable & attributable to New Growth

(Function: Demonstrates new growth is not responsible for more than its fair share of mobility plan projects)

10 CALCULATE PERSON MILES OF CAPACITY (PMC) OR TRAVEL RATE (PMT)

Based on Steps 3 to 8 develop a PMC or PMT Mobility Fee Rate attributable to New Growth

(Function: Demonstrates new growth is not being charged for existing deficiencies and is being assessed more than its fair share of the cost of mobility plan projects)

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Defined Areas for Mobility Fee assessment & collection

Function: Reflects localized differences in existing infrastructure, the need for mobility plan projects, & PMT

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Develop a Schedule of Uses based on Land Use evaluation & established Assessment Areas

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Based on Trip Generation, % of new trips, Person Trip Conversion factors, Person Trip length, Assessment Areas, Limited Access Travel, & Origin & Destination adjustments

(Function: Used to demonstrate that the mobility fee is roughly proportional to the impact of new growth)

14 CALCULATE MOBILITY FEE PER USE

Establish a Mobility Fee per Specific Use & Assessment Area based on Steps 12, 14, & 15

(Function: Calculation of mobility fees to be paid by new development to fund assignable and attributable mobility plan projects)

15 ESTABLISH BENEFIT DISTRICTS

Define Benefit Districts for expenditure of Mobility Fee to fund Mobility Plan projects

(Function: The second component of the dual rational nexus test is to demonstrate benefit)

16 DEVELOP MOBILITY FEE TECHNICAL REPORT

Document Data Sources and Methodology

Function: Demonstrates that the data & methodology used to calculate the mobility fee is legally & statutorily compliant. Provides documentation used to develop or update mobility fee implementing ordinance)

Item Number:	**8.D.**
Meeting Date:	**9/18/2024**
Item Type:	**WORKSHOP DISCUSSIONS**

AGENDA REQUEST FORM
CITY OF CAPE CORAL

TITLE:
Tree Trimming Process (Bryan VandeWalker, Interim Transportation Manager)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
Staff Presentation	Backup Material

TREE TRIMMING PROGRAM- INFORMATIONAL PROCESS OVERVIEW CTAC 9/18/2024

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PURPOSE

In response to inquiries posed at the August 21, 2024, CTAC meeting, this provides the commission with a comprehensive explanation of the City's responsibilities as it pertains to the maintenance of trees within the right-of-way.

TASKS PERFORMED

By Public Works, Transportation Maintenance Division

1. Trimming trees and vegetation with a defined goal of enhancing safety for motor vehicles and pedestrians.
2. Removing obstructions from:
   A. Regulatory signs
   B. Fire hydrants
   C. Catch basins
   D. Street signs
   E. Any other obstructions impacting motor vehicle safety or public travel.

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AREAS COVERED

1. Provides tree trimming in all **non**-professionally maintained:
   A. Medians
   B. Cul-de-sacs
   C. City rights-of-way
2. Mainly issue or request driven with an emphasis on eliminating safety concerns
3. 1-to-2-year preventative maintenance cycle completed in the dry season.

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OPERATIONAL BOUNDARIES

1. Program work is confined only to the public right-of-way.
2. Trees on private property that hang into the public right-of-way and cause safety concerns can be trimmed by the City but only up to the property line

CODE ENFORCEMENT COLLABORATION

1. There is an expectation of maintenance by the property owner up to the edge of the pavement.
2. Code Enforcement often will notify the homeowner of trees which interfere with the public right-of-way and need trimming.

Questions?