



1015 Cultural Park Blvd.
Cape Coral, FL 33990

Transportation Advisory Commission

December 11, 2024

9:00 AM

**Public Works
Operations Center**

- 1. Meeting called to order**
 - A. Recording Secretary Rhine
 - B. Pledge of Allegiance
- 2. ROLL CALL**
 - A. Kaduk, Kilraine, Lastra, Lehmann, Steinke, and Alternate Gunter
- 3. CHANGES TO AGENDA/ADOPTION OF AGENDA**
- 4. APPROVAL OF MINUTES**
 - A. Meeting Minutes - September 18, 2024
- 5. PUBLIC INPUT**

**Input of citizens on matters concerning City Government;
3 minutes per individual.**
- 6. BUSINESS**
 - A. Election of Chair and Vice Chair
 - B. 2025 Proposed Meeting Schedule
 - C. Transportation Advisory Commission - Responsibilities and Duties (Michael Ilczyszyn, City Manager)
 - D. Major Roads and Canal Proximity (Bryan VandeWalker, Interim Transportation Manager)
 - E. Old Burnt Store Widening North of Kismet (Bryan VandeWalker, Interim Transportation Manager)
 - F. Transportation Improvement Initiatives & Budget (Bryan

VandeWalker, Interim Transportation Manager)

1. Road Resurfacing and Pavement Plan
2. ADA Ramp Improvements
3. Access Management and Median Improvement
4. Sidewalks
5. Bridge Rehabilitation
6. Street Light Installation and Maintenance
7. Signage and Striping

- G. Major Road Speed Limit Reduction Study Cost (Laura Dodd, Principal Planner)
- H. UEP North 3 - Major Road Cross Section Alternatives; NW Vision Plan (Audrie Goodwin, Principal Engineer, P.E., Capital Improvement Division)

7. OLD BUSINESS

- A. Local Roadway Speed Limit Reduction (Laura Dodd, Principal Planner)
- B. Hurricane Ian / Milton Update
 1. Signs (Wendy Williams, Principal Engineer)
 2. Signals (Pimolmas Tan, Principal Engineer, D & C)
- C. Traffic Signal Updates (Pimolmas Tan, Principal Engineer, Design and Construction)
- D. NE 24th Ave Widening (Audrie Goodwin, Principal Engineer, P.E., Capital Improvement Division)
- E. Andalusia Blvd. Extension (Melissa Perez-Gonzalez, Senior Project Manager, Capital Improvement Division)
- F. School Zone Speed Camera Installation (Bryan VandeWalker, Interim Transportation Manager)
- G. SR 78 PD & E (Laura Dodd, Principal Planner)
- H. Multimodal Plan Amendment 1 Traffic Data (Laura Dodd, Principal Planner)

8. WORKSHOP DISCUSSIONS

- A. MPO Updates (Laura Dodd, Principal Planner)
- B. High Injury Network Map (Laura Dodd, Principal Planner)
- C. Multimodal & Mobility Plan (Laura Dodd, Principal Planner)

9. MEMBERS COMMENTS

10. Time and Place of Next Meeting

- A. To be determined (TBD)

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:	12/11/2024
Item Type:	APPROVAL OF MINUTES

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Meeting Minutes - September 18, 2024

SUMMARY:

Meeting minutes attached for review and approval.

ADDITIONAL INFORMATION:

Sheri Rhine, Recording Secretary
City Clerk's Office
1-239-574-0743

ATTACHMENTS:

Description	Type
1. Meeting Minutes - September 18, 2024	Backup Material

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

Wednesday, September 18, 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, and Sheppard were present.
Commissioners Long, Welsh, and Alternate Cosden were excused.

Also Present: Aleksandr Boksner, City Attorney
Matt Williams, Public Works Director
Damon Grant, Assistant Public Works Director
Bryan VandeWalker, Interim Transportation Director
Laura Dodd, Principal Planner
Maureen Buice, Assistant to the City Manager
Omar Leon, City Arborist
Kevin Smith, Senior Project Manager
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
William Corbett, Design and Construction Manager
Chandler McCollum, Roadway Management Technologies
Don Scott, MPO Executive Director

CHANGES TO AGENDA/ADOPTION OF AGENDA

Vice Chair Hayden moved, seconded by Commissioner Sheppard, to adopt the Agenda, as presented.

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

APPROVAL OF MINUTES

Meeting Minutes – August 21, 2024

Vice Chair Hayden moved, seconded by Commissioner Sheppard, to approve the minutes from the meeting of August 21, 2024, as presented. Voice Poll: All “ayes.” Motion carried.

PUBLIC INPUT

No speakers.

BUSINESS

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

Principal Planner Dodd provided information on the Citywide Wayfinding Conceptual with the following displayed slides:

- Map of four quadrants
- Quadrant’s Wayfinding Options

Discussion held regarding placement of signage.

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

Interim Transportation Manager VandeWalker provided information on the Sidewalk Prioritization Matrix with the following displayed slide:

- Weighted Scoring Guide

Discussion held regarding:

- Weighted score for elementary schools walkers
- Sidewalks around individual schools
- Percentage of sidewalks within one mile of schools
- Reduction of traffic with installation of sidewalks

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

Chandler McCollum, Founder and CEO, Roadway Management Technologies provided information on the Roadway Management Technology with the following displayed slides:

- Smart Cities Simplified
- The Problem
- Path Forward
- Traditional Methods

- How It Works
- RoadRunner Hardware
- Platform (3 slides)
- Big Data Advantage
- Key Benefits of RMT's RoadRunner System

Discussion held regarding:

- Starting of system
- Hardware warranty
- Data access cost
- System assists with FEMA claims
- Elevation changes
- Photo algorithm data points
- Road deterioration
- Asphalt fillers and road treatments
- Years data has been collected from other communities
- Decision Tree Matrix
- Staff assists with implementation and historical data
- Schedule for vehicle installation and data points

OLD BUSINESS

7.(A) Hurricane Ian 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 Update September 2024

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

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

- CTAC 9/18/2024 Updates

Discussion held regarding illuminated street signs.

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

Senior Project Manager Smith provided the Road Resurfacing Update with the following displayed slide:

- Update on the Paving Operations

Discussion held regarding Old Burnt Store north of Kismet.

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

Principal Engineer Williams provided information on the Cape Coral Parkway 6-Laning with the following displayed slide:

- Update on Cape Coral Pkwy 6-Laning, Signal Retiming, and Parking Reallocation

Discussion held regarding:

- Timeline for planning and design
- Cost of design
- Design and signal timing
- Eliminated parking spaces
- Cape Coral Bridge merge point

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

City Arborist Leon provided information on Lee County Maintained Medians with the following displayed slides:

- Median Maintenance Contracts
- Current Status of County Landscape Maintenance Contracts (4 slides)

Discussion held regarding:

- Issues with medians not under City control
- Taking over County maintained medians
- Use of toll funds

WORKSHOP DISCUSSIONS

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

MPO Executive Director Scott provided information on the Long Range Transportations Plans with the following displayed slides:

- Lee MPO 2050 LRTP Update
- Preliminary Project Schedule
- Funding Programs and Sources
- 2050 SIS CF Plan
- Map
- Lee County E + C Network with 2050 SE Data – Potential Deficiencies
- Lee MPO 2050 LRTP Alt 1 Lanes
- 2045 Transportation Plan
- Cape Coral Revenues 8/3/2020
- Cost Feasible Projects: City of Cape Coral Road Projects (\$1,000)

Discussion held regarding:

- Priority of projects
- Del Prado North Extension Interchange Widening funding and study
- Pine Island Road

Commissioner Sheppard left the dais at 10:34 a.m. and returned at 10:38 a.m.

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

Principal Planner Dodd provided information on Speed Limit Reductions for Major Roads with the following displayed slides:

- Major Roadway Speed Limit Reductions
- Speed Limit Reductions
- Research (3 slides)
- Findings (2 slides)
- Cape Coral Generalized Data: Local
- Cape Coral Generalized Data: Majors (4 slides)

Discussion held regarding:

- Speed Study timeline
- Cost of major roadway speed study
- Residential road speeds
- Speed Study Requirements
- Cost of sign replacement
- Local road speed limit study

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

Principal Planner Dodd provided information on Mobility Fee Implementation with the following displayed slides:

- Mobility Fee Implementation
- Recap – What is a Mobility Fee?
- Step 4: Developing the Mobility Fee
- Mobility Fee Tiers
- Mobility Fee Land Uses
- How to Implement a Mobility Fee?
- Effective Implementation
- Step 5: Administration & Assessment
- Step 5: Administration & Assessment: Assistance
- Step 6: Comprehensive Plan Update
- Step 6: Land Development Regulations: Updates
- Step 6: Mobility Plan Implementation
- Step 7: Capital Improvements Program & Budget

- Mobility Planning & Implementation Will Take Time
- Step 4: Developing the Mobility Fee

Commissioner Hayden left the dais at 10:59 a.m. and returned at 11:01 a.m.

Discussion held regarding:

- Approval of contract before Council in October
- Timeline for Mobility Fee Structure
- Mobility Fees and Road Impact Fees

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

Interim Transportation Manager VandeWalker provided information on Tree Trimming Process with the following displayed slides:

- Tree Trimming Program – Information Process Overview
- Purpose
- Tasks Performed
- Areas Covered
- Operational Boundaries
- Code Enforcement Collaboration

Discussion held regarding areas of responsibility.

MEMBERS COMMENTS

None.

Time and Place of Next Meeting

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

Motion to Adjourn

There being no further business, the meeting was adjourned at 11:17 a.m.

Submitted by,

Sheri Rhine
Recording Secretary

Item Number:	6.B.
Meeting Date:	12/11/2024
Item Type:	BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:
2025 Proposed Meeting Schedule

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
▫ 1. 2025 Proposed Meeting Schedule	Backup Material

TRANSPORTATION ADVISORY COMMISSION

PROPOSED 2025 Meeting Schedule

TAC meetings are held various Wednesdays each month, at 9:00 a.m. in the Public Works Operations Center/A200.

*January 8, 2025 – PW Operations Center – MPO 1/17/2025

*February 5, 2025 – PW Operations Center – MPO 2/14/2025

*March 5, 2025 – **Conference Room: 220A** – MPO 3/21/2025
(PW Operations Center reserved for MPO/LCB)

April 16, 2025 – PW Operations Center – MPO None

*May 7, 2025 – **Conference Room: 220A** – MPO 5/16/2025
(PW Operations Center reserved for MPO/LCB)

*June 4, 2025 – **Conference Room: 220A** – MPO 6/20/2025
(PW Operations Center reserved for MPO/LCB)

July 23, 2025 – PW Operations Center – MPO None

August 20, 2025 – PW Operations Center – MPO None

September 17, 2025 – PW Operations Center – MPO 9/19/2025

October 8, 2025 – PW Operations Center – MPO 10/17/2025

November 19, 2025 – PW Operations Center – MPO None

December 10, 2025 – PW Operations Center – MPO 12/12/2025

*A meeting date and time conflict will occur due to the P&Z meeting schedule as it relates to Liaison attendance.

Proposed December 11, 2024

Item Number: 6.C.
Meeting Date: 12/11/2024
Item Type: BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Transportation Advisory Commission - Responsibilities and Duties (Michael Ilczyszyn, City Manager)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
▢ Staff Presentation	Backup Material

DIVISION 5. - CAPE CORAL TRANSPORTATION ADVISORY COMMISSION

§ 2-117 - Creation; composition; terms of members; vacancies.

- (a) The City of Cape Coral Transportation Advisory Commission is hereby created and shall be composed of five regular members and one alternate member from the City Council. When substituting for an absent member the alternate member may vote and participate in all discussions of the Advisory Commission in the same manner and to the same extent as the regular members of the Advisory Commission. When not substituting for an absent member, the alternate member shall not vote on any matter before the Advisory Commission, but may participate in all discussions of the Advisory Commission in the same manner and to the same extent as the regular members of the Advisory Commission.
- (b) Membership shall be for a one year term and all members shall be eligible for reappointment.
- (c) All members shall be appointed by Council at the first regular meeting in November after the election of Council members to the City Council.

(Ord. 128-00, 1-16-2001; Ord. 2-09, 2-23-2009; Ord. 2-16, 1-25-2016)

§ 2-118 - Presiding officer; compensation.

The Advisory Commission shall elect a presiding officer from among its members for a term of one year with eligibility for re-election. Members of the Advisory Commission shall receive no salary for their services, but may receive travel and other expenses while on official business for the city as are made available by the City Council for these purposes.

(Ord. 2-09, 2-23-2009; Ord. 2-16, 1-25-2016)

§ 2-119 - Meetings.

The Advisory Commissions shall hold at least six public meetings per year, unless there is not business to transact by the day before the regular meeting date. The Advisory Commission shall also meet at the call of the presiding officer and at other times as may be determined by a majority of the advisory commissions, or as requested by the City Council for special studies.

(Ord. 2-09, 2-23-2009; Ord. 2-16, 1-25-2016)

§ 2-120 - Procedural rules and regulations.

The Advisory Commission may adopt its own procedural rules and regulations as may be deemed necessary, providing the rules shall not be contrary to the spirit and intent of this and of the laws of the city. All meetings and records shall be filed in the appropriate offices of the city and shall be public records.

(Ord. 2-09, 2-23-2009; Ord. 2-16, 1-25-2016)

§ 2-120.1 - Quorum.

Three members of the Advisory Commission shall constitute a quorum for the transaction of business.

(Ord. 2-09, 2-23-2009; Ord. 2-16, 1-25-2016)

§ 2-120.2 - Responsibilities and duties.

- (a) The Advisory Commission's responsibilities and duties shall include working with the city administration to establish a five year major road improvement program and make annual recommendations to City Council for road improvements including blacktopping, curbing, storm water drainage, road widening, sidewalks and major resurfacing. The Advisory Commission shall review and update the five year road improvement plan annually.
- (b) The Advisory Commission's responsibilities shall also include reviewing and recommending facilities needs for bicyclists and pedestrians and recommending plans of action for educating bicyclists, pedestrians and motorists. The advisory commission shall review and update the comprehensive bicycle plan, the comprehensive pedestrian plan and the five year project priority list for the development of the bikeway/walkway system.

(Ord. 128-00, 1-16-2001)

- (c) The Advisory Commission shall have other responsibilities and duties as are assigned by majority vote of the City Council.

(Ord. 13-86, 3-20-1986; Ord. 2-09, 2-23-2009; Ord. 2-16, 1-25-2016)

Item Number:	6.D.
Meeting Date:	12/11/2024
Item Type:	BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:
Major Roads and Canal Proximity (Bryan VandeWalker, Interim Transportation Manager)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
▫ Staff Presentation	Backup Material



| MAJOR ROADS & CANAL PROXIMITY SAFETY ENHANCEMENT IMPLEMENTATION PLAN CTAC 12/11/2024

PURPOSE

To enhance safety at locations within the City of Cape Coral where the proximity of major roads to canal edges pose a potential risk to public safety.

PROJECT OVERVIEW







1. Identify areas of concern.
2. Prioritize Locations based on safety risks.
3. Implement safety enhancements in phases, starting with high-risk areas first.

IDENTIFY AREAS OF CONCERN

1. Conduct an analysis to:
 - A. Identify major roads within 150' of canal edges.
 - B. Identify characteristics of each location to further determine the level of risk.


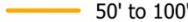
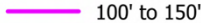
PRELIMINARY ANALYSIS OF LOCATIONS

LEGEND

-  City Boundary
-  Bridges
-  Guardrails
-  Major Streets
-  Local Streets
-  Canals
- Highlights (Areas of interest are not limited to these. Please refer to the Notes section)

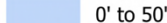
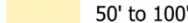
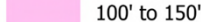
Major Roads Edge of Pavement at or less 150' from a Canal Edge

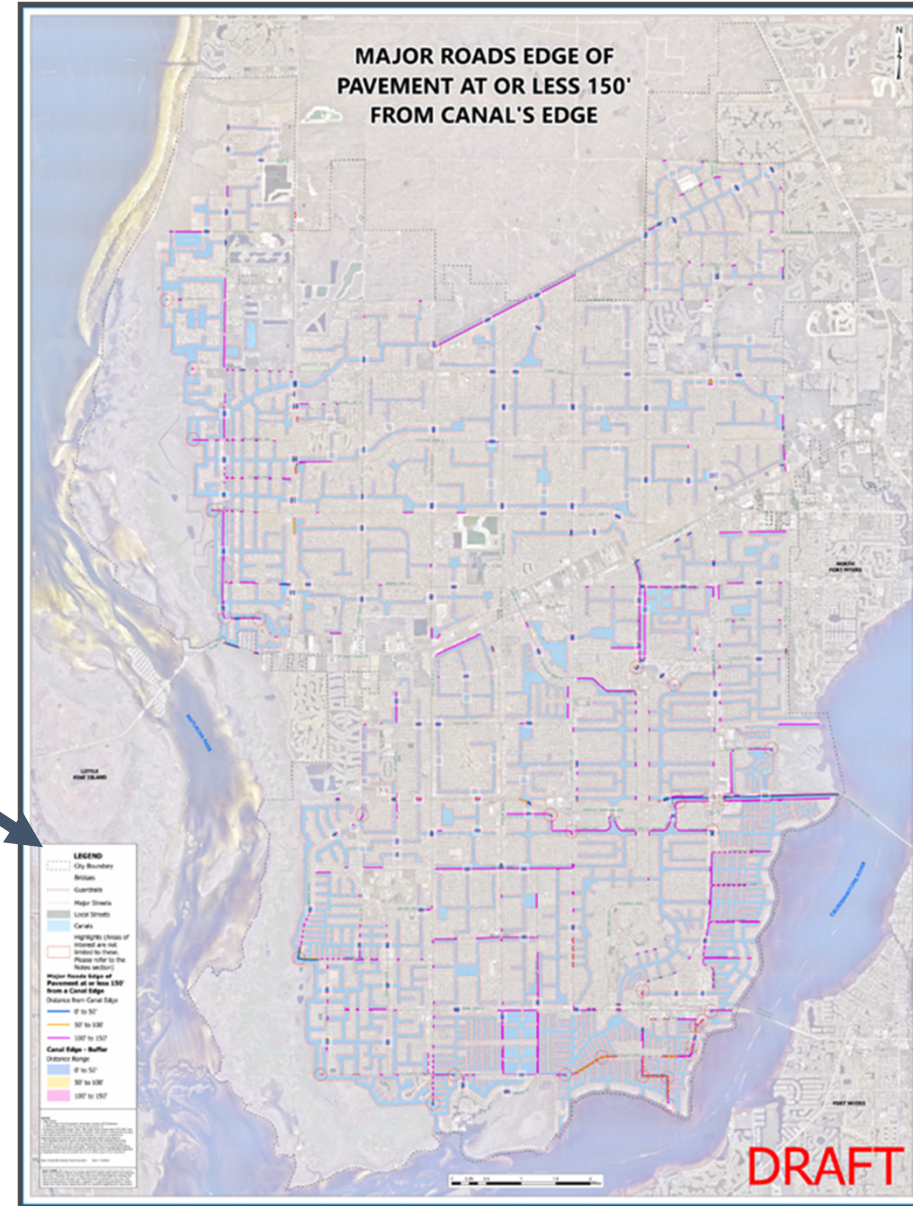
Distance from Canal Edge

-  0' to 50'
-  50' to 100'
-  100' to 150'

Canal Edge - Buffer

Distance Range

-  0' to 50'
-  50' to 100'
-  100' to 150'



PRIORITIZE LOCATIONS BASED ON SAFETY RISK

Creation of a **prioritization matrix** to systematically rank locations based on safety risks

1. Emphasis on dead ends, intersections, and curves with vacant lots between the road and canal.
2. Proximity to canal edges (0' to 50' / 50' to 100' / 100' to 150').
3. Traffic volume and road classification
4. Historical accident data.
5. Presence of existing safety devices (e.g., streetlights, guardrails).

IMPLEMENTATION PLAN

Secure and allocate annual funding to complete projects.

Phase 1: Implement immediate safety enhancements at high-risk locations.

- A. Increase signage
- B. Implement additional FDOT-recommended safety enhancements.
- C. Install guardrails

Phase 2: Medium-term improvements.

- A. Evaluate and enhance additional segments based on prioritization criteria.

Phase 3: Long-term safety strategies.

- A. Continuous monitoring and evaluation.
- B. Integration with future infrastructure projects.

Questions?



Item Number:	6.F.
Meeting Date:	12/11/2024
Item Type:	BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:
Transportation Improvement Initiatives & Budget (Bryan VandeWalker, Interim Transportation Manager)

- SUMMARY:**
- 1. Road Resurfacing and Pavement Plan
 - 2. ADA Ramp Improvements
 - 3. Access Management and Median Improvement
 - 4. Sidewalks
 - 5. Bridge Rehabilitation
 - 6. Street Light Installation and Maintenance
 - 7. Signage and Striping

ADDITIONAL INFORMATION:

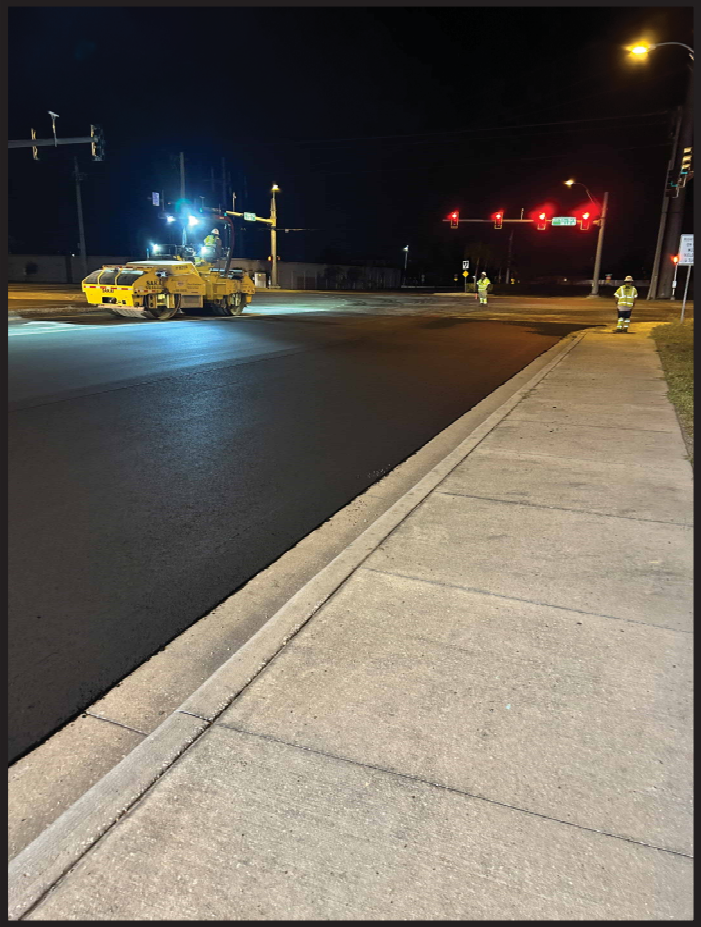
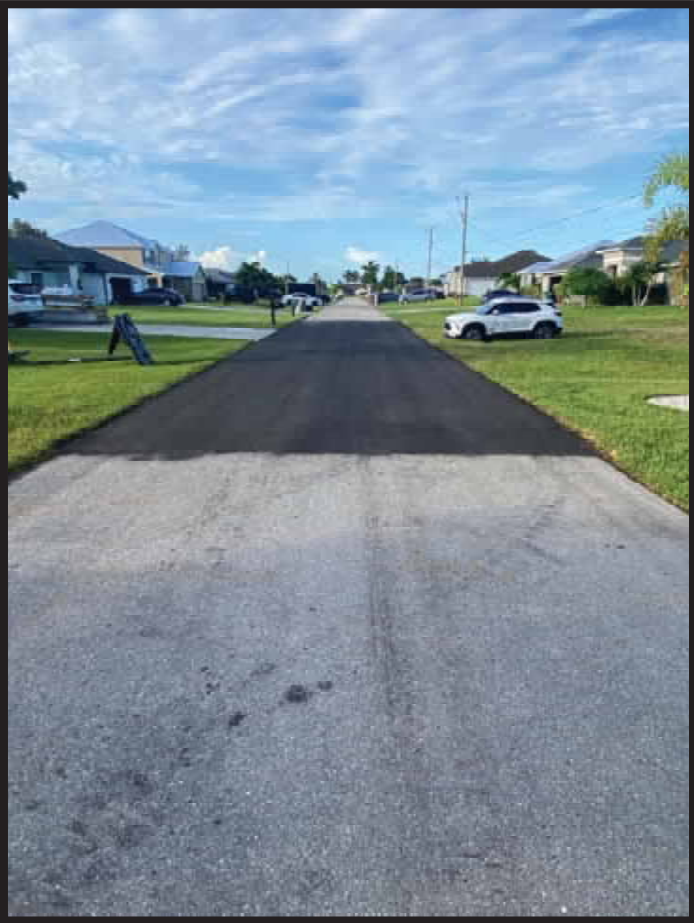
ATTACHMENTS:

Description	Type
<input type="checkbox"/> Staff Presentation	Backup Material



| TRANSPORTATION IMPROVEMENT INITIATIVES
PROJECT OVERVIEW & BUDGETS
CTAC 12/11/2024

ROAD RESURFACING & PAVEMENT PLAN



FISCAL YEAR 2025 FUNDING

FISCAL YEAR 2025 RESURFACING PLAN

FY 2025 RESURFACING	\$	11,500,000.00
MAJOR ROAD RESURFACING (ESTIMATED)	\$	4,850,440.00
LOCALS (ESTIMATED)	\$	5,649,560.00
SPOT PAVING (ESTIMATED)	\$	500,000.00
PAVEMENT PRESERVATION (ESTIMATED)	\$	500,000.00

1. Annual budget evaluations are necessary to ensure the resurfacing program remains sufficiently funded to meet the replacement needs of the roadway network lifecycle.

RESURFACING PLAN

How to manage a pavement system consisting of 3,142 lane miles of roadway.

1. PREVIOUS METHODS

a) Replacement based on time

- i. Replacement plan based on an assumed lifespan
- ii. Lifespans assumed to be 10-12 years for major roads and 20-25 years for local roads
- iii. The lifecycle replacement plan requires the replacement of 40 Major Road Lane Miles and 71 Major Road Lane Miles Annually to keep up with aging road conditions.
- iv. Keeping careful records of sections paved.

b) On-site inspections (windshield reviews)

- i. Inspection team inspects and records pavement conditions of all 3,142 lane miles.

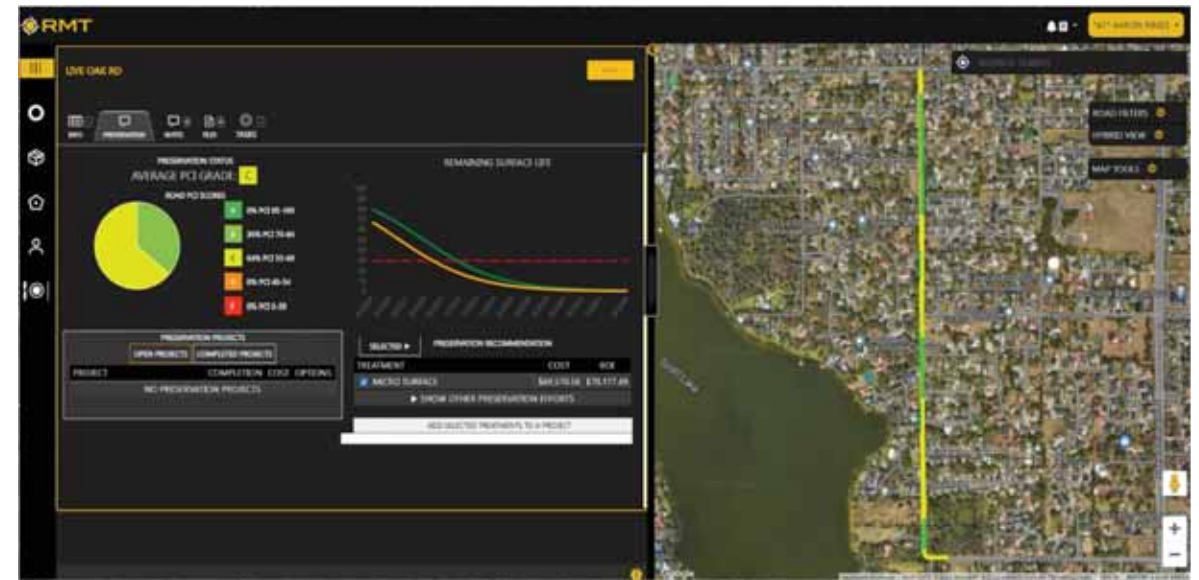
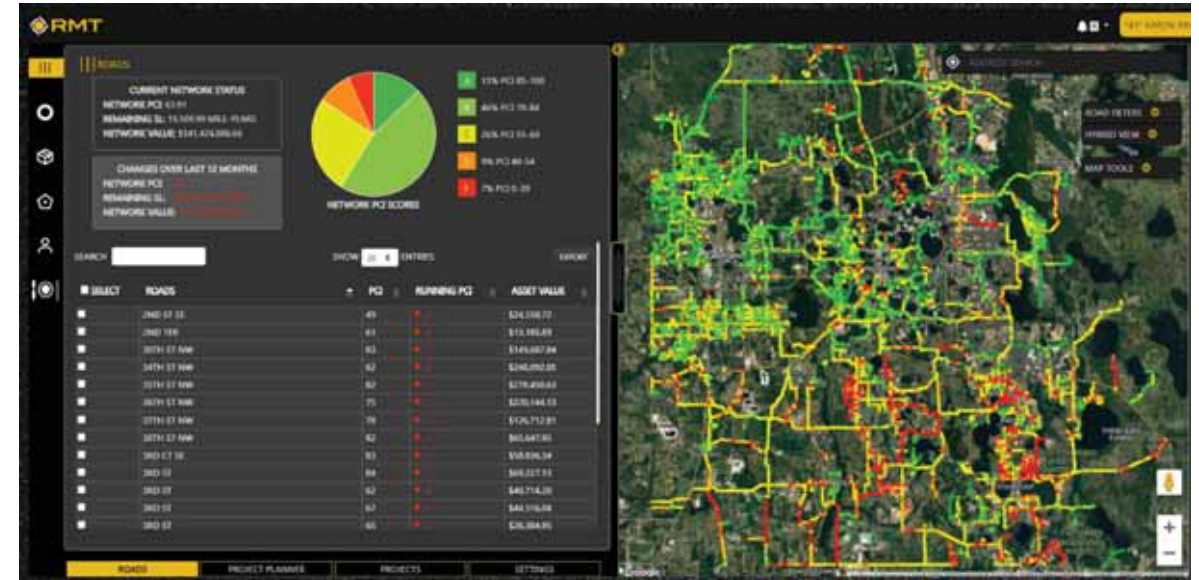


RESURFACING PLAN

How to manage a pavement system consisting of 3,142 lane miles of roadway.

1. LOOKING FORWARD

- Roadway Management Technology
- Passive data collection through sensors and cameras mounted on city vehicles.
- A.I. predictive modeling.
- Suggestive preservation treatments to maximize return on investment.



MAJOR ROAD RESURFACING PLAN

1. FUNDING

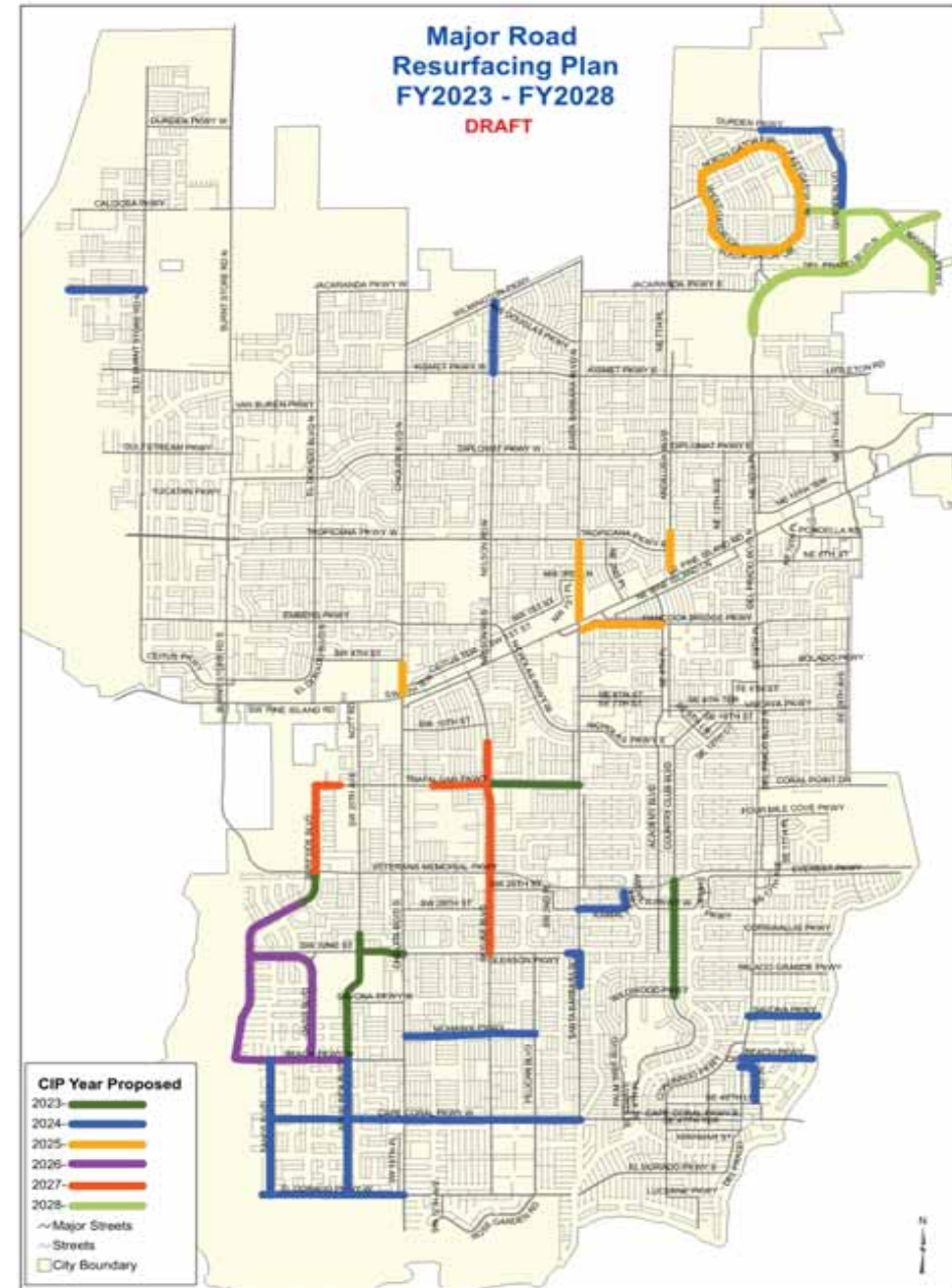
FY 2025 MAJOR ROAD RESURFACING	\$	4,850,440.00
6 CENT GAS TAX	\$	2,338,278.00
5 CENT GAS TAX	\$	2,512,162.00

2. LIFECYCLE REPLACEMENT PLAN GOAL

a) 40 Lane Miles

3. LOOKING FORWARD

a) Roadway Management Technology



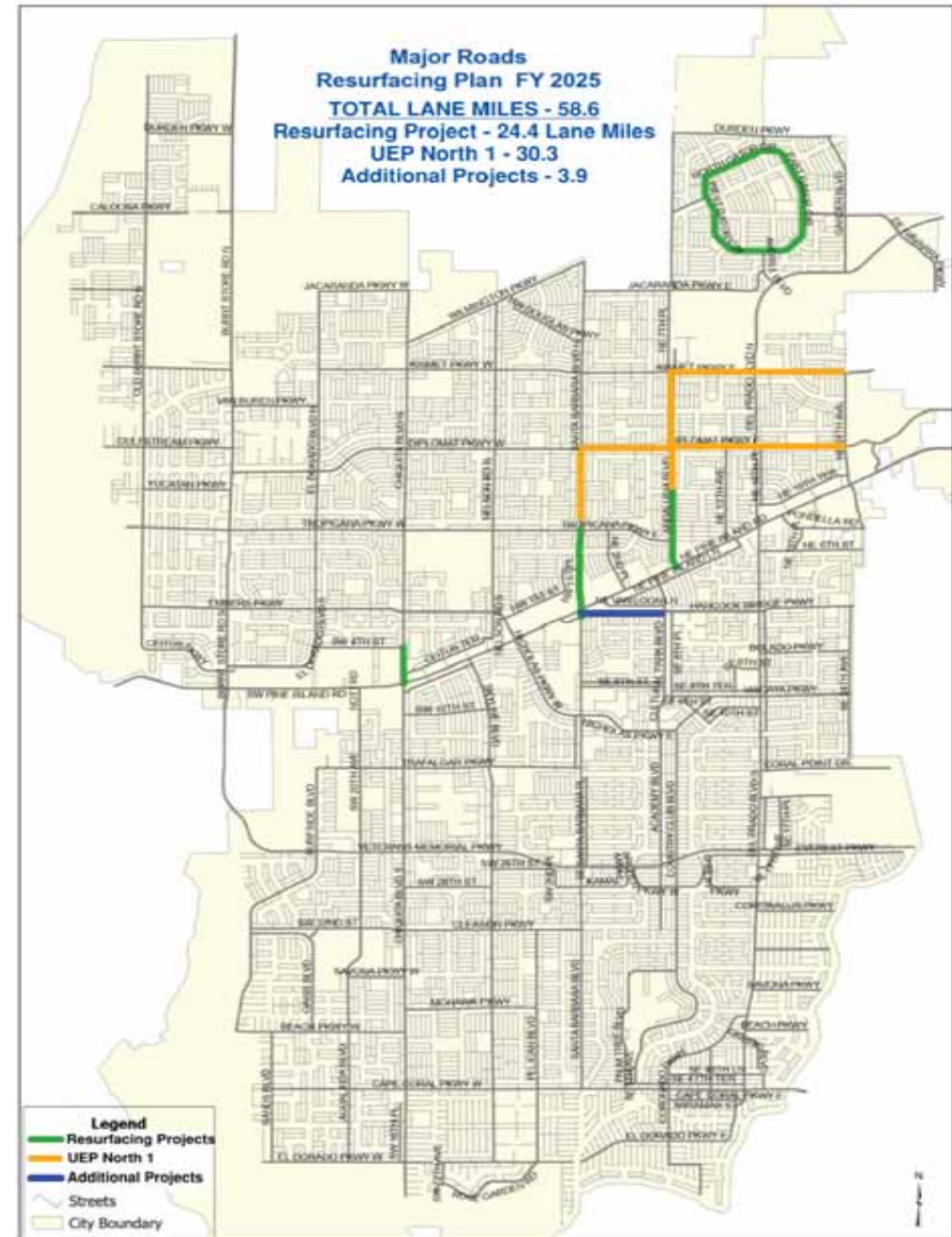
FY 2025 MAJOR ROADS 58.6 Lane Miles

RESURFACING PROJECTS (24.4 LANE MILES)

1. GATOR CIRCLE
2. CHIQUITA BLVD.
3. SANTA BARBARA BLVD.
4. ANDALUSIA BLVD

ADDITIONAL PROJECTS (34.2 LANE MILES)

1. Hancock Bridge Pkwy - (3.9 Lane Miles)
2. UEP North 1 - (30.3 Lane Miles)



LOCAL ROAD RESURFACING PLAN

1. FUNDING:

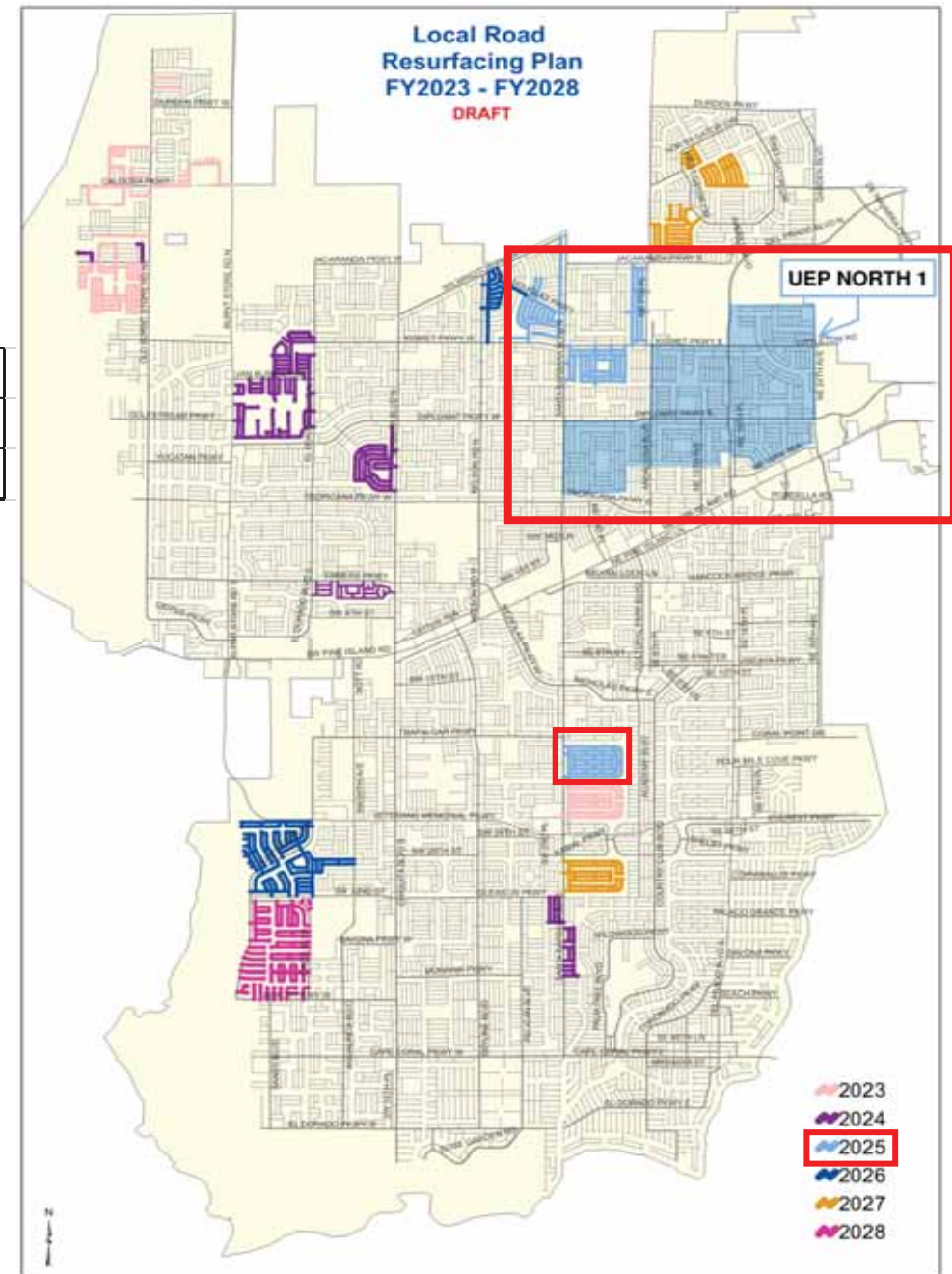
FY 2025 LOCAL ROAD RESURFACING	\$	5,649,560.00
6 CENT GAS TAX	\$	3,091,722.00
5 CENT GAS TAX	\$	2,557,838.00

2. LIFECYCLE REPLACEMENT PLAN GOAL

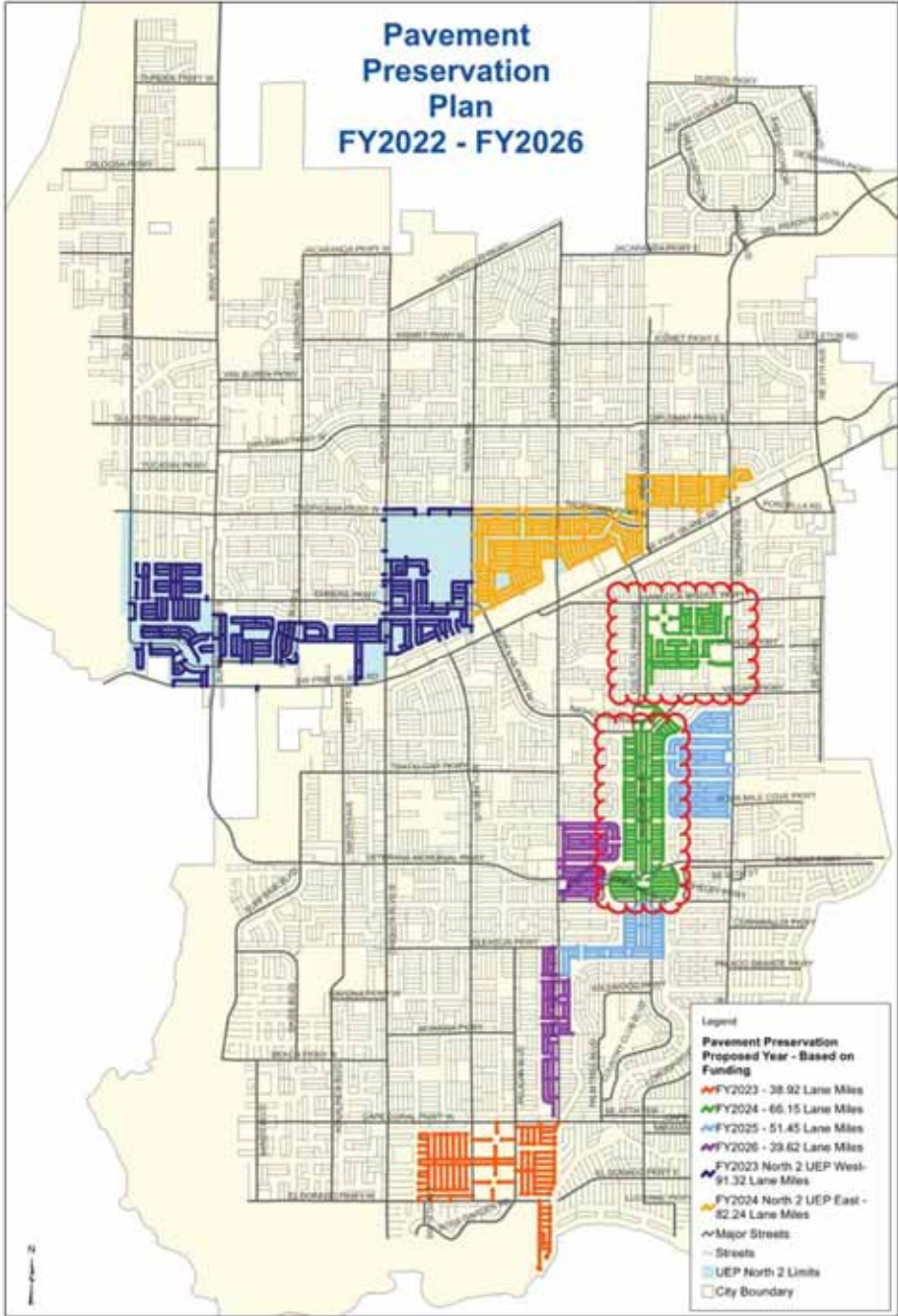
a) 71 Lane Miles

THE AREA SHADED IN BLUE INDICATED LOCAL ROADS TO BE REPLACED OR RESURFACED AS PART OF THE NORTH 1 UEP. = Approximately 60 lane miles

** DATA COLLECTED VIA RMT SOFTWARE WILL BE VITAL IN THE DECISION-MAKING PROCESS WHEN DECIDING WHAT ROADS TO PAVE IN 2025.**



PAVEMENT PRESERVATION



PAVEMENT PRESERVATION

1. FUNDING

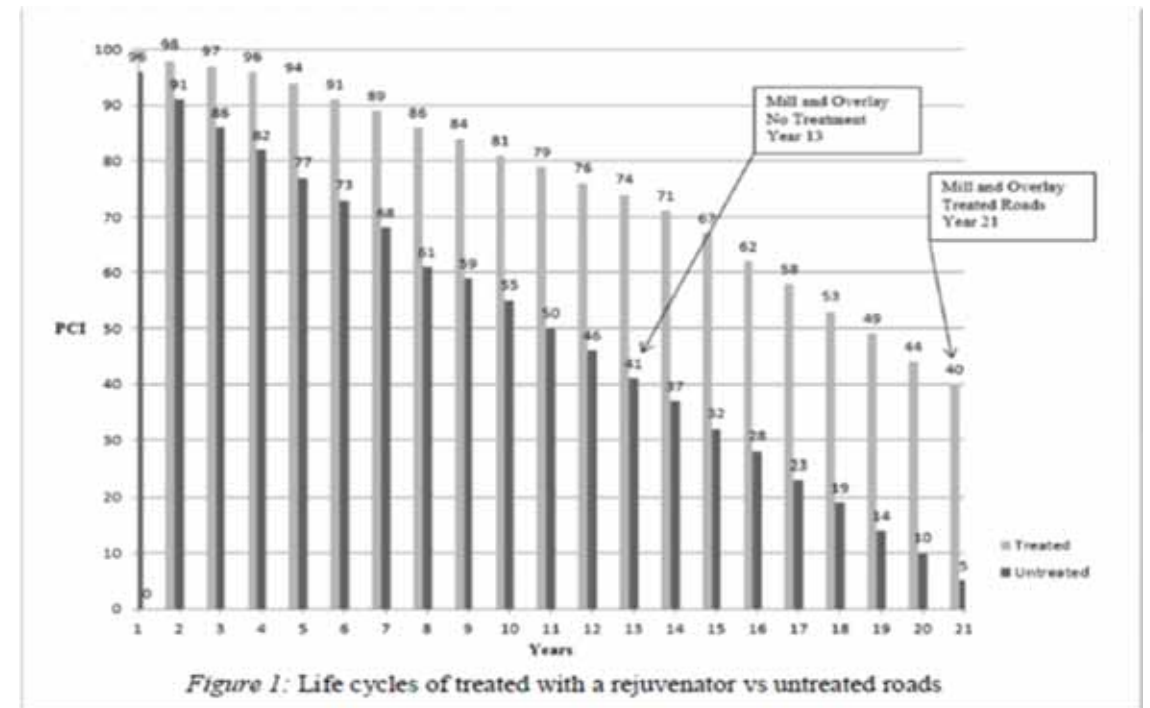
- a) 6 Cent Gas Tax - \$500,000

2. WHAT IS PAVEMENT PRESERVATION?

- a) The application of an asphalt rejuvenator that **penetrates the asphalt below the surface to chemically revitalize and protect the oily components of the asphalt binder.**
- b) These rejuvenators restore the asphalt components lost during the aging process and are designed to penetrate and co-mingle with the existing asphalt binder.
- c) **Reclamite** is one product previously used by the City of Cape Coral before 2011. It generally followed the Utility Expansion Projects (UEPs).

3. BENEFITS

- a) Restore the asphalt's chemical balance
- b) Reduce road fatigue
- c) Slow oxidation
- d) Make the pavement more flexible and less brittle
- e) Improve durability and viscosity
- f) Prevent raveling and other signs of aging
- g) Improve driver safety by preventing potholes



SPOT PAVING

1. FUNDING

- a) 6 Cent Gas Tax - \$500,000

2. PROGRAM OVERVIEW

- a) Involves milling, resurfacing, and select structural repairs or full depth pavement construction on selected roadways in various locations throughout Cape Coral.

3. BENEFITS

- a) This program allows the City to address small unique areas in need of paving that are too small to be independent projects.



A.D.A. RAMP IMPROVEMENTS



ADA RAMP IMPROVEMENTS

1. BACKGROUND

- a) In compliance with federal law, the City of Cape Coral is obligated to maintain and update its infrastructure to meet the current standards set forth by the Americans with Disabilities Act (ADA), the Federal Highway Administration (FHWA), and the Florida Department of Transportation (FDOT). These updates to curb ramps and sidewalk infrastructure ensure accessibility for all citizens.
- b) **ADA Improvements are completed with road resurfacing and as individual annual projects.**



FISCAL YEAR 2025 FUNDING - ADA

1. 5-Cent Gas Tax: \$200,000

- a) The budget was increased \$100,000 in 2025 due to rising construction costs.
- b) 19 Improvements are currently in construction for FY 2025.

Annual Funding	\$ 200,000.00
Average Industry Cost Per Improvement	\$ 13,757.00
Average # of improvements made with existing funding	14.5
# Of Improvements needed @ signalized intersections	141
Time to Complete Project with additional funding (YEARS)	10

ACCESS MANAGEMENT & MEDIAN IMPROVEMENTS



ACCESS MANAGEMENT

1. WHAT IS ACCESS MANAGEMENT?

- a) The planned design and regulation of how vehicles can access a roadway by controlling the placement and design of median openings

2. STRATEGIES:

- a) Limit the number of conflict points
- b) Design proper spacing of access points
 - a) Requirements are set forth by FDOT, the Florida Administrative Code, and the Cape Coral Engineering Design Standards.
- c) Implement turn lanes and deceleration lanes
- d) Apply access restrictions where necessary

3. BENEFITS:

- a) Reduced traffic congestion
- b) Fewer traffic accidents
- c) Improved travel times
- d) Better overall transportation system efficiency
- e) Enhance traffic safety

The Median Beautification Program

A city-wide program overseeing the landscape design, construction, and long-term maintenance within city medians.

1. Improving roadway safety
2. Creating beautified roadways
3. Appreciation of property values
4. Building neighborhood character
5. Enhancing quality of life for our residents



ACCESS MANAGEMENT & MEDIAN IMPROVEMENT FISCAL YEAR 2025 FUNDING

1. Access Management and Median Beautification projects are completed in conjunction through **multiple initiatives, projects, and funding sources.**
2. In addition to the programs listed, access management is now included in the planning and construction of all UEP projects.

ACCESS MANAGEMENT AND MEDIAN IMPROVEMENT BUDGET		
CAPITAL PROJECTS		
5 CENT GAS TAX		
CHIQUITA ACCESS MANAGEMENT & TURN LANES IMPROVEMENTS	\$ 515,000.00	\$1,030,000.00
DIPLOMAT ACCESS MANAGEMENT & CAPACITY IMPROVEMENTS	\$ 515,000.00	
GENERAL FUND		
COMMUNITY MEDIAN BEAUTIFICATION (ADOPT A MEDIAN)	\$ 321,360.00	\$1,351,360.00
CTAC - MEDIAN IMPROVEMENTS	\$ 1,030,000.00	
FACILITIES MAINTENANCE		
5 CENT GAS TAX		
MEDIAN CURBING	\$ 400,000.00	\$400,000.00
TOTAL BUDGET		\$2,781,360.00



SIDEWALK CONSTRUCTION



SIDEWALKS FISCAL YEAR 2025 FUNDING

SIDEWALK FUNDING FY 2025		
CAPITAL PROJECTS		
GENERAL FUND		
SIDEWALKS - Additional School Areas	\$ 2,575,000.00	\$2,575,000.00
GRANT FUNDED		
GRANT FUNDED SIDEWALKS	\$ 899,160.00	\$899,160.00
TOTAL BUDGET		\$3,474,160.00



SIDEWALK PRIORITY MATRIX

1. Recently Implemented Initiative:

- a) Assists in the planning and programming of City-funded sidewalk projects.
- b) All potential projects are entered into the matrix and assigned a score based on weighted scoring categories designed to improve safety, walkability, and connectivity.

2. Benefits:

- a) Increases Pedestrian Safety
- b) Enhances Accessibility
- c) Improves Decision-Making
- d) Optimizes Use of Allocated Resources
- e) Boosts Efficiency



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		
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		

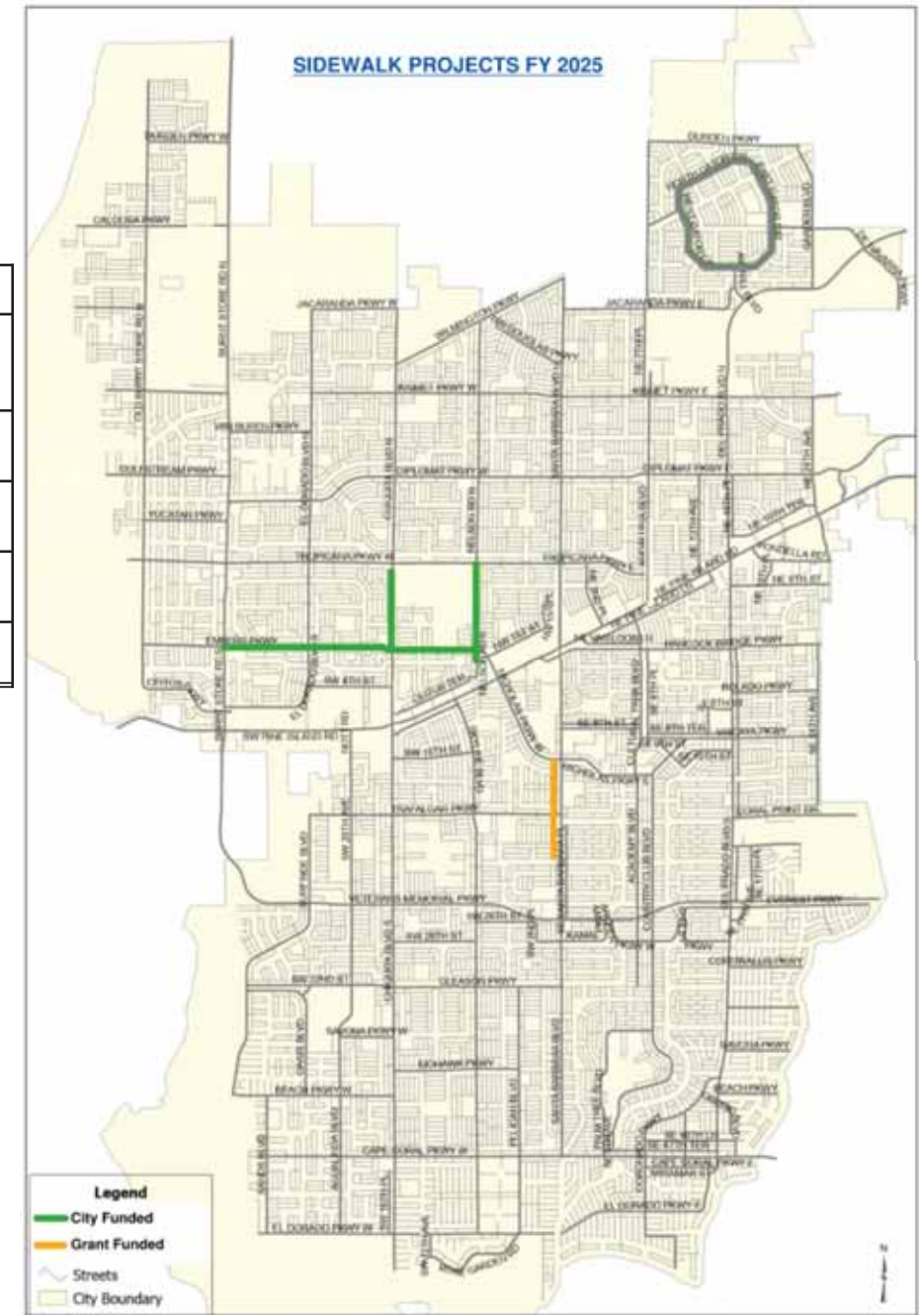
SIDEWALK PROJECTS

City Funded - FY 2025

CITY FUNDED SIDEWALK EXPENDITURES FOR FY25			
LENGTH	Project Name (Corrected)	Needed for Construction	Constructed By
2 Miles	Embers Pkwy (Burnt Store to Chiquita)	\$ 1,070,770.00	CONTRACTED
1.1 Miles	Embers Pkwy (Chiquita to Nicholas)	\$ 577,076.00	CONTRACTED
1.4 Miles	Nelson Rd (SW 1st St to Nicholas)	\$ 442,359.00	CONTRACTED
.75 Miles	Chiquita Blvd N (NW 1st Ter to NW 7th Ter)	\$ 484,795.00	IN HOUSE
		\$ 2,575,000.00	

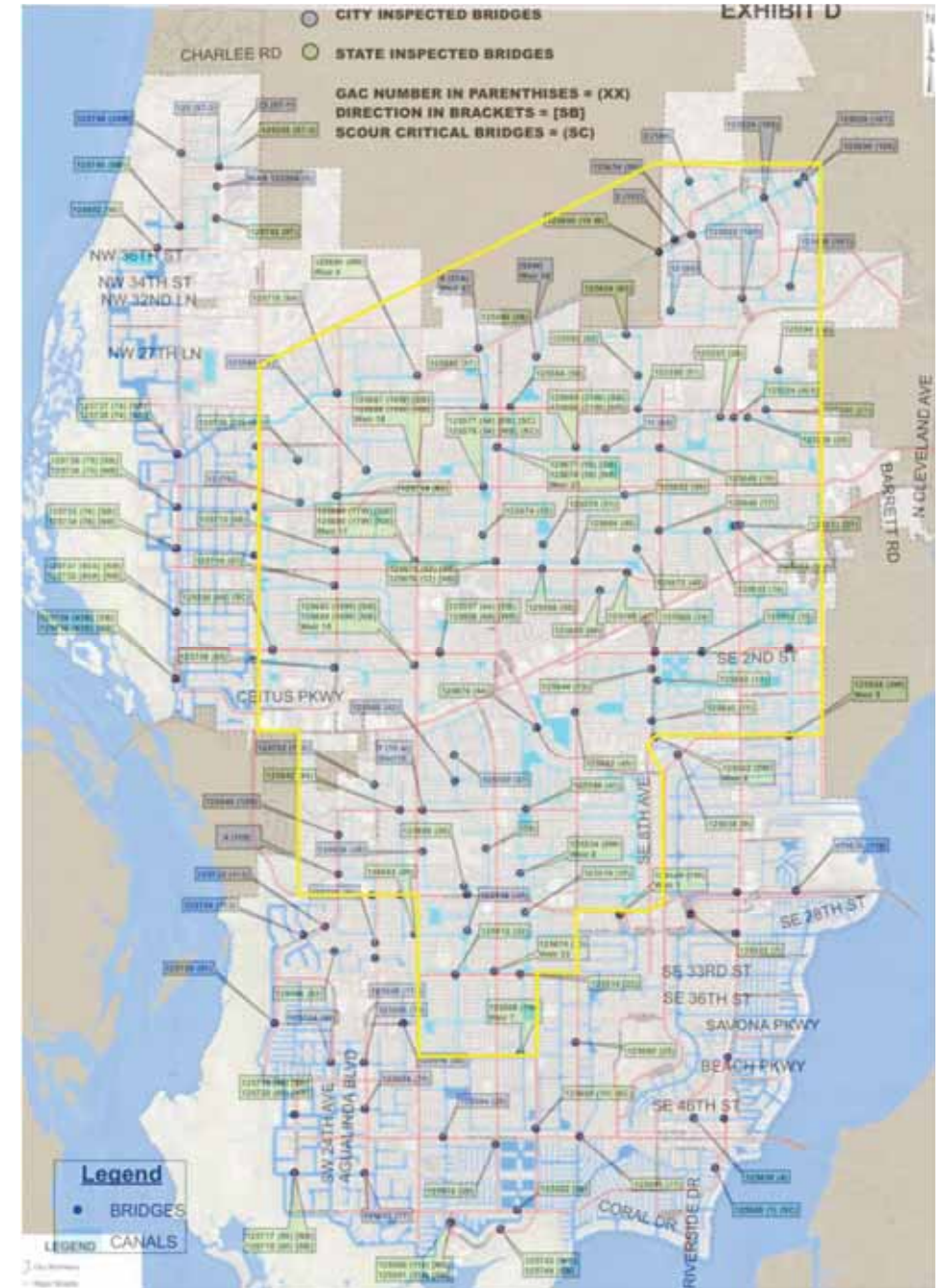
Grant Funded - FY 2025

1. SW Santa Barbara Place - \$ 899,160.00
 - a) From Nicholas Pkwy to SW 20th Street



BRIDGE REHABILITATION

Prioritization of bridge repairs or replacements as needed for the 140 bridges within Cape Coral.



BRIDGE REHABILITATION FUNDING

1. GENERAL FUND -

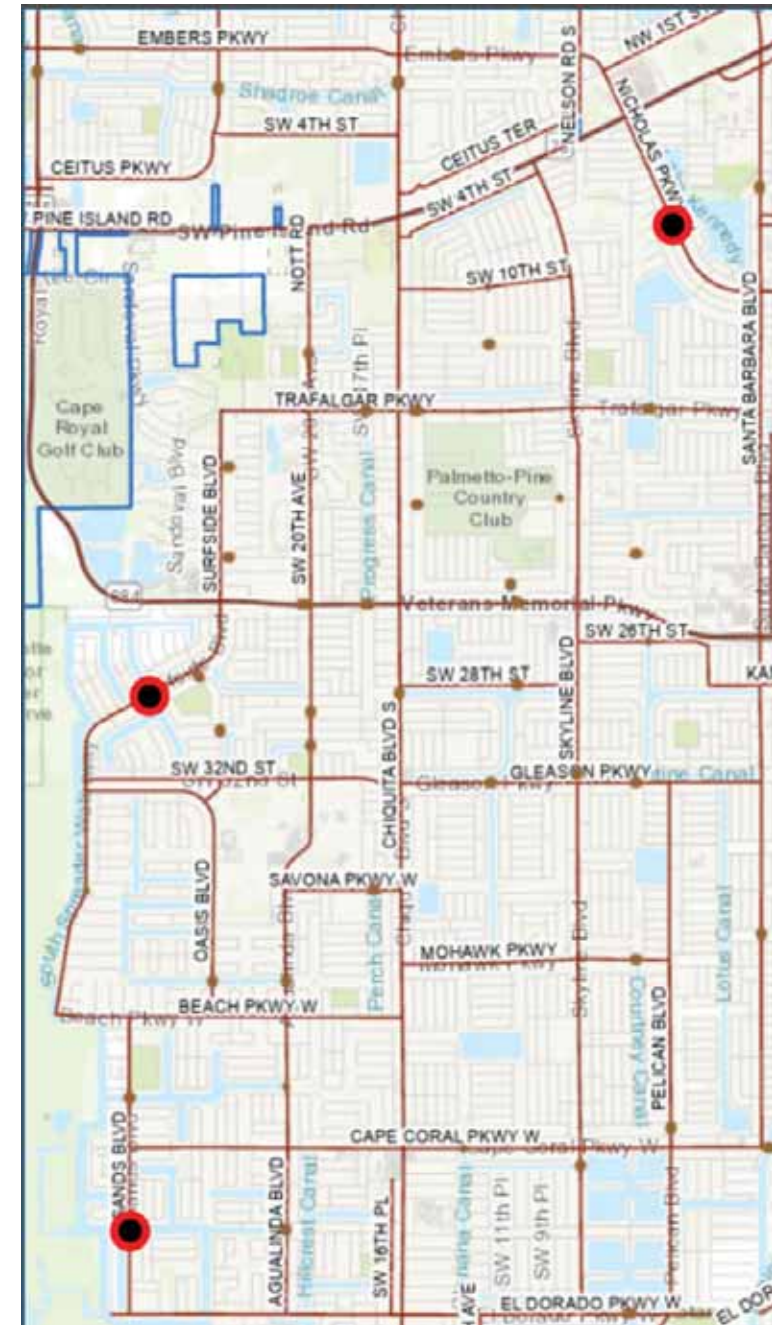
a) \$ 2 Million

2. PRIORITY PROJECTS

a) Sands Bridge - Over Eternity Canal

b) Surfside Bridge - Over Maxine Canal

c) Nicholas Pkwy - Over Kennedy Canal



STREETLIGHT INSTALLATION & MAINTENANCE



STREETLIGHT FUNDING

1. Since FY 2015, a minimum of \$100,000 is budgeted annually for the City Streetlight Program. Funding is provided through the General Fund. For FY 2025, \$119,491 is budgeted from the General Fund.
2. Most streetlights are installed and maintained by Lee County Electric Co-op (LCEC).
3. The program is managed by the Public Works Department, and streetlights are installed according to the priorities previously set by City Council

STREETLIGHT PRIORITIES

1. FY 2025 FUNDING - GENERAL FUND

- a) \$119,491.00

2. PRIORITY PROJECTS

- a) Pine Island Road Intersections
 - i. COMPLETED 2024
- b) Newly Added Semi-Permanent Bus Stops
 - i. COMPLETED 2024
- c) Major Roads in 1 Mile School Radius
 - i. 2024 - Island Coast HS
 - ii. 2025 - Mariner HS
 - iii. 2026 - Ida Baker HS
 - iv. 2027 - Cape Coral HS
 - v. 2028 - Cape Coral Charter HS
- d) Major Road Corridors

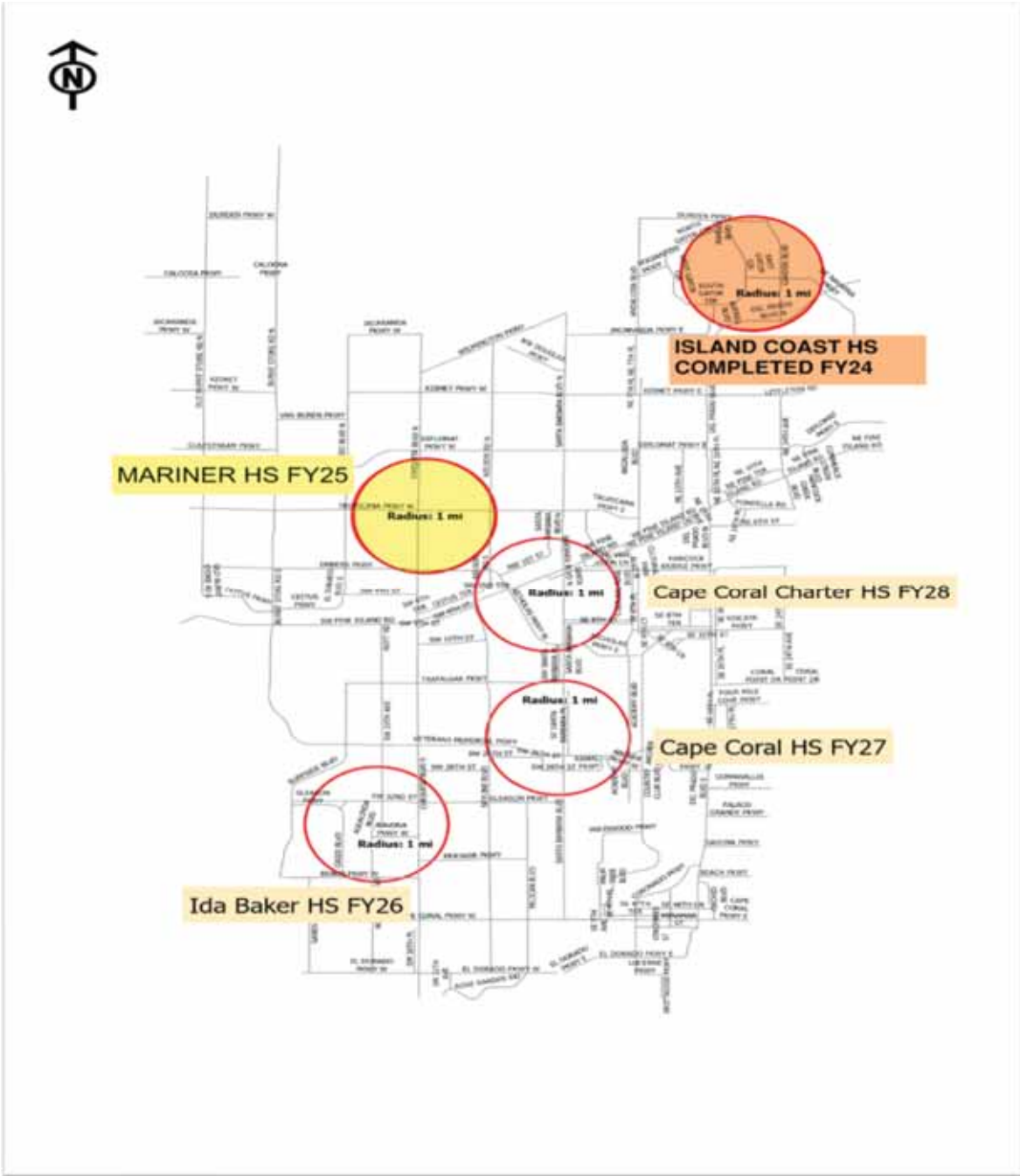
3. ADDITIONAL PROJECT

- a) Cape Coral Pkwy Street Light Retrofit - CRA
- b) Upgrades Streetlights along Cape Coral Pkwy
- c) Approved Budget: \$924,824



Location	Lights	Fuunding	Amount
FY2023			
Gleason	74	\$ 113,200.00	\$ 32,131.33
Pine Island & Andalusia	3	\$ 81,068.67	\$ 11,693.60
Pine Island & Cultural Park	4	\$ 69,375.07	\$ 6,242.51
Pine Island & Hancock	5	\$ 63,132.56	\$ 2,901.29
Pine Island & Hibiscus	10	\$ 60,231.27	\$ 30,267.45
Pine Island & NE 24th Ave/Hancock	10	\$ 29,963.82	\$ 25,010.19
Pine Island & Sandoval	5	\$ 4,953.63	\$ 5,667.51
Pine Island & NE 13th Ave	1	\$ (713.88)	\$ 1,859.78
Pine Island & SW 19th Ave	1	\$ (2,573.66)	\$ 1,102.38
Pine Island & SW 3rd Pl	1	\$ (3,676.04)	\$ 200.00
Pine Island & NE 3rd Ave	1	\$ (3,876.04)	\$ 4,190.02
FY 2023 TOTALS	115	\$ (8,066.06)	\$ 121,266.06
FY2024			
Pine Island Rd & Nott Rd	5	\$ 116,364.00	\$ 9,178.22
Pine Island Rd & Skyline	3	\$ 107,185.78	\$ 5,944.51
Moose Lodge-Santa Barbara N	8	\$ 101,241.27	\$ 11,822.00
NE 20th St & NE 17th Pl	1	\$ 89,419.27	\$ 1,104.14
Jacaranda & NW 20th Ave	1	\$ 88,315.13	\$ 689.54
Douglas & NW 4th Ave	1	\$ 87,625.59	\$ 585.00
Douglas & NW 5th Pl	1	\$ 87,040.59	\$ 822.72
Island Coast HS Corridor	131	\$ 86,217.87	\$ 77,237.17
FY 2024 TOTALS	151	\$ 8,980.70	\$ 107,383.30
FY2025			
Mariner HS Corridor	108	\$ 119,491.00	\$132,845.59
FY 2025 TOTALS	393	\$ (13,354.59)	\$132,845.59
FY2026			
Ida Baker HS Corridor	64		
FY 2026 TOTALS	716	\$ -	\$0.00
FY2027			
Cape Coral HS Corridor	58		
FY 2027 TOTALS	1231	\$ -	\$0.00
FY2028			
Cape Coral Charter HS Corridor	49		
FY 2028 TOTALS	2054	\$ -	\$0.00

STREETLIGHT 5 YEAR PLAN



STREETLIGHT INSTALLATION PROCESS

1. City staff coordinates annually with the Lee County School District to determine any new locations of semi-permanent bus stops with pickup and drop-off before or after daylight hours.
2. City staff field verifies each proposed streetlight location for the year, whether bus stop, intersection or corridor.
3. Final list is submitted to LCEC for quotes.
4. Upon receipt of the quotes, staff approves the maximum number of new light installations based on priority and funding availability.

STREET LIGHT MAINTENANCE

STREETLIGHTS BY THE NUMBERS

1. FY 2025 FUNDING - GENERAL FUND
 - a) \$ 3,360,000.00
 - b) Monthly Cost ≈ \$280,000.00
2. Streetlights maintained by LCEC
 - a) 16,663
3. Streetlights maintained by Cape Coral
 - a) *482

INSPECTIONS

1. School Inspections - June
2. Citywide inspections - November

*55 LCEC lights from Palm Tree Blvd to Coronado Pkwy will be moved to City maintenance, bringing the total number of lights maintained by the City to **537**



ROADWAY SIGNAGE AND STRIPING



TRAFFIC OPERATIONS OVERVIEW

1. ASSETS

- a) Over 58,000 Traffic Signs
- b) 3,142 Lane Miles of Roadway
- c) 82 Signalized Intersections
 - i. 41 City
 - ii. 41 State and County

2. KEY OBJECTIVES

- a) To enhance road safety and traffic management across Cape Coral by providing clear, effective, and resilient signage and road markings.
- b) To improve traffic flow, reduce accidents, and ensure compliance with applicable regulations, ultimately contributing to a safer and more navigable urban environment for all residents and visitors.

3. FY 2025 FUNDING: GENERAL FUND

- a) Operating Budget: \$692,459

4. STAFFING

- a) Traffic Operations Supervisor
- b) Sign Fabricator
- c) Crew Coordinator
- d) Traffic Technicians (7)



SIGNAGE PRODUCTION & INSTALLATION

1) PROCESS:

- a) New signs are requested by completing a Signing/Striping Work Order Request.
 - i) The request is reviewed by the Traffic Engineering Section and a work order is created outlining the sign specifications and installation location.
 - ii) The sign is fabricated and installed by Traffic Operations. All signs installed are entered into the asset management system (Cartegraph) to ensure accurate tracking of asset lifecycles and the complete sign network.
- b) Regular inspections and replacements to ensure visibility and compliance.

2) FY 2024 Accomplishments:

- a) Signs Designed and Fabricated - **5,027**
- b) Sign/Support Installation Activities - **8,136**



ROAD STRIPING AND MARKINGS

ABOUT:

1. These operations guide and regulate the movement of vehicles and pedestrians, ensuring safety and efficiency on the roadways.
2. Road striping and marking activities also fall under the responsibility of the Traffic Operations Section staff. To minimize resource strain, prevent delays in essential tasks, and maintain overall traffic safety and efficiency, it is crucial to effectively prioritize and assign both signage and striping activities. Balancing these critical tasks is essential for optimal operations.

ROAD STRIPING AND MARKINGS

1. MATERIALS & EQUIPMENT

- a) **Equipment:** Long Line Striping Truck, Walk Behind Paint Sprayers, Walk-behind Thermoplastic Applicators, Walk behind Bituminous Applicator for (RPM installation), Grinders.
- b) **Thermoplastic Paint:** Highly durable, highly visible paint that is applied as molten liquid and hardens upon cooling. Used for stop lines, crosswalks, arrows, roadway verbiage, high-traffic areas.
 - i) **Cost:** Higher initial cost due to its durability, typically around \$50 per gallon
- c) **Water-Based Paint:** Fast drying, more temporary paint composed of pigments, binders, and water, allowing for fast and easy application. Used for lane lines and parking lot markings.
 - i) **Cost:** Generally, the most affordable option. starting at around \$20 per gallon

2. CONTRACTED ASSISTANCE

- a) Thermoplastic Striping and Marking Contract.
- b) Contracting assistance for thermoplastic painting helps alleviate resource strain within the Traffic Operations Section, ensuring timely completion of both signage and striping tasks, thereby enhancing overall traffic safety and operational efficiency.

3. FY 2024 ACCOMPLISHMENTS

- a) Miles of Striping activity - 243

POST HURRICANE RESPONSE

1. RAPID RESPONSE SIGNAL ASSESSMENT:

- a) Immediate assessment of traffic signal functionality to ensure safe and efficient traffic flow.
- b) Identification and prioritization of critical intersections requiring urgent attention.

2. GENERATOR DEPLOYMENT:

- a) Deployment of portable generators to maintain traffic signal operations at key locations.
- b) Coordination with emergency services to ensure timely generator set-up and continuous power supply.

3. SIGN ASSESSMENT AND MAINTENANCE:

- a) Prioritized assessment and maintenance of damaged signage to ensure safe roadways.

4. CONTRACTED ASSISTANCE

- a) Quickly assessing, repairing, and replacing the number of signs within Cape Coral in following a storm event is an undertaking beyond the capability of our Traffic Operations Section alone.
- b) To aid in the quick and efficient response necessary to ensure safe roadways, staff is pursuing pre-positioned contracts that will offer immediate assistance in post disaster sign maintenance activities.

Questions?



Item Number:	6.H.
Meeting Date:	12/11/2024
Item Type:	BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

UEP North 3 - Major Road Cross Section Alternatives; NW Vision Plan (Audrie Goodwin, Principal Engineer, P.E., Capital Improvement Division)

SUMMARY:

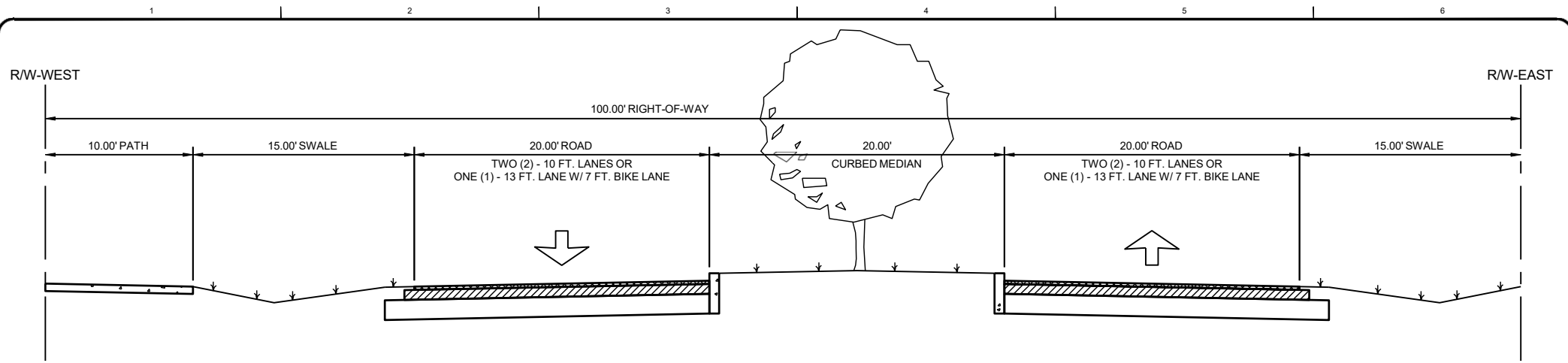
ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
▢ Staff Presentation	Backup Material

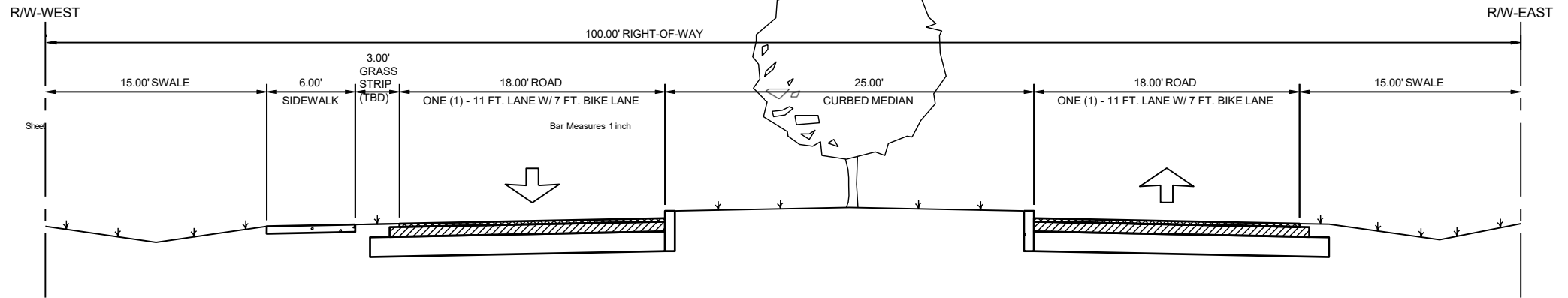


| UEP NORTH 3 - TYPICAL CROSS SECTION ALTERNATIVES
NW VISION PLAN
CTAC 12/11/2024



ALTERNATIVE 1
TYPICAL SECTION - STANDARD

NOT TO SCALE



ALTERNATIVE 2
TYPICAL SECTION - WIDE MEDIAN

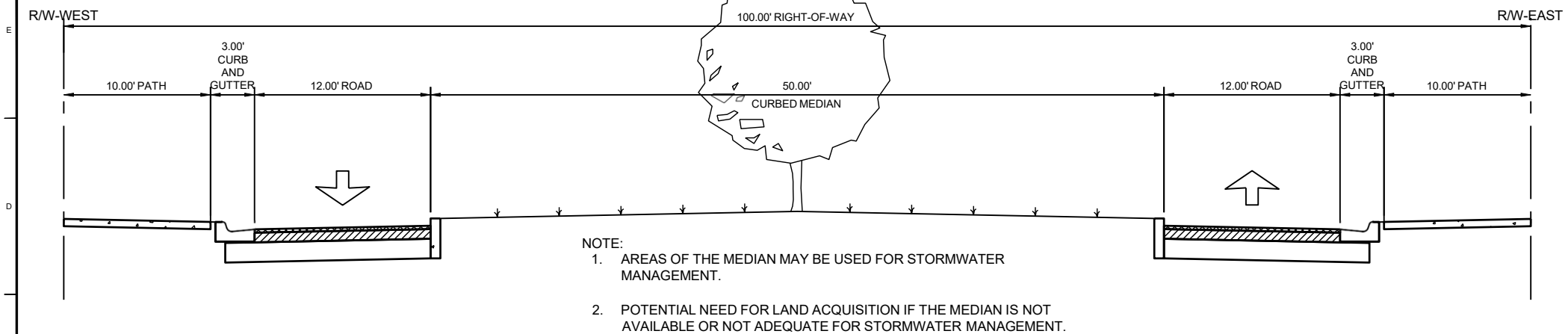
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NOTE: FURTHER CONSTRUCTION NEEDED IF 4-LANES IN THE FUTURE.

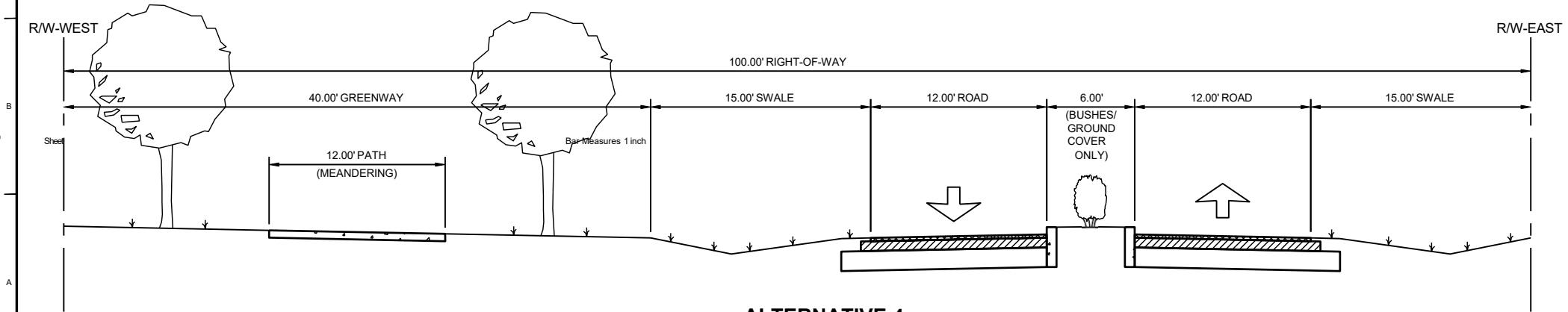


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TETRA TECH www.tetratech.com 10600 CHEVROLET WAY, SUITE 102 ESTERO, FLORIDA 33928 PHONE: (239) 390-1467 FAX: (239) 390-1769 ENGINEERING BUSINESS NO. 2429	OBSR TRANSPORTATION STUDY PRELIMINARY NOT FOR CONSTRUCTION DRAFT - October 4, 2024	CITY OF CAPE CORAL 1015 Cultural Park Boulevard Cape Coral, Florida 33990	MARK	DATE	DESCRIPTION	BY	UTILITIES EXTENSION PROJECT NORTH 3 OLD BURNT STORE ROAD CONCEPTUAL SECTIONS ALTERNATIVES 1 & 2	Project No.: 200-160522400 Design By: PC Drawn By: WM Checked By: PC																																																											
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ALTERNATIVE 3
TYPICAL SECTION - WIDER MEDIAN
 NOT TO SCALE



ALTERNATIVE 4
TYPICAL SECTION - SMALL MEDIAN, WIDE GREENWAY



TETRA TECH
www.tetratech.com
 10600 CHEVROLET WAY, SUITE 102
 ESTERO, FLORIDA 33928
 PHONE: (239) 390-1467 FAX: (239) 390-1769
 ENGINEERING BUSINESS NO. 2429

OBSR TRANSPORTATION STUDY
 PRELIMINARY NOT FOR
 CONSTRUCTION
 DRAFT - October 4, 2024

CITY OF CAPE CORAL
 1015 Cultural Park Boulevard
 Cape Coral, Florida 33990

MARK	DATE	DESCRIPTION	BY

UTILITIES EXTENSION PROJECT
 NORTH 3
OLD BURNT STORE ROAD
 CONCEPTUAL SECTIONS
 ALTERNATIVES 3 & 4

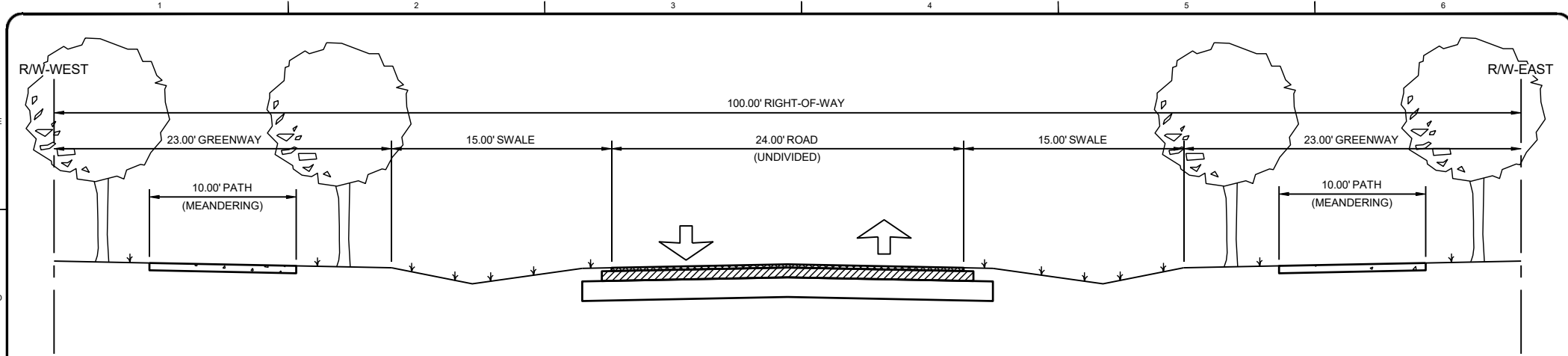
Project No.: 200-160522400
 Designed By: PC
 Drawn By: WM
 Checked By: PC
2 OF 3

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ALTERNATIVE 5
TYPICAL SECTION - UNDIVIDED
 NOT TO SCALE

Sheet

Bar Measures 1 inch

TETRA TECH www.tetratech.com 10800 CHEVROLET WAY, SUITE 102 ESTERO, FLORIDA 33928 PHONE: (239) 390-1467 FAX: (239) 390-1769 ENGINEERING BUSINESS NO. 2429	OBSR TRANSPORTATION STUDY PRELIMINARY NOT FOR CONSTRUCTION DRAFT - October 4, 2024	CITY OF CAPE CORAL 1015 Cultural Park Boulevard Cape Coral, Florida 33990	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">MARK</th> <th style="width: 10%;">DATE</th> <th style="width: 60%;">DESCRIPTION</th> <th style="width: 10%;">BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	MARK	DATE	DESCRIPTION	BY																									UTILITIES EXTENSION PROJECT NORTH 3 OLD BURNT STORE ROAD CONCEPTUAL SECTIONS ALTERNATIVE 5	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="font-size: 8px;">Project No.:</td><td style="font-size: 8px;">200-160522400</td></tr> <tr><td style="font-size: 8px;">Designed By:</td><td style="font-size: 8px;">PK</td></tr> <tr><td style="font-size: 8px;">Drawn By:</td><td style="font-size: 8px;">WJ</td></tr> <tr><td style="font-size: 8px;">Checked By:</td><td style="font-size: 8px;">YK</td></tr> <tr><td style="font-size: 8px;"> </td><td style="font-size: 8px;">PK</td></tr> </table>	Project No.:	200-160522400	Designed By:	PK	Drawn By:	WJ	Checked By:	YK		PK
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Questions

Item Number: 7.B.
Meeting Date: 12/11/2024
Item Type: OLD BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:
Hurricane Ian / Milton 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



| HURRICANES IAN / MILTON UPDATE
SIGNS
CTAC 12/11/2024

Status of Traffic Signs after Hurricanes Ian and Milton

Background and History:

1. Cape Coral has over 58,000 signs (counting all the street signs separately).
2. Right now, traffic signs in the City are still in need of repair partially due to Ian but especially due to Milton which struck on 10/9/24.
3. The City learned valuable lessons from Ian pertaining to federal reimbursement and the costs and benefits of submitting to FEMA (Federal Emergency Management Agency) - for signs on Local Roads and to FHWA (Federal Highway Administration) - for signs on Major Roads.
 - a. The City is currently working to develop at least two pre-positioned contracts that will be contracted out and greatly speed the process.
 - b. Also, when the next hurricane strikes, the City will likely apply for FEMA reimbursement but not FHWA for signs due to FHWA's many restrictions.

Status of Traffic Signs after Hurricanes Ian and Milton

After **Ian**, the City immediately began replacing stop signs with City crews and later with help from Broward County, Pompano Beach, and a small contract scheduled for 1 week of work.

1. City crews completed all Major Road 4-way stops in 2 days.
2. All stop signs (almost 8,000) were inspected for damage and then replaced or repaired if damaged. Work was completed in just over 6 months.
3. This work was performed with the understanding that it would not be reimbursed since full assessments were not done and contracts were not written nor approved by FEMA or FHWA.
4. Sept 2023 - City staff began assembly of FEMA and FHWA contracts.

Writing the FHWA contract was ceased in early 2024 due to restrictions and learning that Lee County got less than 15% of their requested reimbursement from FHWA.

5. In October 2024, with all Ian stop signs completed long before, and City crews had almost completed the Major roads when **Milton** hit. Currently, the total repaired or replaced stop signs is 2,175 posts and 460 signs between 10/9/24 and 11/30/24.

Summary of Traffic Signs Status after Hurricanes Ian and Milton

STOP SIGNS

1. **Local roads** – Contract (by **AWP**), Dec 3, 2024 – April 2, 2025
2. **Major roads**– Contract (by **AWP**), Dec 3, 2024 – April 2, 2025
(City crews repaired and replaced 70% of stop signs on Majors Oct 2024 – Dec 2024)

NON- STOP SIGNS

1. **Local roads** –Contract (by **Horsepower**), FEMA, Oct 2024 – Sept 2025.
2. **Major roads**– City Crews, Dec 2024 – Estimated June 2025 (Crews will also be pavement striping.)

Questions?





| HURRICANE IAN / MILTON UPDATE
SIGNALS
CTAC 12/11/2024

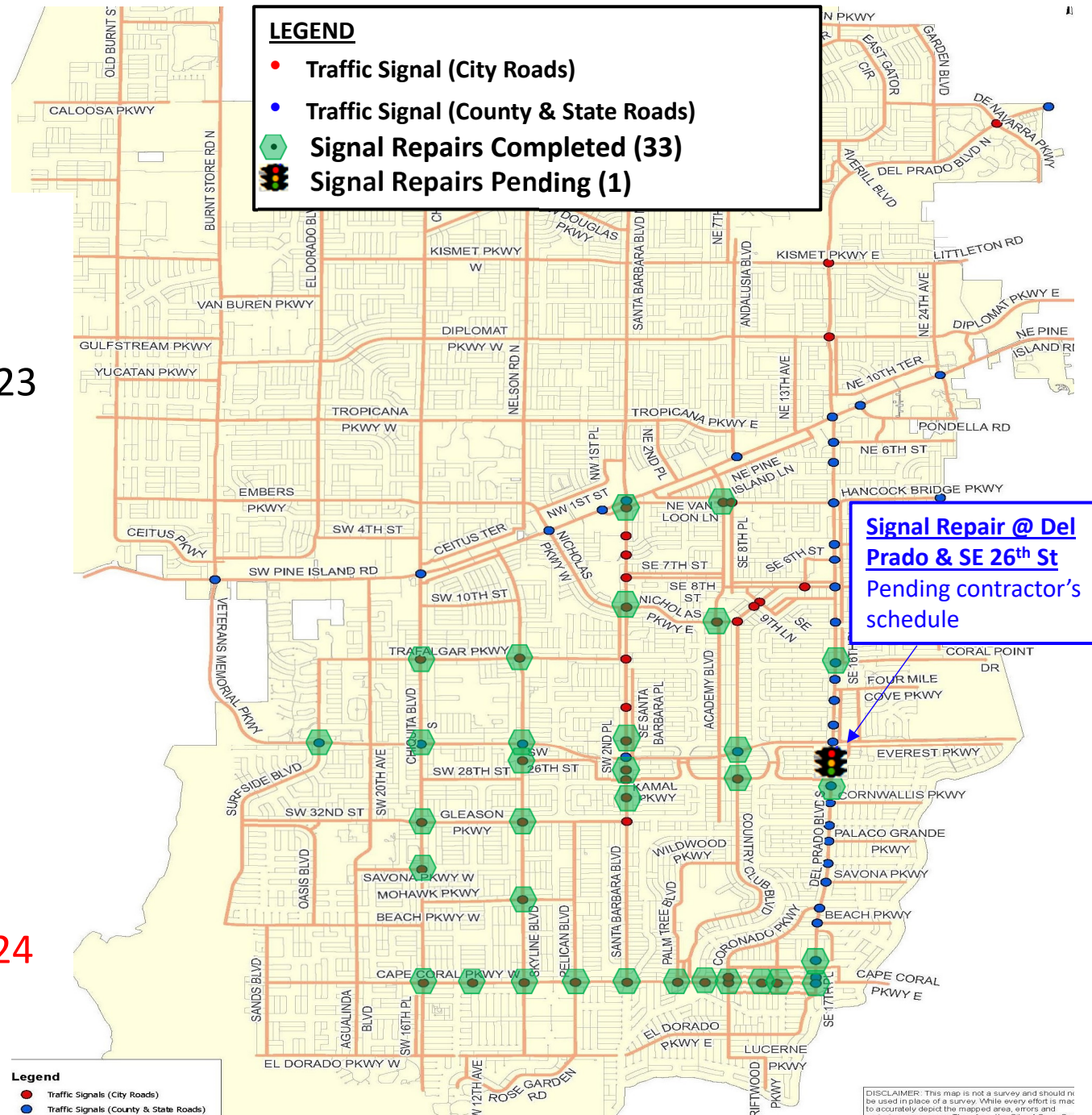
SIGNAL REPAIR UPDATES – OVERVIEW

1. Lee County maintains over 450 signalized intersections – 82 are in Cape Coral
2. Traffic Signals in Cape Coral
 - a) 41 intersections are on City Roads (red)
 - b) 41 intersections are on County and State Roads (blue)



HURRICANE IAN (9/28/22)

1. “Small Repairs”
(damages under \$5000 per intersection, not eligible for FHWA reimbursement)
 - Completed by Lee County in September 2023
(Funded by the City)
2. Repairs Eligible for FHWA Reimbursement
 - In-Progress by Contractor
 - Completed
 - ✓ Signals (completed 33 of 34 🟢)
 - ✓ Streetlights
 - ✓ UPS Batteries
 - ✓ Overhead Illuminated Signs
 - Remaining Work - Anticipated Completion
 - Signal @ Del Prado & SE 26th St – Dec 2024
 - Overhead Static Signs – Jan 2025



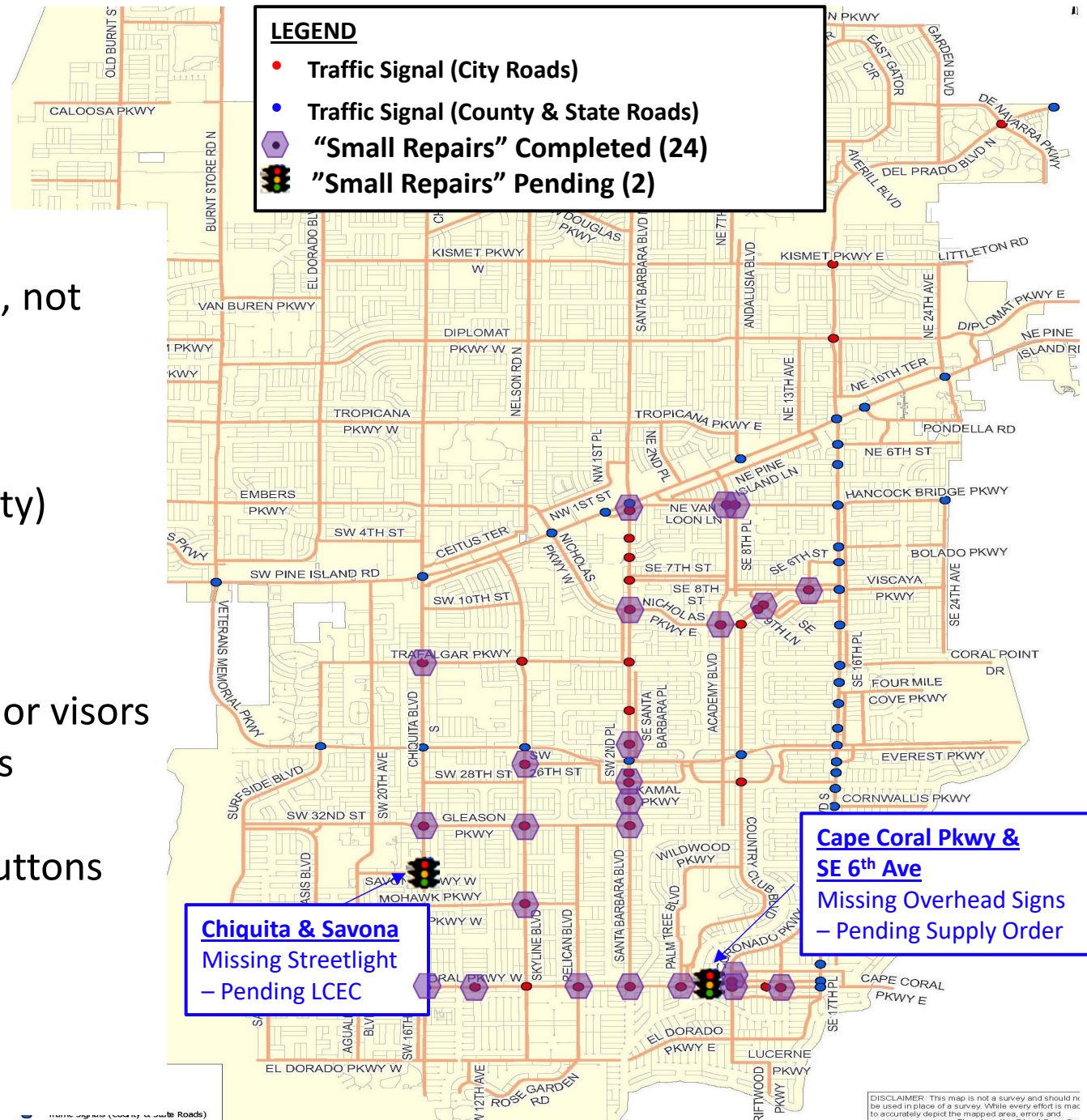
HURRICANE MILTON (10/9/24)

1. “Small Repairs” Only
(all damages were under \$5000 per intersection, not eligible for FHWA reimbursement)
2. All repairs are to be completed by Lee County
(Est. Total Cost \$21,450 – to be funded by the City)

Damages include:

- Missing or twisted signal heads
- Broken or missing signal head back plates or visors
- Missing, broken, or twisted overhead signs
- Damaged intersection streetlights
- Damaged cameras, school flashers, ped buttons

3. Two remaining intersections – see map
4. Anticipated Completion: **January 2025**



Questions

Item Number: 7.C.
Meeting Date: 12/11/2024
Item Type: OLD BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Traffic Signal Updates (Pimolmas Tan, Principal Engineer, Design and Construction)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

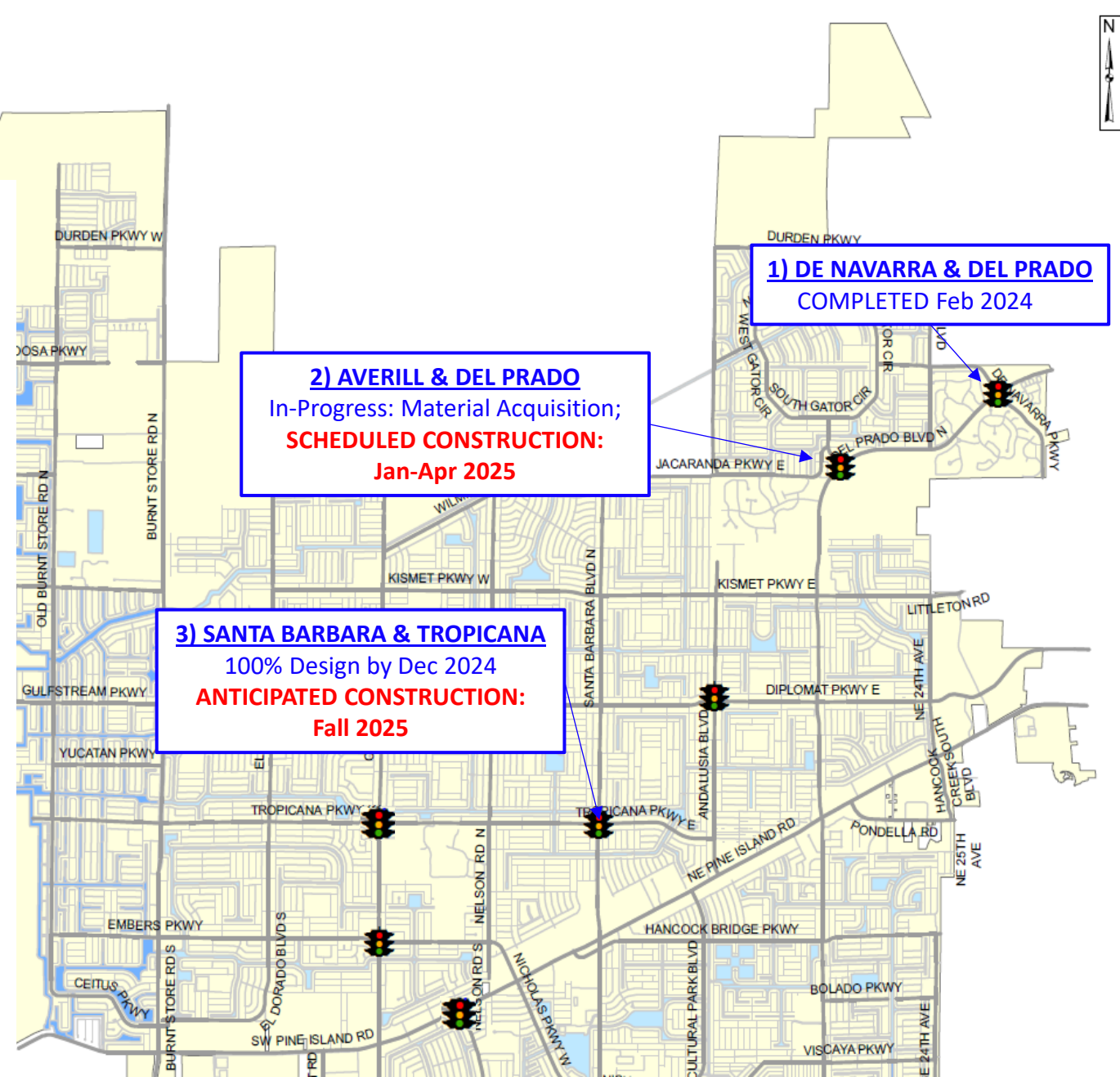
Description	Type
▫ Staff Presentation	Backup Material



TRAFFIC SIGNAL UPDATES CTAC 12/11/2024

NEW TRAFFIC SIGNALS

1. De Navarra Pkwy & Del Prado Blvd N.
 - a) Completed – Feb 2024
2. Averill Blvd & Del Prado Blvd N.
 - a) Completed
 - ✓ Design Completion: Mar 2024
 - ✓ Bidding Phase: Apr–Jun 2024
 - ✓ Council Awarded Contract: 7/24/2024
 - ✓ Issued Notice-to-Proceed: 8/17/2024
 - b) Current Contract Schedule
 - Order Materials/Vendor’s Lead Time: Sep–Dec 2024
 - **Scheduled CONSTRUCTION: Jan–Apr 2025**
3. Santa Barbara Blvd & Tropicana Pkwy E.
 - a) Anticipated Design Completion: 12/31/2024
 - b) Anticipated Construction Schedule:
 - Bidding Phase to NTP (5 mo): Jan–May 2025
 - Order Materials/Vendor’s Lead Time (4 mo): Jun–Sep 2025
 - **Anticipated CONSTRUCTION: Fall 2025**



NEW TRAFFIC SIGNALS

4. [Chiquita Blvd & Embers Pkwy](#)

- a) 90% Design In-Progress
- b) Anticipated Design Completion: Mar 2025

5. [Andalusia Blvd & Diplomat Pkwy](#)

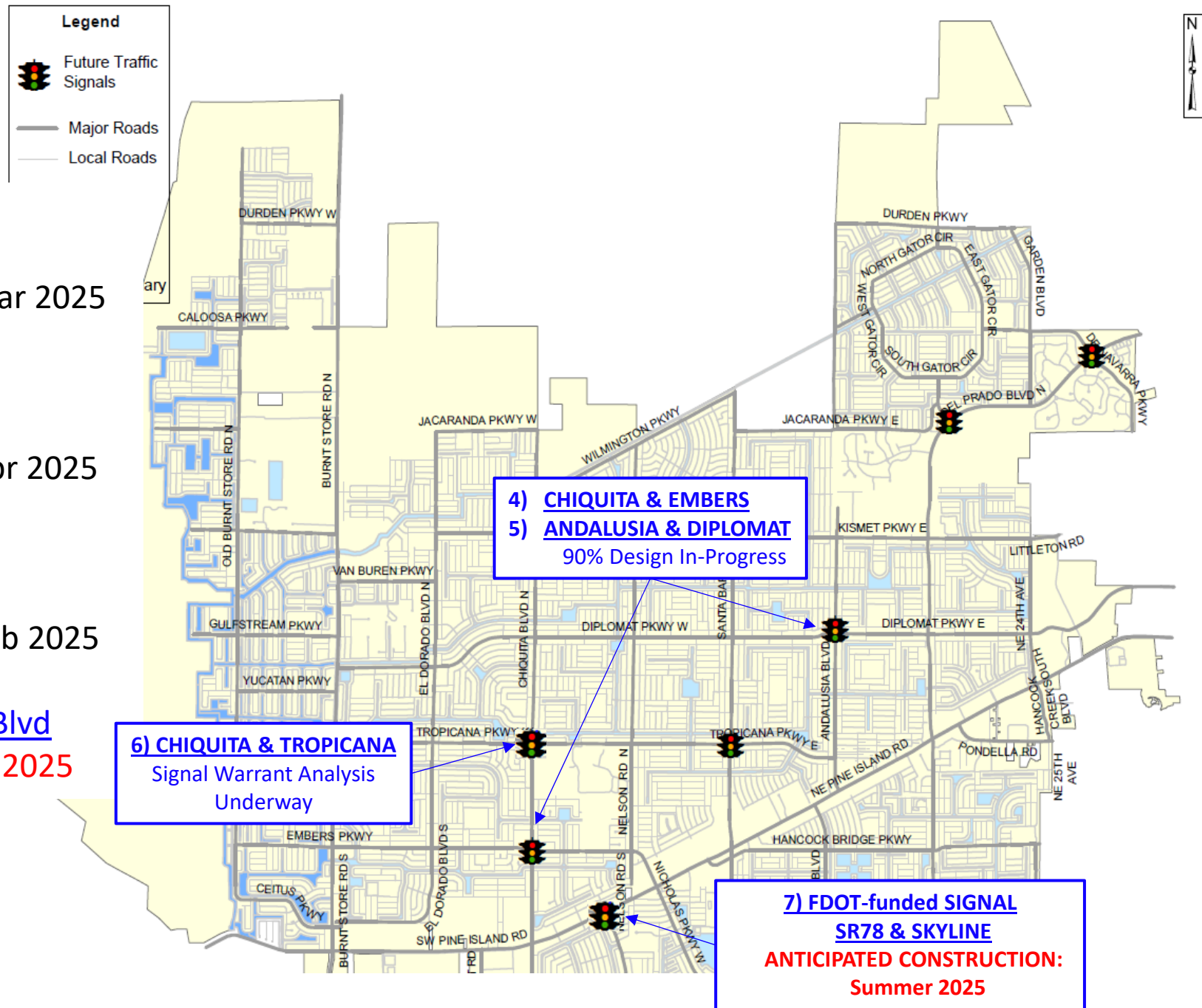
- a) 90% Design In-Progress
- b) Anticipated Design Completion: Apr 2025

6. [Chiquita Blvd & Tropicana Pkwy](#)

- a) Signal Warrant Analysis Underway
- b) Anticipated Study Completion – Feb 2025

7. [FDOT-funded Signal – SR78 & Skyline Blvd](#)

Anticipated CONSTRUCTION: Summer 2025



Questions

Item Number: 7.D.
Meeting Date: 12/11/2024
Item Type: OLD BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

NE 24th Ave Widening (Audrie Goodwin, Principal Engineer, P.E., Capital Improvement Division)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
▫ Staff Presentation	Backup Material



| OFFICE OF CAPITAL IMPROVEMENTS
NE 24TH AVENUE WIDENING UPDATE
CTAC DECEMBER 11, 2024

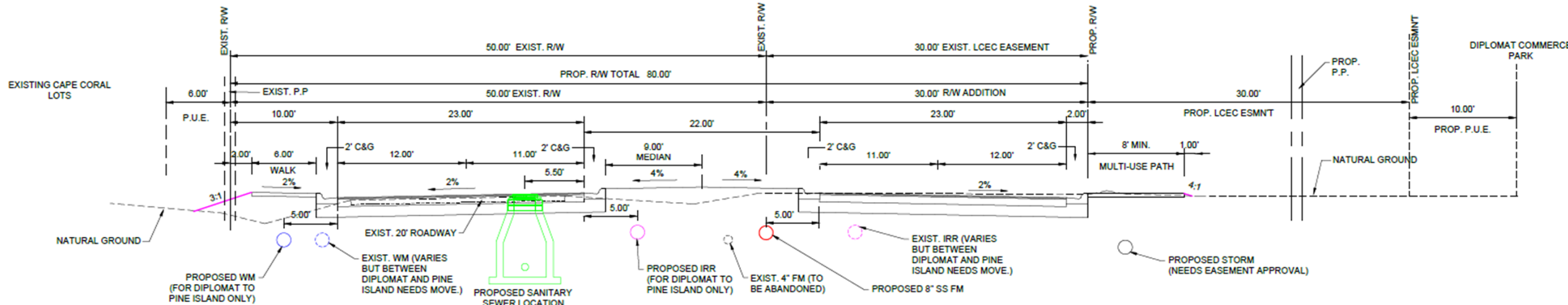
NE 24th Avenue Widening

- Current Project Budget: \$20.5 Million
- Design Percent complete: Approaching 60% Submittal
- Project Location:
 - NE 24th Avenue from Pine Island Road to Kismet Pkwy
 - To be constructed as part of the North 1 East UEP anticipated to begin in 2025/2026



NE 24th Avenue Widening: Details

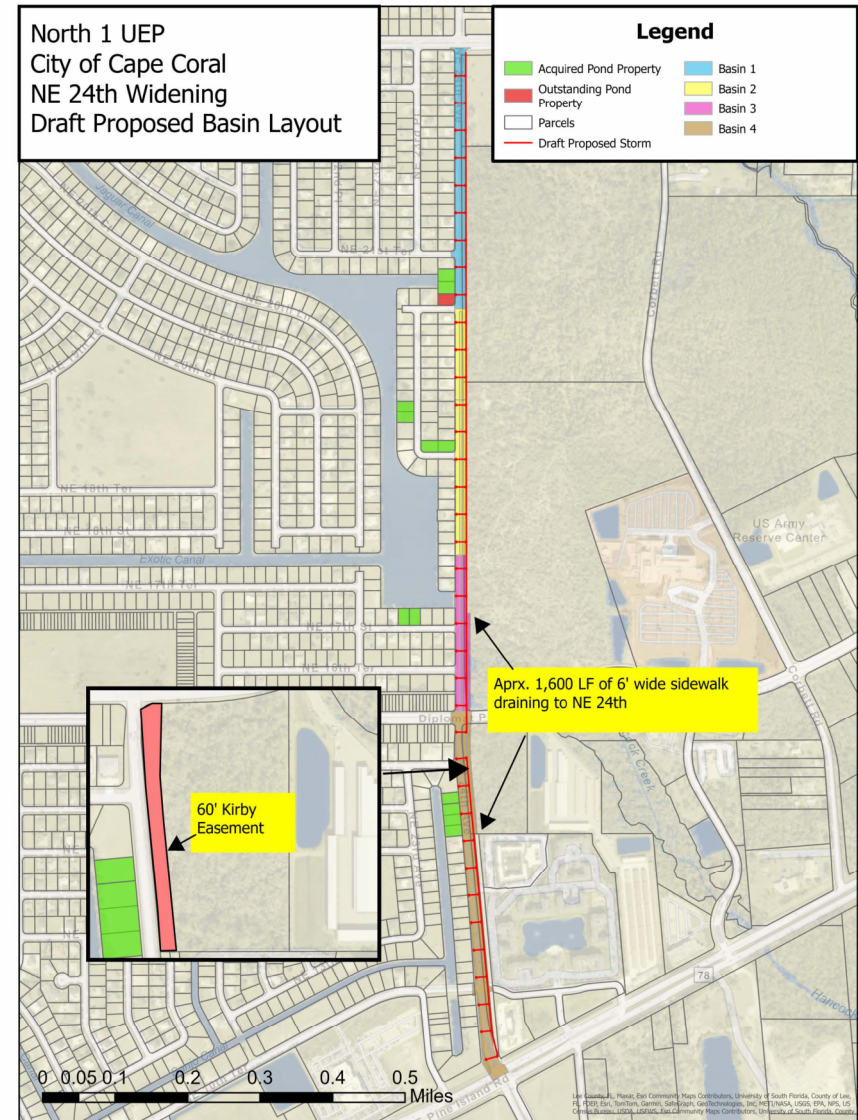
NE 24th Avenue Typical Roadway Cross-section



- Improvements include:
 - Road widening from two lane undivided to four lanes divided
 - Median landscaping and curbing
 - Sidewalks and Multi-use Path
 - Street lighting (in collaboration with LCEC)
 - Roundabout evaluation at Kismet Pkwy and Diplomat Pkwy

NE 24th Avenue Widening: Property Acquisition

- 11 properties required for stormwater management to accommodate expansion from two lanes to four lanes
- Additional Right-of-Way required to complete roadway expansion
- 10 properties out of 11 properties have been acquired for stormwater management
- Coordination with property owner in progress to acquire additional Right-of-Way



Questions

Item Number: 7.E.
Meeting Date: 12/11/2024
Item Type: OLD BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

Andalusia Blvd. Extension (Melissa Perez-Gonzalez, Senior Project Manager, Capital Improvement Division)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
▢ Staff Presentation	Backup Material



| OFFICE OF CAPITAL IMPROVEMENTS
ANDALUSIA BLVD. EXTENSION UPDATE
CTAC DECEMBER 11, 2024

ANDALUSIA BOULEVARD EXTENSION (0.80 MILES)



Questions

Item Number: 7.F.
Meeting Date: 12/11/2024
Item Type: OLD BUSINESS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:

School Zone Speed Camera Installation (Bryan VandeWalker, Interim Transportation Manager)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
▫ Staff Presentation	Backup Material



| SCHOOL ZONE SPEED CAMERA INSTALLATION OVERVIEW AND UPDATE CTAC 12/11/2024

PROJECT OVERVIEW

Initiative to establish a school zone speed enforcement program through the authorized use of speed detection systems.



PROJECT BACKGROUND

1. April 2024

1. Kissinger Campo & Associates (KCA) completed speed study.

2. June 2024

1. Ordinance 39-24 adopted by City Council, establishing a school zone speed enforcement program and authorizing the use of speed detection systems

3. September 4, 2024

1. Council approved Resolution 214-24 entering into an agreement with RedSpeed Florida, LLC to install, monitor, operate & maintain the Speed Detection Systems for school zones

SPEED STUDY

1. Looked at all established school zones in Cape Coral using speed measurements.
2. Determined how many drivers exceeded 10 mph over the posted speed limit during morning arrival and afternoon dismissal periods.
3. Each school zone was studied for one calendar school week (Monday - Friday).
4. Observations were made during the "flash start" and "flash stop" periods for each school in the morning and afternoon.

Table 1 - Summary Data During School Zone Flashers

	School	Average Speeding Occurrences per Day	Total Speeding Occurrences per Week	85 th Percentile Speed (mph)	Max speed (mph)
1	Patriot Elementary School (Skyline Blvd)	3,872	15,487	41.7	67.2
2	Heritage Charter Academy (Santa Barbara Blvd)	1,136	3,992	36.7	59.4
3	Mariner Middle School (Chiquita Blvd)	818	2,453	37.7	66.6
4	Diplomat ES/MS (Diplomat Pkwy W.)	497	1,775	29.6	68.0
5	Trafalgar Elementary School (SW 20 th Ave) ¹	426	1,623	35.2	65.0
6	Cape Coral Christian (Santa Barbara Blvd)	363	1,278	28.5	59.2
7	Cape Elementary School (Vincennes Blvd) ^{1,2}	324	1,221	39.6	62.2
8	Trafalgar Middle School (Trafalgar Pkwy)	317	1,264	38.0	58.5
9	Oasis Elementary School North (SW 29 th Ave) ¹	223	827	27.8	42.8
10	Skyline Elementary School (Skyline Blvd)	167	669	28.2	60.4
11	Cape Elementary School (Coronado Pkwy) ²	161	643	28.8	57.0
12	Challenger Middle School (Trafalgar Pkwy)	131	471	27.8	54.7
13	Nicaea Academy of Cape Coral (Chiquita Blvd)	130	546	25.1	55.3
14	IDA Baker High School (Agualinda Blvd) ³	113	432	29.3	50.9
15	Pelican Elementary School (Pelican Blvd)	79	314	29.8	47.6
16	Gulf Elementary School (Agualinda Blvd) ³	47	189	25.6	44.6
17	St Andrews Catholic School (SW 27 th St) ¹	39	139	23.7	36.3
18	Oasis Elementary School North (SW 3 rd Ln) ^{1,2}	13	49	25.0	36.9
19	Oasis ES/MS/HS (Oasis Blvd)	5	20	19.0	37.7
20	Oasis Elementary School North (SW 3 rd St) ^{1,2}	3	10	20.6	28.5
21	Mid Cape Global Academy (Mid Cape Ter) ¹	0	0	16.1	23.5

1. There is a 15-mph school zone speed limit at Trafalgar Elementary School (SW 20th Ave), Cape Elementary School (Vincennes Blvd), Oasis Elementary School North (SW 29th), St Andrews Catholic School (SW 27th St), and Mid Cape Global Academy (Mid Cape Ter).
2. Two different locations were studied for Cape Elementary School along Vincennes Blvd and Coronado Pkwy. Three different locations were studied for Oasis Elementary School North along SW 29th Ave, SW 3rd Ln, and SW 3rd St.
3. IDA Baker High School and Gulf Elementary School were studied at the same location along Agualinda Blvd with different school zone flasher times studied.

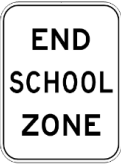


INSTALLATION LOCATIONS

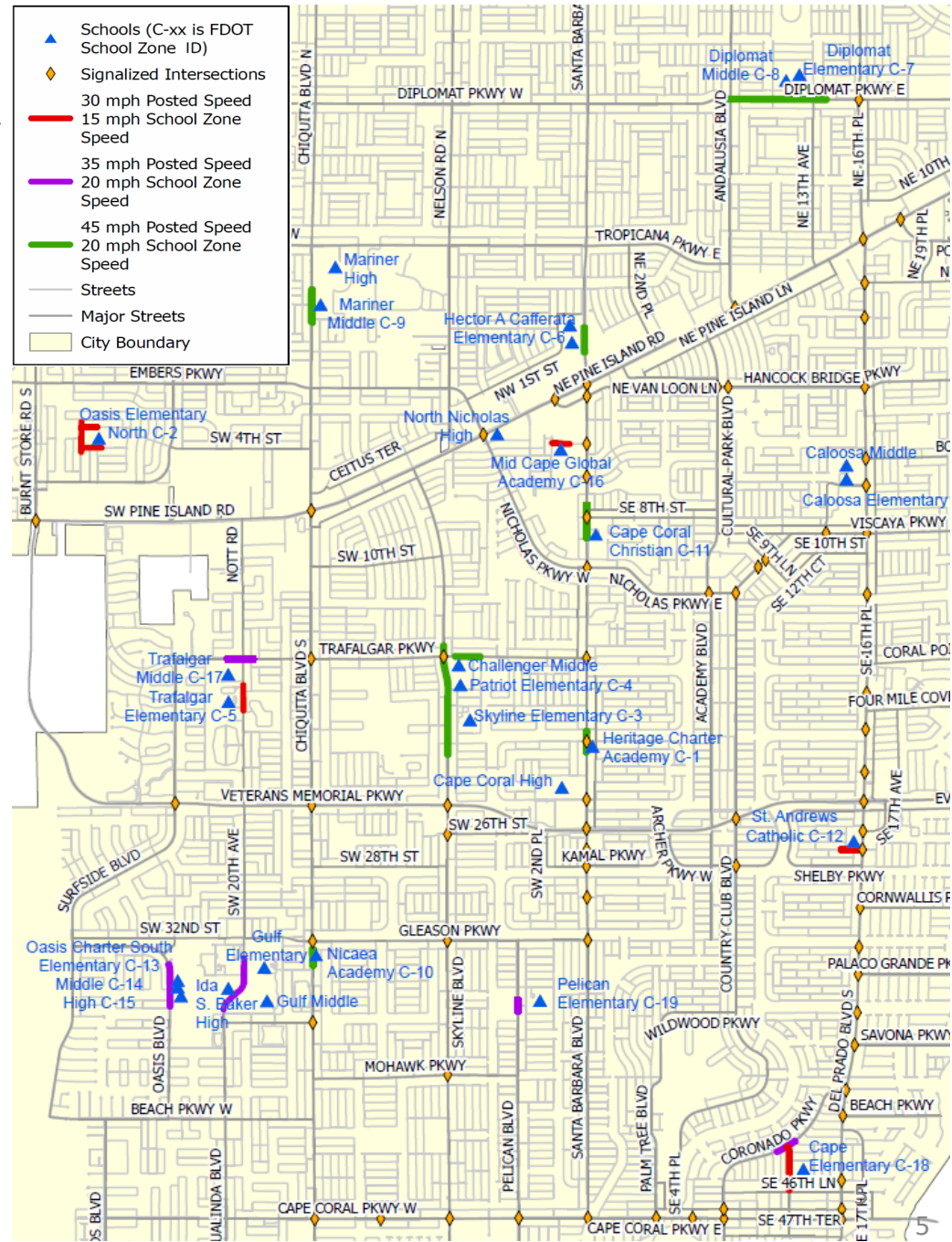
FDOT Completed School Zone Flasher/Sign Installation Prior to 2023-24 School Year



SPEEDING FINES DOUBLED



SCHOOL ZONES TO RECEIVE SPEED DETECTION SYSTEMS
Patriot Elementary School
Mariner Middle School
Diplomat Elementary/Middle School
Trafalgar Elementary School
Cape Coral Christian School
Cape Elementary School - Zone 1
Cape Elementary School - Zone 2
Trafalgar Middle School
Oasis Charter Elementary School (North)
Skyline Elementary School
Challenger Middle School
Nicaea Academy of Cape Coral
Ida S. Baker High School/Gulf Elementary School



ENFORCEMENT

*Enforcement by Speed Detection System (SDS)
> Cape Coral Police Department (CCPD)*

Enforcement Procedure Overview

1. SDS captures violation (exceeding 10 mph over speed limit)
2. CCPD confirms violation
3. Fine of \$100.00 and notice of violation mailed to registered owner of vehicle
 - a) 30 days to pay \$100 fine

PROJECT STATUS

1. PERMITTING

1. Right-of-Way (ROW) utility installation permits for all locations have been issued.

2. CONSTRUCTION

1. ROW utility construction is underway at all school zone locations.
2. Electrical hookup and inspection to be completed throughout December.

PROJECT STATUS

1. ADVANCED WARNING PERIOD

1. CCPD has released the required public outreach video which is being broadcast via social media.
2. CCPD in coordination with Redspeed created promotional and informative handouts, as well as banners for school campuses.

PROJECT STATUS

a) TARGET COMPLETION

a) January 6, 2024

b) On-schedule

July 2024						
Su	M	Tu	W	Th	F	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

August 2024						
Su	M	Tu	W	Th	F	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

September 2024						
Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

October 2024						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

November 2024						
Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

December 2024						
Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

January 2025						
Su	M	Tu	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

**SCHOOL ZONE SPEED
DETECTION SYSTEM TARGET
COMPLETION/GO LIVE DATE.**

 School Closed

 Employee Planning (no school for students)

Questions?



Item Number:	8.B.
Meeting Date:	12/11/2024
Item Type:	WORKSHOP DISCUSSIONS

AGENDA REQUEST FORM
CITY OF CAPE CORAL



TITLE:
High Injury Network Map (Laura Dodd, Principal Planner)

SUMMARY:

ADDITIONAL INFORMATION:

ATTACHMENTS:

Description	Type
<input type="checkbox"/> Staff Presentation	Backup Material



| HIGH INJURY NETWORK MAP
LAURA DODD
CTAC 12/11/2024

High Injury Network (HIN) - Segments



- Signalized Intersections
- Interstate
- Major Roads
- Roads
- Rivers & Streams
- County Park
- Transportation Disadvantaged
- City Limits
- High Injury Network
- HIN (Bike Emphasis)
- HIN (Pedestrian Emphasis)

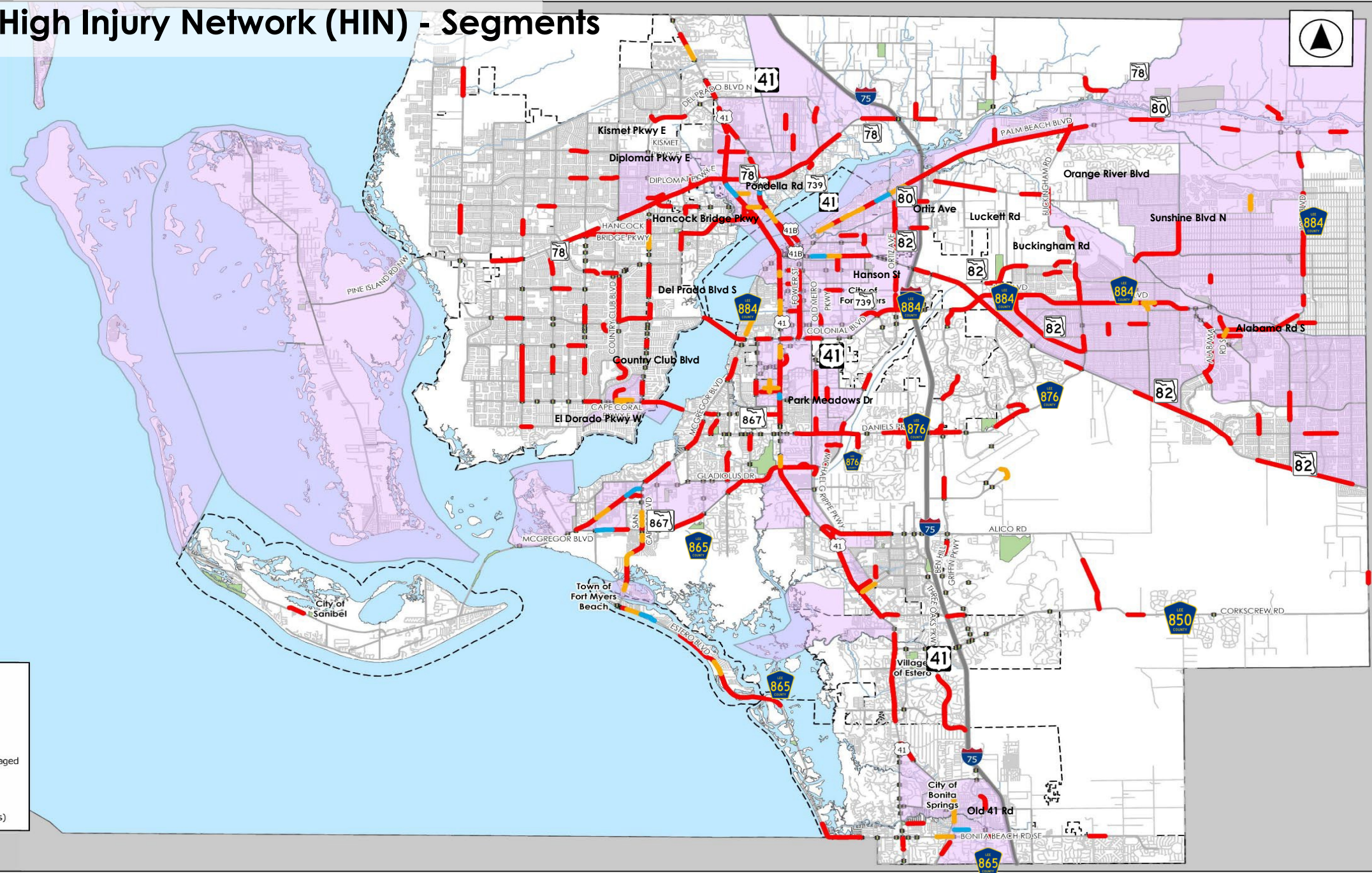


Figure 13 High Injury Network - Segments

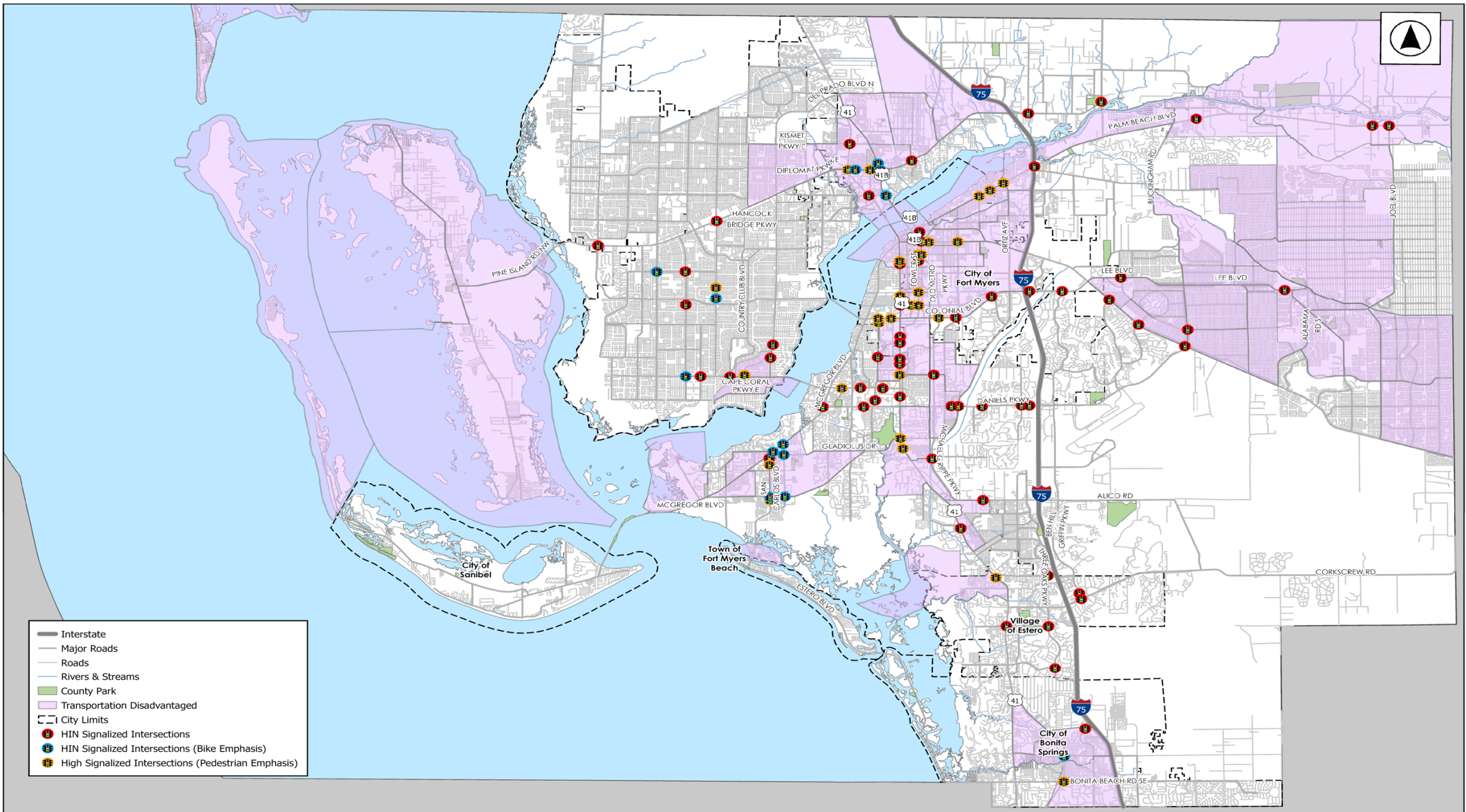





Figure 14. High Injury Network - Signals

Questions

MEMORANDUM

CITY OF CAPE CORAL
PUBLIC WORKS DEPARTMENT

TO: Mayor Gunter and CTAC Commissioners

FROM: Michael Ilczyszyn, City Manager 
Damon Grant, Interim Public Works Director 
Wendy Williams, Interim Transportation Manager 

DATE: March 14, 2024

SUBJECT: Multimodal Transportation Master Plan and Bike/Pedestrian Plan
Request for Approval and Direction to Proceed

Purpose

The purpose of this memo is to provide the Commission with an overview of Multimodal Transportation Master Plan ('Master Plan') final recommendations and request direction to proceed with five (5) short-term (1-5 year) priority projects.

Summary

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 (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 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, the plan aims to reduce reliance on single-occupancy vehicles and promote more sustainable modes of transportation.

The Multimodal Transportation 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 summarized as follows:

Public Stakeholder Input

Overall, residents gave the City's transportation system a 27% approval rating. However, there is a strong interest in seeking alternative transportation options. About 50% are willing to use public transportation and 75% 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 the growing concern for mitigating congestion and projections for substantial population growth, it is imperative 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 Multimodal Transportation Master Plan considers these needs and outlines policies, programs, and projects to incorporate Transportation Demand Management, micromobility, and MoD programs.

Existing Conditions & Opportunities

The 2023 Interactive Growth Model Update predicts a 48% 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% 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% 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 utilized 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 the 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 available upon request.

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.

Request for Direction

- (1) Staff is requesting confirmation from CTAC Commissioners to approve and accept 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; and
- (2) Staff is concurrently requesting directive from CTAC Commissioners to proceed with establishing funding and implementing five (5) short-term priority projects identified within the Multimodal Transportation Master Plan. The priority projects are as follows:
 1. Mobility Plan & Fee
 2. Corridor Planning Studies
 3. Areawide Local Roadway Speed Limit Study
 4. Micromobility Feasibility Study & Pilot Program
 5. South Cape Mobility Hub Planning Study

Details on the five (5) priority projects are provided below.

1. **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.
2. **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 mainstreet 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 mainstreet 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.

3. **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.
4. **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,
5. **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.

PRIORITY PROJECT #1 MOBILITY PLAN AND FEE

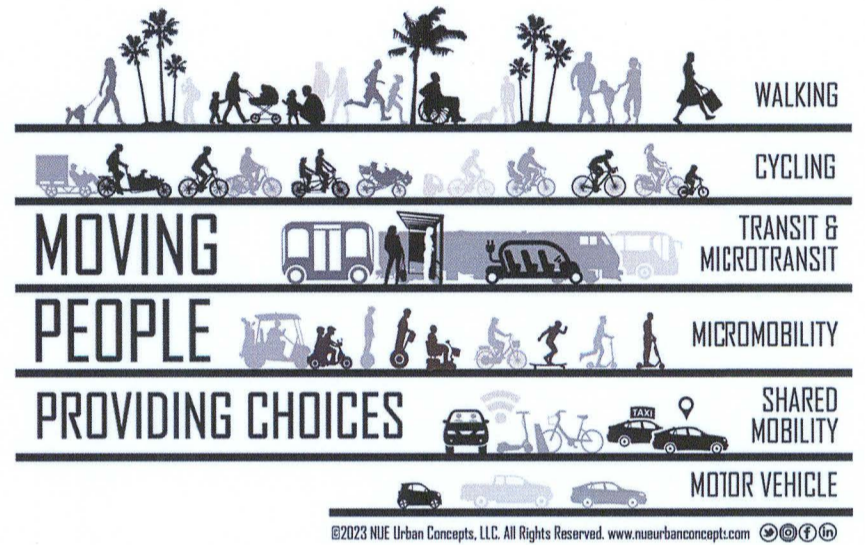


What is a Mobility Plan?

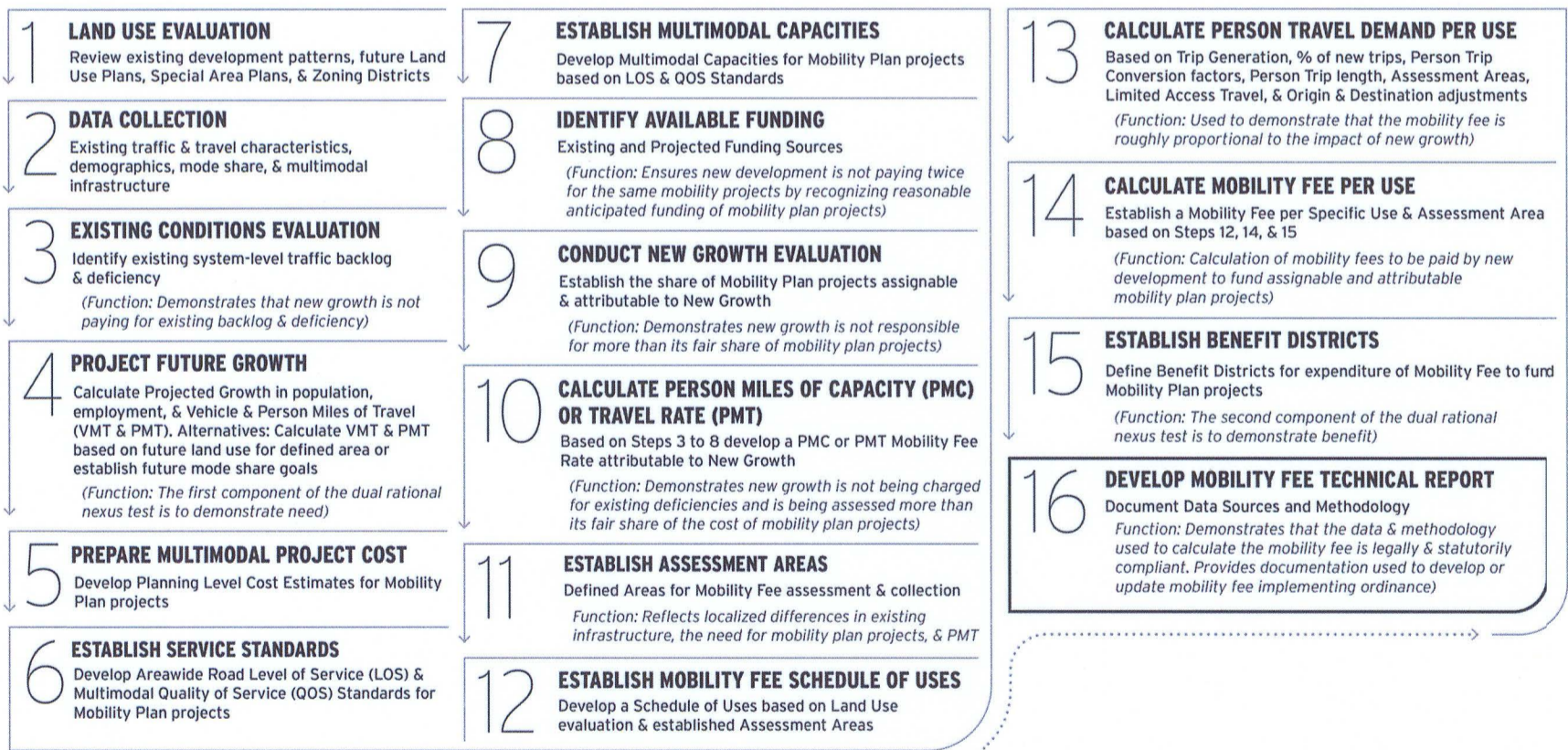
- 20-25 year vision of the City's transportation system to transition from one focused primarily on moving vehicles to **moving people**
- Create a balance between **reducing congestion** and **supporting community growth**
- Required by Florida Statute to serve as basis for development of a **mobility fee**

Road Impact Fees vs. Mobility Fees

Road Impact Fee	Mobility Fee	
✓	✓	Fund road capacity improvement (new roads, road widening, turn lanes)
✓		Based on an adopted LOS standard (standards or consumption-based)
	✓	Fund multimodal infrastructure improvements, programs, plans, studies, services, and policies
	✓	Assessment areas may vary based on geographic location or type of development
	✓	MUST be based on multimodal projects in an ADOPTED mobility plan



Developing the Mobility Fee

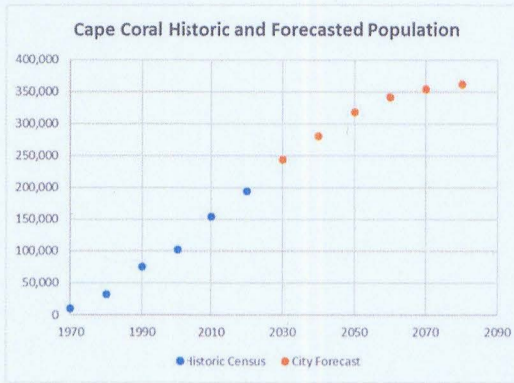


STRATEGIC INITIATIVE: FISCALLY RESPONSIBLE

CAPE CORAL MULTIMODAL TRANSPORTATION MASTER PLAN



PRIORITY PROJECT #2 CORRIDOR PLANNING STUDY



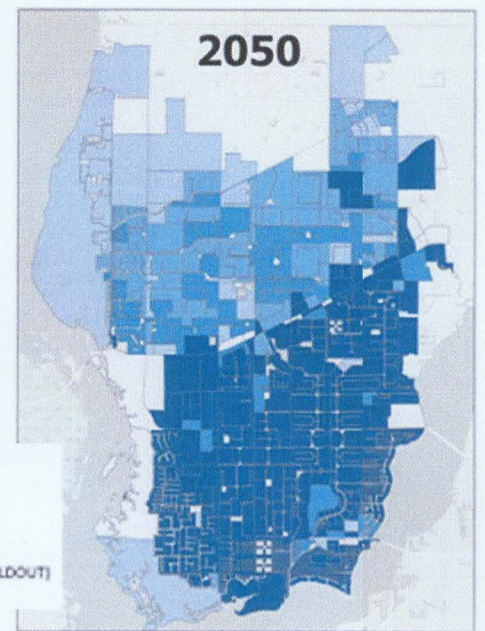
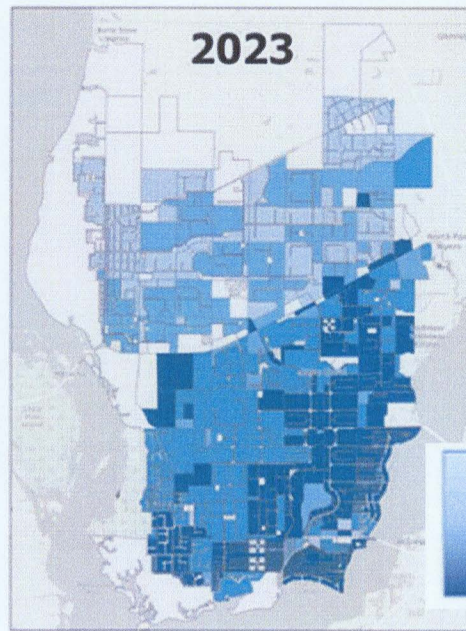
Year	Historic Census	City Forecast
1970	10,193	
1980	32,103	
1990	74,991	
2000	102,286	
2010	154,309	
2020	194,016	
2030		243,932
2040		280,625
2050		318,503
2060		342,186
2070		354,564
2080		362,045
Buildout		376,817

Cape Coral Historic and Forecasted Population

Population Forecast								
	2023	2025	2030	2035	2040	2045	2050	9995
Cape Coral	215,484	224,039	243,932	262,495	280,625	300,079	318,503	376,817

Industrial Demand								
	2025	2030	2035	2040	2045	2050	9995	
Cape Coral	Sqft Building	204,314	679,353	1,122,637	1,555,594	2,020,157	2,460,142	3,852,707
	Ac Land	22	72	119	165	214	260	408

Cape Coral Industrial Demand Forecast



LESS DENSE

DENSER (BUILDOUT)

New Shopping Center Demand

		2025	2030	2035	2040	2045	2050	9995
Cape Coral	Neighborhood	53%	167%	271%	382%	496%	610%	956%
	Community	20%	74%	119%	178%	235%	291%	455%
	Regional	82%	90%	100%	108%	122%	133%	170%
Sum Neighborhood		1	2	3	4	5	6	10
Sum Community		0	1	1	2	2	3	5
Sum Regional		1	1	1	1	1	1	2

Cape Coral Shopping Center Demand Forecast

SE 47TH TERRACE CONCEPT



STRATEGIC INITIATIVE: INNOVATIVE THINKING

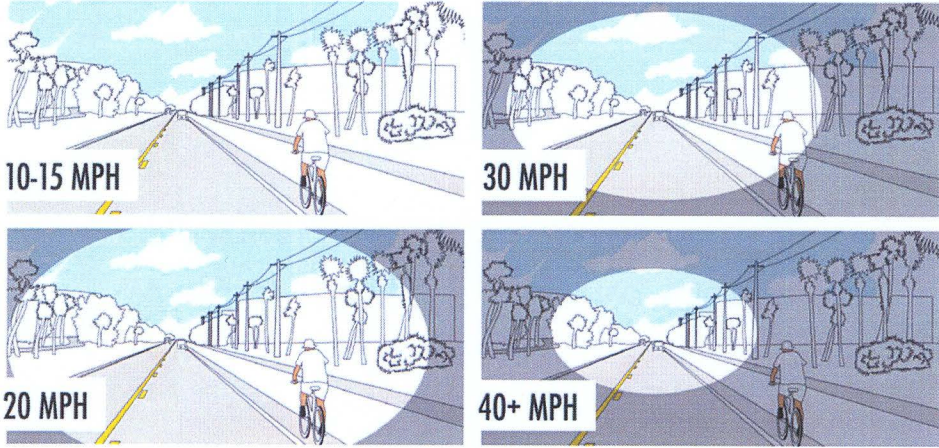
CAPE CORAL MULTIMODAL TRANSPORTATION MASTER PLAN



PRIORITY PROJECT #3 SPEED LIMIT STUDY



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



Streets of the Future

Streets of the Past

- High speeds
- Moving vehicles
- Encourage long trips
- High fatality & injury rates
- Designed for commuters
- Carbon generators

- Lower speeds in urban areas
- Movement of people (Complete Streets)
- Safety
- Encourage accessibility
- Zero road deaths and serious injuries
- Designed equitably for all users
- Carbon mitigators



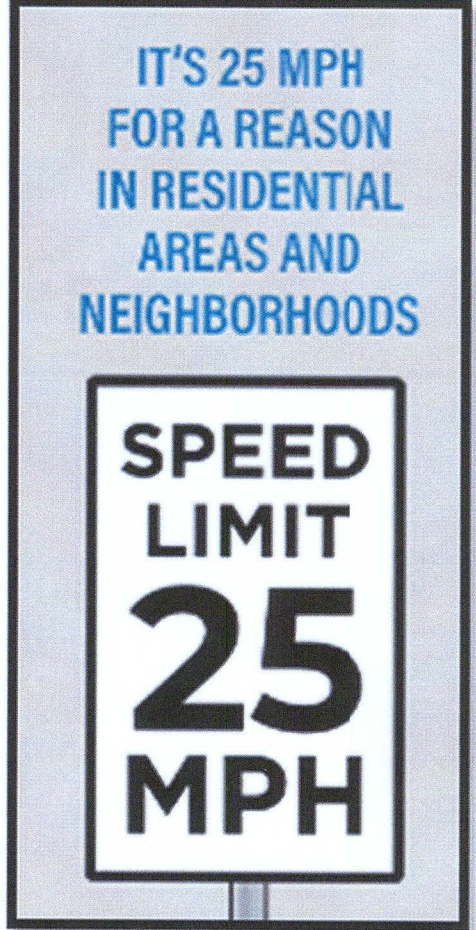
MOVING TOWARDS VISION ZERO

PRIORITIZING SAFE MOBILITY FOR ALL

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

THE REPUBLIC DESIGN

STREET QUALITY OF SERVICE (QOS) STANDARDS INTENT: POSTED SPEED = DESIGN SPEED	POSTED SPEED LIMIT		APPLICABLE LOCATIONS
	DOWNTOWN & DESIGNATED AREAS (DA)	OUTSIDE DOWNTOWN/ DESIGNATED AREAS (ODA)	
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

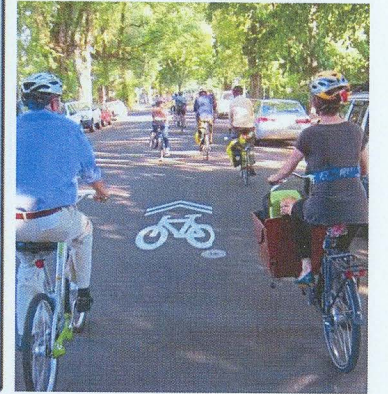
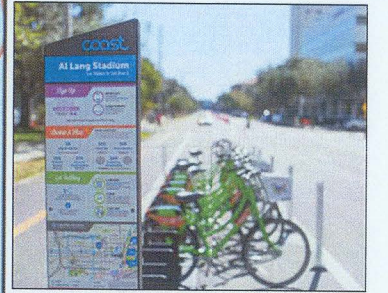
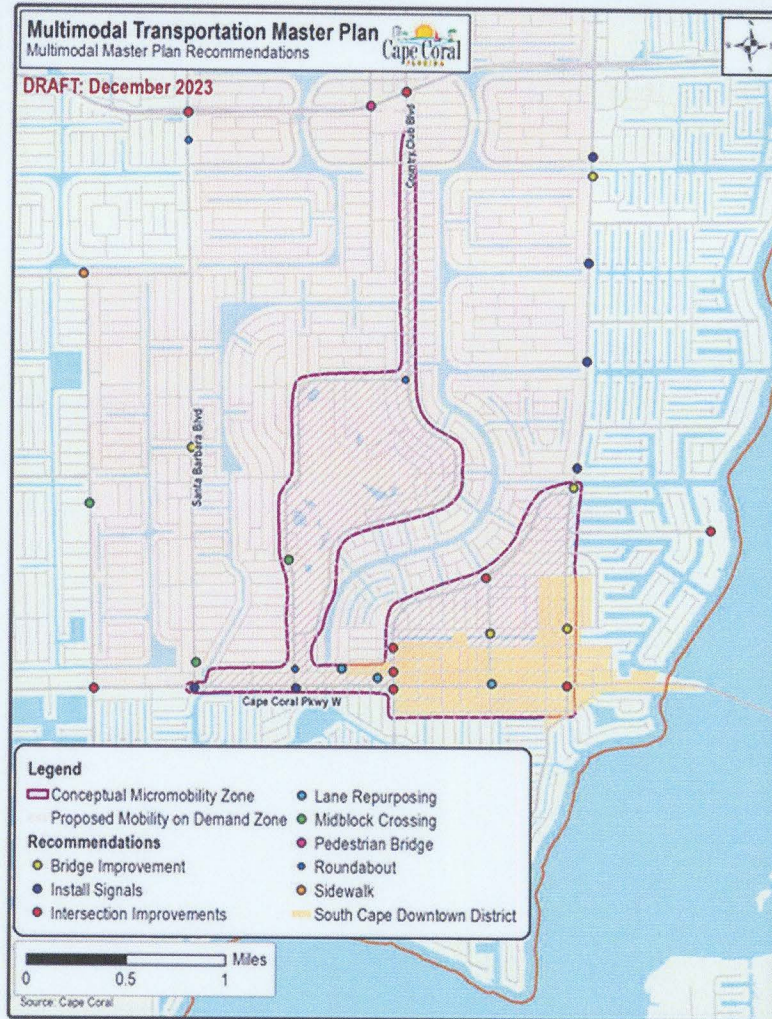


STRATEGIC INITIATIVE: PUBLIC SAFETY

CAPE CORAL MULTIMODAL TRANSPORTATION MASTER PLAN



PRIORITY PROJECT #4 MICROMOBILITY PILOT



Country Club Blvd. Lane Repurposing Concept



STRATEGIC INITIATIVE: PUBLIC SAFETY & QOL

CAPE CORAL MULTIMODAL TRANSPORTATION MASTER PLAN



PRIORITY PROJECT #5 SOUTH CAPE MOBILITY HUB



Existing



STRATEGIC INITIATIVE: INNOVATIVE THINKING

CAPE CORAL MULTIMODAL TRANSPORTATION MASTER PLAN

