



CAPE CORAL BICYCLE + PEDESTRIAN MASTER PLAN

A Complete Streets
Implementation Strategy
for the City.

Adopted 2017



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EXECUTIVE SUMMARY

Purpose

Leveraging the benefits that accrue to communities where people have the option to walk and bike requires intentional planning. The Cape Coral Bicycle and Pedestrian Master Plan is the result of a comprehensive look at strategies for improving safety, convenience, and enjoyment of walking and biking in Cape Coral.

Vision

Walking, riding a bike and accessing transit in Cape Coral is a comfortable and integral part of daily life for people of all ages and abilities. This is the future envisioned by the Cape Coral Bicycle and Pedestrian Master Plan, and it signifies an evolution in the way the Cape Coral community accommodates people who will be riding a bicycle, walking or taking transit for any trip purpose.

Community Priorities

During the community workshop, participants were asked to prioritize the types of programs and infrastructure they would like to see implemented. Below is a summary of the top three infrastructure and program priorities for each category.



INFRASTRUCTURE

What would you most like to see in Cape Coral?

- > Shared-use sidepaths along roadways
- > Bicycle-friendly intersections
- > Protected bike lanes

PROGRAMS

What new programs (or expansion of existing programs) would have the greatest impact on walking and biking in Cape Coral?

- > Car-free street events
- > Bicycle and pedestrian safety campaigns
- > Bicycle and pedestrian resource website



Projects

The plan outlines a connected network of sidewalks, bikeways, and trails that serve everyday destinations including schools, parks, employment centers, and neighborhoods.



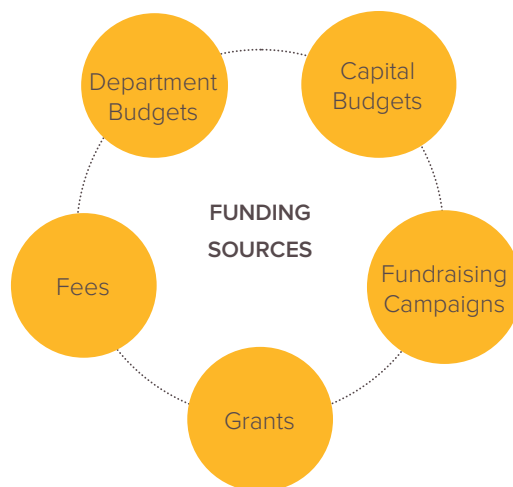
Programs

The plan describes a set of education, encouragement, enforcement and evaluation programs that complement recommended walking and biking infrastructure investments. Program ideas include fun and educational classes for children, open streets events, and targeted enforcement.



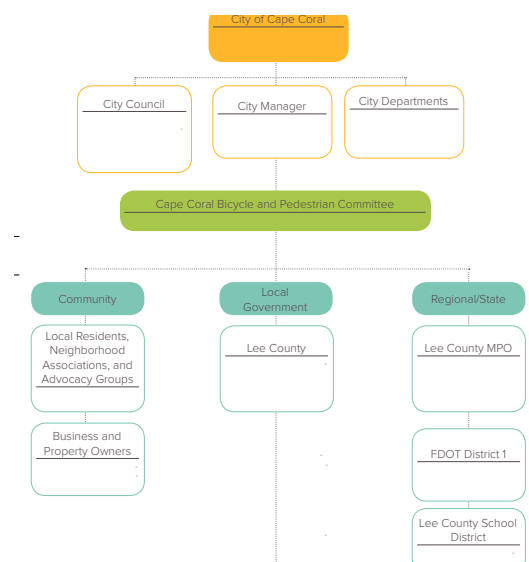
Policy and Funding

The plan identifies policies and funding recommendations that support timely implementation, including guidance on forming a formal bicycle and pedestrian advisory committee and suggestions for pursuing funds.



Implementation

The plan includes a detailed implementation section that outlines how multiple stakeholders can work together to realize the vision created during the planning process.



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INTRODUCTION

OUTER LOOP
PEDESTRIANS STAY
TO THE INSIDE
CYCLIST TO
THE OUTSIDE

The Plan is an action plan to guide decisions and investments about when, where, why, and how to improve the health and quality of life of the Cape Coral community.

A well-connected bicycle network where people have access to trails, sidewalks, bicycle lanes, and multi-use trails requires intentional planning and enables communities to leverage accrued benefits of focused investments. The Cape Coral Bicycle and Pedestrian Master Plan is the result of a comprehensive look at strategies for improving the safety, convenience, and enjoyment of walking and bicycling in Cape Coral. The Plan was developed in collaboration with Lee County, the Lee County Metropolitan Planning Organization (MPO), local advocacy groups including Cape Coral Bike/Ped and other stakeholders including neighborhood groups, LeeTran, and the Lee County School District among others. The Plan is an action plan to guide decisions and investments about when, where, why, and how to improve the health and quality of life of the Cape Coral community.

The Vision

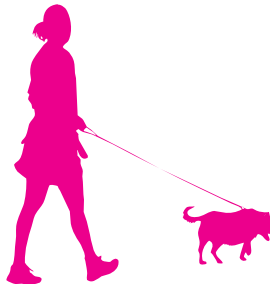
Walking, riding a bike and accessing transit in Cape Coral is a comfortable and integral part of daily life for people of all ages and abilities. This is the future envisioned by the Cape Coral Bicycle and Pedestrian Master Plan, and it signifies an evolution in the way the Cape Coral community accommodates people who will be riding a bicycle, walking or taking transit for any trip purpose.

Several key themes are embedded in this vision, including comfort, daily life, and all ages and abilities.

- > **“Comfortable”** suggests it is a safe, convenient and attractive travel option for a large number of people to walk and bike.
- > **“Daily life”** means that walking and biking is not a niche activity, but is instead desirable for a wide variety of people and trip purposes.
- > **“All ages and abilities”** means that the emphasis is on planning, designing, and building walking and biking facilities that will be used by a broad range of people throughout Cape Coral.

The vision and themes helped guide the development of the recommendations for this plan.





Goals

When the Plan is fully implemented, the following key policy and infrastructure goals will be accomplished:

- > Achieve **Silver or Gold Bicycle Friendly Community** designation by the League of American Bicyclists
- > Achieve **Walk Friendly Community** designation by the Pedestrian and Bicycle Information Center
- > **Reduce the number of bicycle and pedestrian crashes by half** within five years
- > **Reduce the share of all bicycle and pedestrian crashes in Cape Coral that occur along Del Prado Boulevard, Cape Coral Parkway, Santa Barbara Boulevard, and Pine Island Road** from approximately 50% to 25% within ten years
- > **Double the combined walking, biking and transit commute mode share** to 3% within 5 years (Currently 1.5% for walking, biking and transit in Cape Coral)
- > Create **228 mile walkway network** within 20 years (135 miles currently; 93 miles proposed)
- > Create **202 mile on-street bikeway network** within 20 years (66 miles currently; 136 miles proposed)
- > Create **31 mile multi-use path network** within 20 years (9 miles currently; 22 miles proposed)

What are Cape Coral's walking and biking needs today?

CAPE CORAL IS GROWING AND THE TRANSPORTATION AND RECREATION NEEDS ARE CHANGING.

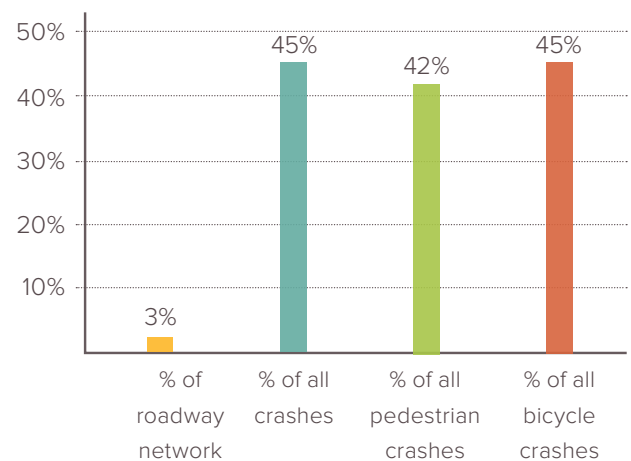
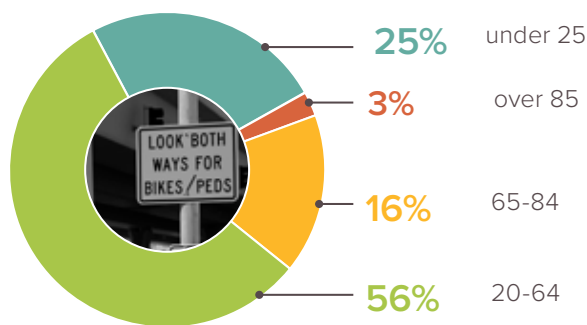
Cape Coral is the largest city in Lee County, with the population having grown by 7.5% from 2009 to 2014, and tourism increasing from 4.7 to 4.9 Million in that same time frame. Additionally, almost half of Cape Coral's population is at an age where they cannot legally drive or are not able to drive due to aging-associated issues. Walking and biking access to schools, parks, and recreation opportunities are particularly important for families, retirees, and visitors.

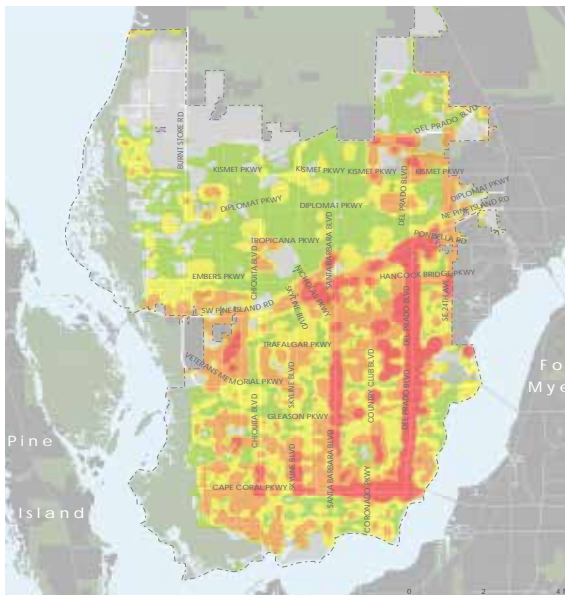
MAJOR ROADS SIGNIFICANTLY IMPACT QUALITY OF LIFE AND COMMUNITY HEALTH EVEN THOUGH THEY REPRESENT A VERY SMALL PORTION OF THE TOTAL TRANSPORTATION NETWORK.

Arterials (major roads) in Cape Coral represent just 8% of the roadway network; yet, 65% of all bike crashes and 54% of pedestrian crashes occur along these roads. Additionally, Del Prado Boulevard, Pine Island Road, Cape Coral Parkway, and Santa Barbara Boulevard represent just 3% of the total roadway network, yet 45% of all crashes (all modes), 42% of all pedestrian crashes, and 45% of bicycle crashes occur on these four roads. Improving safety along these major corridors can benefit everyone, not just those walking and biking.

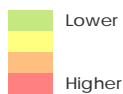
Figure 1. (left) Cape Coral Age Distribution 2014 (Source: US Census American Community Survey 5-year estimates)

Figure 2. (right) Crash Summary from 2011 to 2015: Share of roadway network and crashes in Cape Coral along Cape Coral Parkway, Del Prado Boulevard, Pine Island Road, and Santa Barbara Boulevard (Source: Florida Department of Highway Safety and Motor Vehicles)





Composite Demand Score



MAJOR CORRIDORS ARE THE AREAS WITH THE HIGHEST DEMAND OR PROPENSITY FOR WALKING AND BIKING ACTIVITY.

A composite analysis found that the greatest clusters of where people live, work, play, shop, heal, learn, and access transit are on the City's major corridors. These areas are clustered along major corridors in Cape Coral and have the greatest demand for walking and biking.

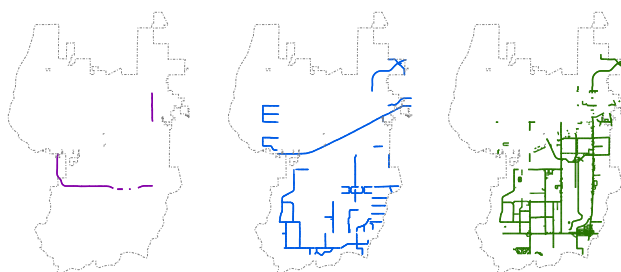
MAJOR CORRIDORS ARE SIGNIFICANT BARRIERS TO PRIMARY DESTINATIONS.

High vehicle speeds and traffic volumes combined with limited space dedicated to walking and biking creates stressful, uncomfortable and unsafe conditions along major corridors in Cape Coral. These conditions diminish people's willingness to walk and bike to community destinations that are otherwise accessible by foot or bike in terms of travel time.



CAPE CORAL HAS A GREAT NETWORK OF SIDEWALKS, BIKEWAYS, AND MULTI-USE PATHS, BUT SIGNIFICANT GAPS STILL EXIST.

The network of 135 miles of sidewalk, 67 miles of on-street bikeways, and 9 miles of multi-use paths provides a minimum network to support walking and biking for recreation and transportation. However, major gaps remain that can be improved to connect residents, visitors and workers to daily destinations conveniently and comfortably.



EXISTING
MULTI-USE
PATHS

EXISTING
ON-STREET
BIKEWAYS

EXISTING
SIDEWALKS



What are Cape Coral's priorities for biking and walking?

At a public workshop and using an online interactive map, members of the Cape Coral community were asked to share what improvements are needed, where they are needed, and what should be a priority. Below is a summary of key themes from community input and the priorities based on voting exercises at the public workshop. The input was used to develop and prioritize the recommendations for this plan.

PUBLIC WORKSHOP SUMMARY

By the numbers:

- > 31 people signed in
- > 54 unique comments on maps
- > 51 post-it notes placed on the comment wall
- > 153 votes to prioritize infrastructure and program recommendations
- > 11 detailed comment sheets submitted

Key themes:

- > Sidewalks and paths separated from the road are well-loved and much appreciated
- > Improve safety and comfort of walking and bicycling, especially along and across major roadways and at intersections
- > Improve bicycle and pedestrian network connectivity for recreation and for transportation
- > Improved driver awareness and education

Infrastructure and Program Priorities:

What type of infrastructure would you most like to see?

- > Multi-use paths along roadways
- > Bicycle-friendly intersections
- > Protected bike lanes

What new programs (or extension of existing programs) would have the greatest impact on walking and bicycling in Cape Coral?

- > Car-free street events
- > Bicycle and pedestrian safety campaigns
- > Bicycle and pedestrian resource website

INTERACTIVE ONLINE MAP

The interactive online map was an efficient way for community members to share nuanced local knowledge and point out issues with geographic precision. Cape Coral's map was launched in March 2016 and stayed active throughout the project.

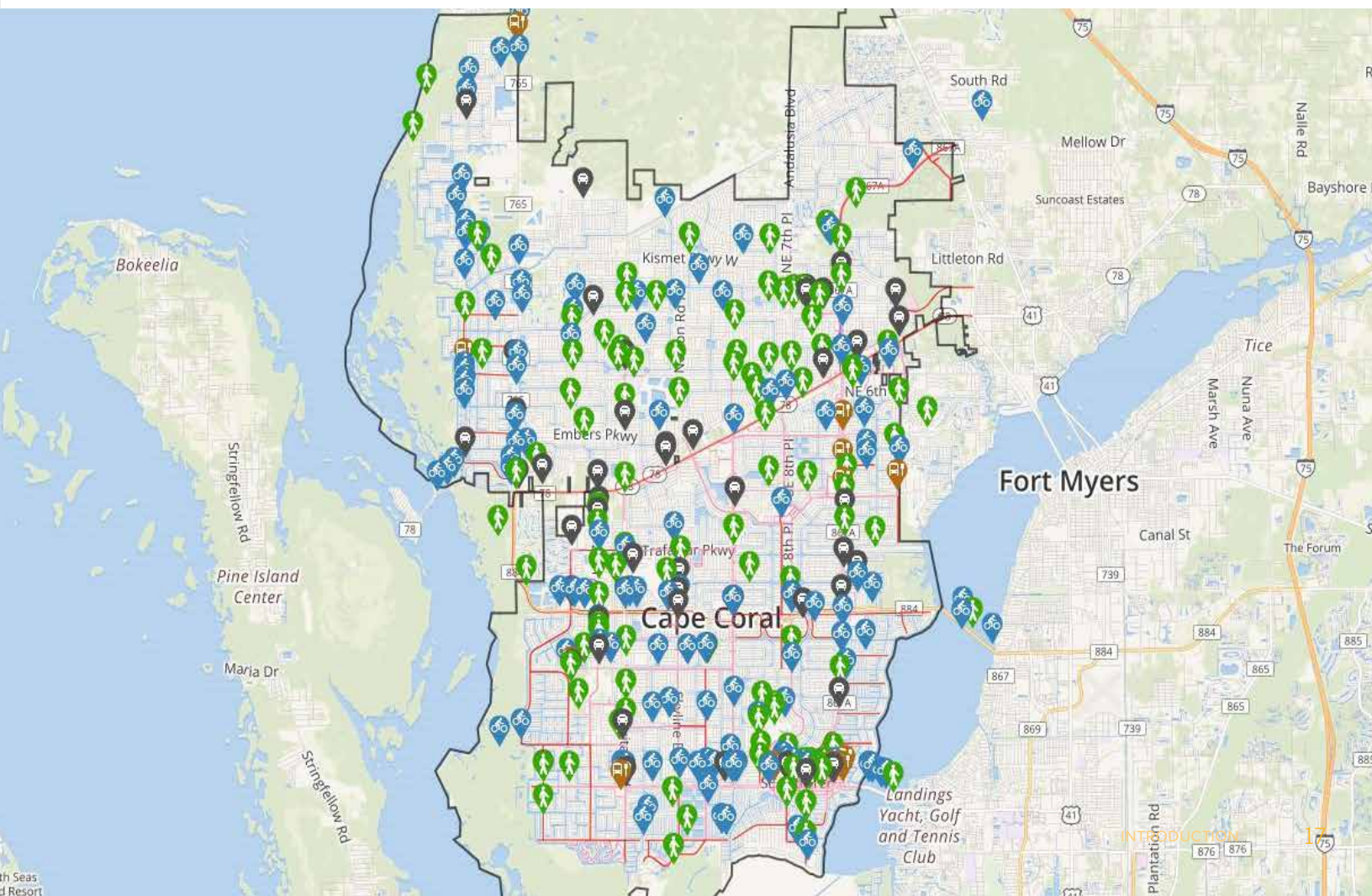
The project team reviewed the comments, identified major concerns, and then addressed them in the program and infrastructure recommendations. Below is a summary of the number of views and comments as well as key themes from the map comments.

By the numbers

- > 5,082 views
- > 450 comments

Key Themes

- > Sidewalks should be present on the majority of streets.
- > Conventional bike lanes on heavy streets do not provide enough protection or comfort.
- > Mid-block crossings are needed when there are significant distances between intersections.
- > Safety is a major concern mentioned in most of the comments.
- > Speeding is frequent on quiet roads; justification for better separation and perhaps traffic calming.
- > Safe routes to school are important given the lack of bus transportation for children who live within a two-mile radius of schools.
- > Bridges as a major barrier; existing bridges lack adequate facilities or have no facilities for people walking and crossing over canals or rivers limits route options.

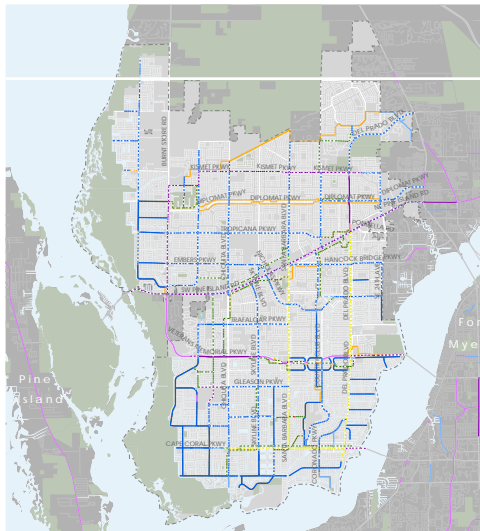


What projects will help us expand our walking and biking networks for all ages and abilities?

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

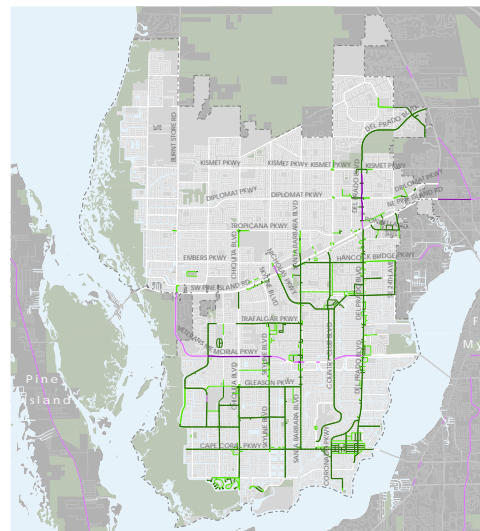
Note: Totals are based on road centerline miles

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



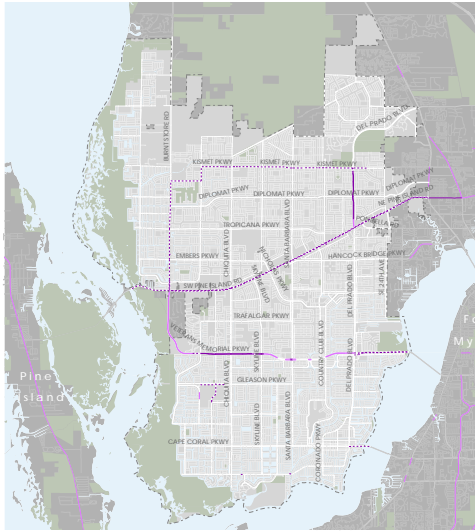
ON-STREET BIKEWAYS

The on-street bikeway recommendations are developed to close bikeway gaps along major roads and create a more comfortable and convenient bikeway network throughout the City. The goal is to help residents, employees and visitors be able to reach more destinations comfortably and conveniently using a low-stress, high-quality bikeway network.



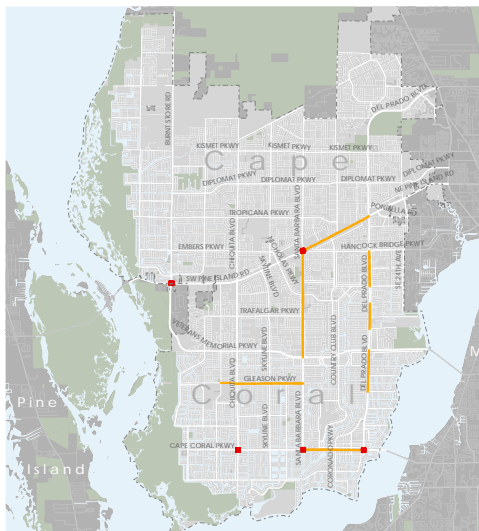
WALKWAYS

South of Pine Island Road, the focus of the recommendations is on closing gaps in the sidewalk network along major roads and enhancing some stretches of existing sidewalks. North of Pine Island Road, the focus of the recommendations is on expanding the sidewalk network where most major streets do not have sidewalks. Additionally, multi-use paths are proposed along some roadways to double as both a walkway and bikeway, as well as create an expanded multi-use path network.



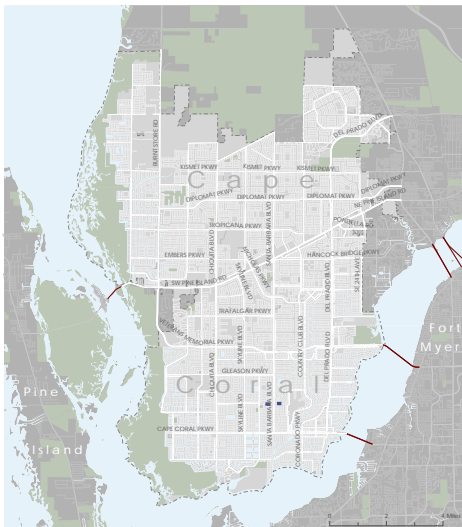
MULTI-USE PATHS

Multi-use paths are a treasured amenity in Cape Coral. They are a comfortable place to walk, bike, and connect with nature, reach destinations and socialize. For others, the multi-use paths are an important transportation connection between destinations. The multi-use path recommendations are developed to meet the transportation and recreation needs in Cape Coral and expand the network so more people can enjoy it.



SAFETY PROJECTS

In addition to the proposed capital projects, there are several areas with high crash rates for people walking and biking. These areas have immediate safety needs that should be addressed separate from capital project construction. Cape Coral should develop a safety program, study the reasons for the high number of crashes identified in this plan, and develop an action plan to address the issues.



BRIDGES + REGIONAL CONNECTIONS

Bridges in Cape Coral provide important crossings over canals and major water bodies including the Caloosahatchee River. They also provide important regional connections to adjacent cities. All bridges within, to, and from Cape Coral should have dedicated space for people walking and biking, in addition to people driving, to provide universal access across them. As bridges are scheduled for improvements or replacement, dedicated walkway and bikeway space should be incorporated in the project if none is currently provided and space is available. If space is available, it should be preserved and enhanced where needed.



What programs will support safe and healthy travel and recreational choices?

PROGRAMS THAT SHOULD CONTINUE

- > Safe Routes to School
- > Public Safety Education and Enforcement
- > Walking and Biking Events
- > Public Service Announcements

PROGRAMS THAT SHOULD BE ENHANCED

- > Adopt-A-Route
- > Bicycle Friendly Community (BFC)
- > Bicycle User Map
- > Walking and Biking Website

NEW PROGRAMS THAT SHOULD BE CREATED

- > Wayfinding Program
- > Pilot Programs
- > Open Street Event
- > Walk Friendly Community
- > Safety Program



What policies can enhance decision-making to prioritize, design, fund, and ultimately construct the walking and biking network we want?

POLICIES THAT SHOULD CONTINUE

- > Coordinate with neighboring cities, FDOT, Lee County MPO, and Lee County for bridge enhancements to and from the city
- > Apply for federal and state grant funds

POLICIES THAT SHOULD BE ENHANCED

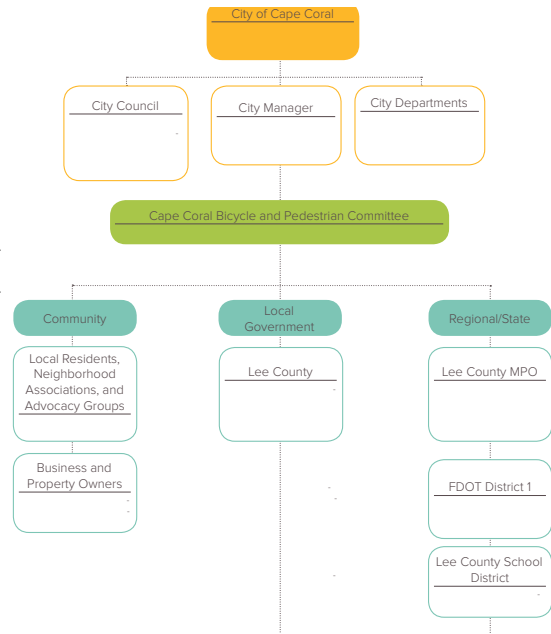
- > Update thresholds for lane eliminations
- > Update development regulations with enhanced bike parking standards
- > Update design standards to accommodate greater flexibility
- > Continue partnership with Cape Coral Bike-Ped

NEW POLICIES THAT SHOULD BE CREATED

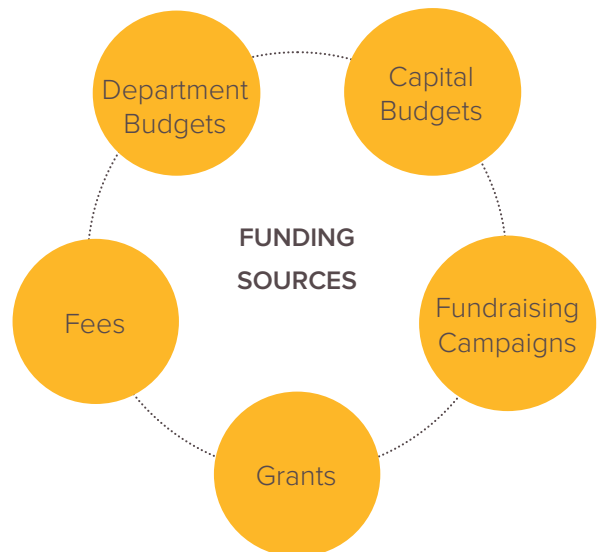
- > Create maintenance set-aside funding
- > Create capital funding set-aside
- > Review and coordinate re-paving schedule with proposed bicycle and pedestrian projects
- > Coordinate utility extension projects with proposed bicycle and pedestrian projects

How do we achieve the vision?

ROLES FOR IMPLEMENTATION



FUNDING STRATEGY



ACTION PLAN

- > Policy Actions
- > Program Actions
- > Project Actions

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RECOMMENDATIONS

A comprehensive set of infrastructure improvements, policy changes, and programs are recommended to increase the safety, convenience and enjoyment of bicycling, walking and riding transit in Cape Coral.

A comprehensive set of infrastructure improvements, policy changes and programs are recommended to increase the safety, convenience and enjoyment of bicycling, walking and riding transit in Cape Coral. These recommendations are developed to support the Plan's vision and should

be implemented in coordination with Lee County, neighboring cities, Lee County MPO, Florida Department of Transportation (FDOT) District 1, and the many other local agencies, departments and partners involved with improving quality of life in Cape Coral.

How were infrastructure recommendations developed?

1

IDENTIFY AREAS WITH THE GREATEST DEMAND OR PROPENSITY, FOR WALKING AND BIKING

2

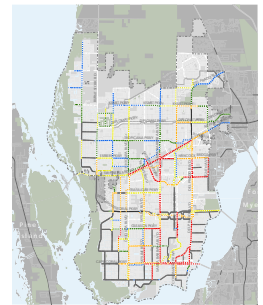
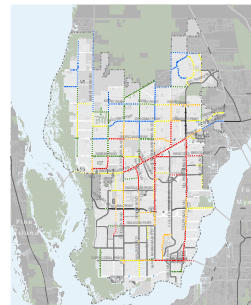
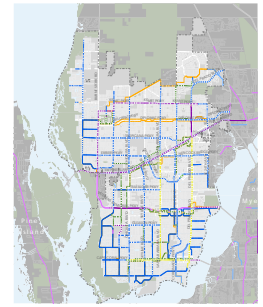
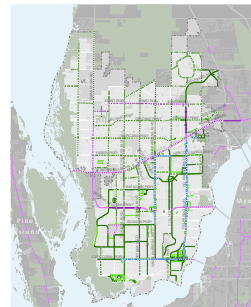
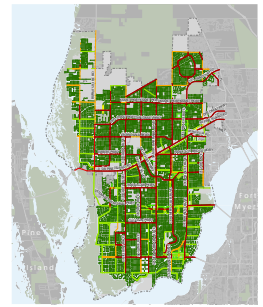
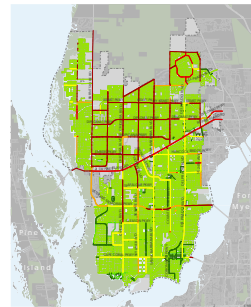
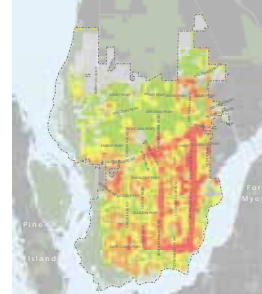
IDENTIFY AREAS WITH THE HIGHEST TRAFFIC STRESS LEVELS FOR PEOPLE WALKING AND BIKING GIVEN CURRENT CONDITIONS

3

DEVELOP FACILITY RECOMMENDATIONS TO LOWER TRAFFIC STRESS TO LEVELS COMFORTABLE FOR FAMILIES WITH CHILDREN

4

PRIORITIZE PROJECTS USING PUBLIC INPUT, DEMAND ANALYSIS, TRAFFIC STRESS ANALYSIS AND SAFETY ANALYSIS



Guiding Principles

CREATE COMPLETE STREETS.

Complete Streets are roadways designed and operated to enable safe access for all users – pedestrians, bicyclists, motorists and transit riders – of all ages and abilities. The recommendations for this plan were developed to create complete streets and support Cape Coral's adopted Complete Streets policy (Resolution 124-15).

STREETS SHOULD BE COMFORTABLE TO WALK AND BIKE ALONG AND SERVE AS CONNECTORS TO DAILY DESTINATIONS.

The level of traffic stress is primarily a function of two major street conditions – vehicle speeds and vehicle volumes. As vehicle speeds and volume increase, so too should the separation between vehicles and people walking and biking. Additionally, major streets should connect neighborhoods, not separate them, because of real or perceived traffic safety issues. The recommendations for this plan are developed with these themes in mind.

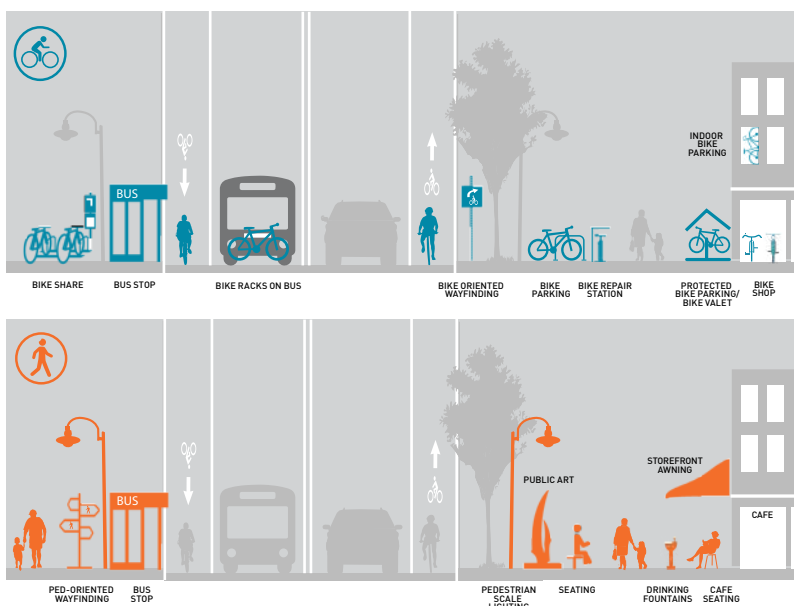
STREETS SHOULD BE SAFE, REGARDLESS OF CONTEXT.

A desire for safer streets was a major theme from the community input for this project. Additionally, the crash data analysis for this project also highlighted the need for safety improvements, particularly along major roads. The recommendations for this plan were developed to create safer street conditions for everyone in Cape Coral.

IMPROVEMENTS SHOULD BE PRIORITIZED IN AREAS WITH THE HIGHEST DEMAND FOR WALKING AND BIKING BUT HAVE THE LOWEST SUPPLY OF ADEQUATE INFRASTRUCTURE.

A suitability analysis was done for this project that considered demand and supply for walking and biking infrastructure. Demand was defined by community factors likely to generate walking and biking trips, such as proximity to schools or parks. Supply was defined by roadway conditions, such as whether a bike lane or sidewalk is present, and the level of traffic stress, such as the speed and volume of motor vehicles. The results of the analysis were used to identify network gaps and the type of infrastructure recommendations needed to create a low-stress, family-friendly transportation network. The suitability analysis was also used to prioritize projects to maximize the investment of limited funding resources.

Figure 3. Elements of complete streets for people walking and biking







Sidewalks

The walkway recommendations are developed to close sidewalk gaps along major roads and create a more comfortable and convenient walkway network throughout the City. Two types of recommendations are developed for this plan: create new and enhance existing walkways.

Create new walkways means constructing a sidewalk or similar dedicated space for people walking along a street. Enhance existing walkway means adding additional buffer space between the existing sidewalk and vehicular travel lanes to create a more comfortable and less stressful walking experience. The additional buffer may be an on-street bikeway or planting strip.

South of Pine Island Road, the focus of the recommendations is on closing gaps in the sidewalk network along major roads and enhancing some stretches of existing sidewalks. North of Pine Island Road, the focus of the recommendations is on expanding the sidewalk network where most major streets do not have sidewalks. Additionally, multi-use paths are proposed along some roadways to serve as both a walkway and bikeway, as well as create an expanded multi-use path network.

For more on infrastructure design for walkways and crossings, see *Appendix 2: Design Criteria*. For more on how individual walkway projects were identified and prioritized, see the *Appendix 1: Project Identification and Prioritization*.

Existing and Proposed Sidewalks

Table 1. Network expansion by facility type

	EXISTING (MI)	PROPOSED (MI)	% INCREASE
Sidewalk	135	93	69%

Note: Totals are based on road center-line miles

PROPOSED FACILITY EXAMPLES

As vehicle speeds and volumes increase, so too does the need for more space for walkways and the buffer between vehicle travel lanes and the walkway. On most local, neighborhood streets in Cape Coral, vehicle speeds and volumes are so low that no dedicated space is needed. Vehicles and people walking and biking can share the same space. As people leave their neighborhood and travel along busier roadways, dedicated infrastructure is needed to continue a feeling of safety and comfort found on local streets. The recommendations for this plan have been developed with these changes and context in mind.





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

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

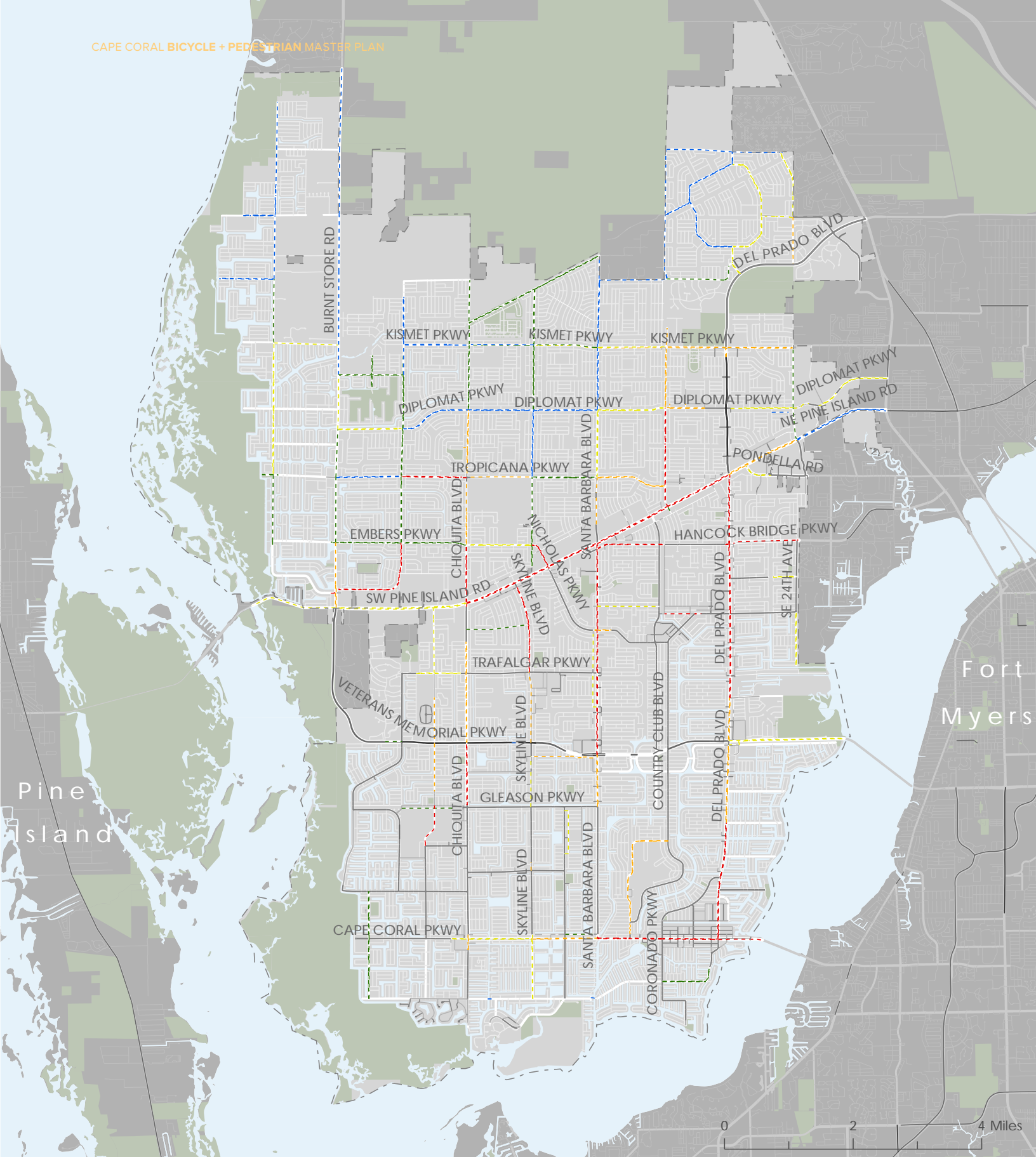


Figure 5. Proposed pedestrian facilities by priority score

Proposed Pedestrian Projects

Priority Score

- Lowest
- Low
- Medium
- Highest

Existing Facilities

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

Table 2. Pedestrian projects in order of priority

RANK	ID#	PROJECT		MI.	PRIORITY		FROM	TO	REPAVING SCHEDULE	UTILITY
		TYPE	STRATEGY		SCORE	CORRIDOR				EXTENSION AREA
1	69	Sidewalk (Funded)	Lane Elimination	2.0	24	Tropicana Pkwy	El Dorado Blvd	Chiquita Blvd	N/A	North 2
2	66	Install new walkway	N/A	3.0	23	Andalusia Blvd	Diplomat Pkwy	NE Pine Island Rd	N/A	North 1, North 2
3	86	Sidewalk (Funded)	Lane Elimination	2.9	23	Chiquita Blvd/ Nicholas Pkwy	Embers Pkwy	SW Pine Island Rd	2018 Major, 2019 Major	North 2
4	98	Install new walkway	Lane Diet, Restripe	0.5	23	SE 9th St/ Viscaya Pkwy	SE 8th PI	SE 13th Ave	N/A	N/A
5	103	Sidewalk (Funded)	Lane Elimination	1.9	23	Chiquita Blvd	Veterans Memorial Pkwy	SW 31st Ter	2020 Major	N/A
6	84	Install new walkway	Lane Elimination	3.4	22	Ceitus Pkwy	SW 32nd PI	Embers Pkwy	N/A	North 2
7	88	Install new walkway	N/A	1.2	22	Hancock Bridge Pkwy	NE 15th PI	City Limits	2016 Major	N/A
8	94	Install new walkway	Lane Elimination	2.7	22	Skyline Blvd	SW Pine Island Rd	Trafalgar Pkwy	2020 Major	N/A
9	113	Enhance Existing Walkway	Lane Elimination	3.6	22	Del Prado Blvd	Palaco Grande Pkwy	Cape Coral Pkwy	N/A	N/A
10	121	Enhance Existing Walkway	Potential Lane Elimination with separated bike lane, but traffic analysis needed	2.2	22	Santa Barbara Blvd/Cape Coral Pkwy	SW 47th Ter	Coronado Pkwy	2018 Major	N/A
11	57	Install new walkway	Lane Elimination	1.4	21	Diplomat Pkwy	Andalusia Blvd	NE 13th Ave	N/A	North 1

										UTILITY
PROJECT				PRIORITY					REPAVING	EXTENSION
RANK	ID#	TYPE	STRATEGY	MI.	SCORE	CORRIDOR	FROM	TO	SCHEDULE	AREA
12	63	Install new walkway	N/A	2.0	21	Chiquita Blvd	Diplomat Pkwy	NW 8th Ter	N/A	North 2
13	70	Sidewalk (Funded)	Roadway expansion (planned)	1.0	21	Tropicana Pkwy	Chiquita Blvd	Nelson Rd	N/A	North 2
14	79	Install new walkway	Lane Elimination	1.5	21	Chiquita Blvd	NW 7th Ter	Embers Pkwy	N/A	North 2
15	90	Enhance Existing Walkway	Potential separated bike lane with Lane Elimination, but traffic volumes are above currently accepted threshold	2.2	21	Del Prado Blvd	Hancock Bridge Pkwy	Viscaya Pkwy	N/A	N/A
16	101	Sidewalk (Funded)	Traffic calming, wayfinding signage, and shared-lane markings	1.5	21	SW 20th Ave	Picadilly Cir	SW 30th Ter	N/A	N/A
17	112	Sidewalk (Funded)	N/A	3.8	21	Wildwood Pkwy/Palm Tree Blvd	County Club Blvd	SE 47th Ter	N/A	N/A
18	122	Enhance Existing Walkway	Convert on-street parking to separated bike lane	1.7	21	Cape Coral Pkwy	Coronado Pkwy	Del Prado Blvd	N/A	N/A
19	39	Install new walkway	N/A	2.2	20	Kismet Pkwy	Andalusia Blvd	NE 24th St	N/A	North 1
20	89	Enhance Existing Walkway	Lane Elimination	2.7	20	Santa Barbara Blvd	SW Pine Island Rd	Nicholas Pkwy	N/A	N/A
21	102	Sidewalk (Funded)	Lane Elimination	3.1	20	Chiquita Blvd	SW 12th Ter	Veterans Memorial Pkwy	N/A	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		FROM	TO	REPAVING	UTILITY
		TYPE	STRATEGY		SCORE	CORRIDOR			SCHEDULE	EXTENSION
										AREA
22	105	Enhance Existing Walkway	Lane Elimination	3.9	20	Santa Barbara Blvd	Nicholas Pkwy	Veterans Memorial Pkwy	N/A	N/A
23	83	Enhance Existing Walkway	Lane Elimination	2.2	19	Del Prado Blvd	NE Pine Island Rd	Hancock Bridge Pkwy	N/A	N/A
24	87	Enhance Existing Walkway	Lane Elimination	2.1	19	Hancock Bridge Pkwy	Santa Barbara Blvd	Cultural Park Blvd	2016 Major	N/A
25	99	Enhance Existing Walkway	Potential separated bike lane with Lane Elimination, but traffic volumes are above currently accepted threshold	2.6	19	Del Prado Blvd	Viscaya Pkwy	Four Miles Cove Pkwy	N/A	N/A
26	20	Install new walkway	N/A	0.7	18	Garden Blvd	Denavarra Pkwy	Del Prado Blvd	2018 Major	N/A
27	37	Install new walkway	N/A	1.1	18	Kismet Pkwy	Santa Barbara Blvd	Andalusia Blvd	2016 Major	North 1
28	48	Install new walkway	N/A	2.1	18	Andalusia Blvd	End (north)	Diplomat Pkwy	N/A	North 1
29	72	Sidewalk (Funded)	Traffic calming, wayfinding signage, and shared-lane markings	1.0	18	SW 26th Ave	Skyline Blvd	Santa Barbara Blvd	2024 Local	N/A
30	73	Install new walkway	Lane Elimination	2.2	18	Tropicana Pkwy	Santa Barbara Blvd	Andalusia Blvd	N/A	North 2
31	18	Sidewalk (Application Pending)	N/A	1.6	17	South Gator Cir/East Gator Cir	Denavarra Pkwy	Averill Blvd	N/A	N/A

RANK	ID#	PROJECT		PRIORITY			FROM	TO	REPAVING SCHEDULE	UTILITY
		TYPE	STRATEGY	MI.	SCORE	CORRIDOR				EXTENSION AREA
32	56	Install new walkway	N/A	2.1	17	Diplomat Pkwy	Santa Barbara Blvd	Andalusia Blvd	N/A	North 1
33	60	Install new walkway	Lane Diet	2.4	17	Diplomat Pkwy	NE 24th Ave	City Limits	N/A	North 1
34	91	Sidewalk (Application Pending)	Traffic calming, wayfinding signage, and shared-lane markings	1.0	17	Nott Rd/SW 20th Ave	SW Pine Island Rd	Trafalgar Pkwy	N/A	N/A
35	95	Sidewalk (Application Pending)	N/A	1.1	17	SW Santa Barbara Pl/ SW 20th St	SW 11th Ter	Santa Barbara Blvd	2024 Local	N/A
36	100	Install new walkway	N/A	1.6	17	SE 24th Ave	Viscaya Pkwy	SE 15th Ter	N/A	N/A
37	33	Sidewalk (Application Pending)	Lane Elimination	0.9	16	Averill Blvd	South Gator Cir	Del Prado Blvd	N/A	N/A
38	58	Sidewalk (Application Pending)	Lane Elimination	1.7	16	Diplomat Pkwy	NE 16th Pl	NE 24th Ave	N/A	North 1
39	85	Install new walkway	N/A	0.7	16	Bolado Pkwy	SE 21st Ave	SE 24th Ave	N/A	N/A
40	96	Enhance Existing Walkway	Lane Elimination	0.6	16	Nicholas Pkwy	SW Santa Barbara Pl	SE 2nd Ave	2018 Major, 2019 Major	N/A
41	104	Sidewalk (Funded)	Lane Elimination	1.1	16	Skyline Blvd	Patriot Middle School	Veterans Memorial Pkwy	N/A	N/A

RANK	ID#	PROJECT		PRIORITY		CORRIDOR	FROM	TO	REPAVING	UTILITY
		TYPE	STRATEGY	MI.	SCORE				SCHEDULE	EXTENSION AREA
42	106	Enhance Existing Walkway	Potential separated bike lane with Lane Elimination, but traffic volumes are above currently accepted threshold	1.3	16	Del Prado Blvd	Four Mile Cove Pkwy	Veterans Memorial Pkwy	N/A	N/A
43	108	Enhance Existing Walkway	Lane Elimination	1.6	16	Santa Barbara Blvd	Veterans Memorial Pkwy	Gleason Pkwy	N/A	N/A
44	109	Enhance Existing Walkway	Potential Separated Bike Lane with Lane Elimination, but traffic volume thresholds are currently above accepted thresholds for lane elimination	2.4	16	Del Prado Blvd	Everest Pkwy	Palaco Grande Pkwy	N/A	N/A
45	117	Enhance Existing Walkway	Lane Elimination	0.5	16	Chiquita Blvd	SW 47th Ter	SW 49th Ter	N/A	N/A
46	118	Sidewalk (Application Pending)	N/A	2.0	16	Skyline Blvd	SW 47th Ter	El Dorado Blvd	N/A	N/A
47	119	Enhance Existing Walkway	Lane Elimination (6 to 4)	2.0	16	Cape Coral Pkwy	Skyline Blvd	Santa Barbara Blvd	2017 Major	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		FROM	TO	REPAVING SCHEDULE	UTILITY EXTENSION AREA
		TYPE	STRATEGY		SCORE	CORRIDOR				
48	10	Install new walkway	N/A	1.8	15	North Gator Cir/East Gator Cir	Ramsey Blvd	Denavarra Pkwy	N/A	N/A
49	11	Install new walkway	N/A	1.5	15	Garden Blvd	Durden Pkwy	Denavarra Pkwy	2018 Major	N/A
50	65	Install new walkway	Lane Elimination	2.1	15	Santa Barbara Blvd	Diplomat Pkwy	Tropicana Pkwy	N/A	North 1, North 2
51	82	Install new walkway	Lane Elimination	0.6	15	Santa Barbara Blvd	Tropicana Pkwy	Hector A. Cafferata Junior	N/A	North 2
52	92	Sidewalk (Application Pending)	N/A	1.4	15	Trafalgar Pkwy	SW 22nd Ct	SW 16th Ct	N/A	N/A
53	111	Sidewalk (Funded)	N/A	0.8	14	SW 32nd Ter/ SW 3rd Ave/ SW 37th Ln	Pelican Blvd	Pelican Blvd	2018 Local	N/A
54	49	Install new walkway	Traffic calming, wayfinding signage, and shared-lane markings	1.0	13	NE 24th Ave	Kismet Pkwy	Diplomat Pkwy	N/A	North 1
55	61	Install new walkway	Traffic calming, wayfinding signage, and shared-lane markings	0.5	13	NE 24th Ave	Diplomat Pkwy	NE Pine Island Rd	2017 Major	North 1
56	110	Enhance Existing Walkway	Lane Elimination	0.1	13	Skyline Blvd	SW 39th St	Mohawk Pkwy	2017 Major	N/A
57	114	Sidewalk (Funded)	N/A	1.5	13	Sands Blvd	Beach Pkwy	Cape Coral Pkwy	N/A	N/A
58	120	Sidewalk (Application Pending)	Traffic calming, wayfinding signage, and shared lane markings	0.4	13	SW 47th Ter	Pelican Blvd	SW Santa Barbara Pl	2026 Local	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		FROM	TO	REPAVING SCHEDULE	UTILITY EXTENSION AREA
		TYPE	STRATEGY		SCORE	CORRIDOR				
59	36	Install new walkway	N/A	1.0	12	Kismet Pkwy	Nelson Rd	Santa Barbara Blvd	N/A	N/A
60	71	Sidewalk (Funded)	Lane Elimination	2.0	12	Tropicana Pkwy	Nelson Rd	NW 3rd Ave	N/A	North 2
61	80	Install new walkway	Lane Elimination	2.0	12	Embers Pkwy	Chiquita Blvd	Nelson Rd	N/A	North 2
62	97	Sidewalk (Funded)	N/A	1.0	12	SE 8th St	Santa Barbara Blvd	Cultural Park Blvd	2026 Local	N/A
63	115	Sidewalk (Funded)	N/A	1.9	12	Sands Blvd	Cape Coral Pkwy	El Dorado Blvd	N/A	N/A
64	123	Sidewalk (Funded)	N/A	1.8	12	El Dorado Blvd/Del Prado Blvd	Coronado Pkwy	Wellington Ct	N/A	N/A
65	74	Enhance Existing Walkway	N/A	0.9	11	Pondella Rd	NE Pine Island Rd	Hibiscus Dr	N/A	N/A
66	93	Sidewalk (Application Pending)	N/A	1.0	11	SW 10th St	Chiquita Blvd	Skyline Blvd	N/A	N/A
67	107	Sidewalk (Funded)	Lane Elimination	0.7	11	Skyline Blvd	SW 26th St	Gleason Pkwy	N/A	N/A
68	116	Enhance Existing Walkway	Lane Elimination (6 to 4)	2.5	11	Cape Coral Pkwy	SW 18th Ave	Skyline Blvd	2018 Major	N/A
69	24	Install new walkway	N/A	1.0	10	Kismet Pkwy	Old Burnt Store Rd	Burnt Store Rd	N/A	N/A
70	51	Install new walkway	N/A	2.0	10	Diplomat Pkwy	Burnt Store Rd	El Dorado Blvd	N/A	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		CORRIDOR	FROM	TO	REPAVING SCHEDULE	UTILITY EXTENSION
		TYPE	STRATEGY		SCORE						AREA
71	19	Install new walkway	N/A	0.5	9		Denavarra Pkwy	East Gator Cir	Garden Blvd	N/A	N/A
72	40	Install new walkway	Lane Elimination	1.9	9		Old Burnt Store Rd	Kismet Pkwy	Gulfstream Pkwy	2016 Major	N/A
73	50	Install new walkway	N/A	2.0	9		Old Burnt Store Rd	Gulfstream Pkwy	Tropicana Pkwy	2016 Major	Proposed
74	68	Install new walkway	Lane Elimination	2.0	9		Tropicana Pkwy	Burnt Store Rd	Chiquita Blvd	N/A	N/A
75	22	Install new walkway	N/A	1.0	8		Old Burnt Store Rd	Jacaranda Pkwy	Kismet Pkwy	N/A	N/A
76	76	Multi-Use Path	Construct Sidepath	2.5	8		Embers Pkwy	NW 32nd PI	El Dorado Blvd	N/A	North 2
77	77	Install new walkway	Lane Elimination	2.1	8		El Dorado Blvd	Tropicana Pkwy	Embers Pkwy	N/A	N/A
78	32	Install new walkway	Traffic calming, wayfinding signage, and shared-lane markings	1.2	7		Jacaranda Pkwy	Andalusia Blvd	Averill Blvd	N/A	N/A
79	35	Install new walkway	N/A	1.0	7		Kismet Pkwy	Chiquita Blvd	Nelson Rd	2019 Major	N/A
80	42	Install new walkway	N/A	1.0	7		Van Buren Pkwy	Burnt Store Rd	El Dorado Blvd	N/A	N/A
81	43	Install new walkway	Lane Elimination	1.0	7		NW 28th Ave	NW 22nd Ter	NW 18th Ter	N/A	N/A
82	75	Install new walkway	Roadway expansion (Planned)	1.2	7		Old Burnt Store Rd	Tropicana Pkwy	SW 1st St	N/A	North 2

RANK	ID#	PROJECT		PRIORITY		CORRIDOR	FROM	TO	REPAVING	UTILITY
		TYPE	STRATEGY	MI.	SCORE				SCHEDULE	EXTENSION
83	81	Install new walkway	Lane Elimination	2.0	7	Nelson Rd	Tropicana Pkwy	SW 2nd Ter	N/A	North 2
84	26	Install new walkway	N/A	1.0	6	Chiquita Blvd	Kismet Pkwy	Jacaranda Pkwy	N/A	N/A
85	27	Install new walkway	N/A	2.3	6	Wilmington Pkwy	Chiquita Blvd	Nelson Rd	2020 Major	N/A
86	29	Install new walkway	N/A	1.7	6	Nelson Rd	Wilmington Pkwy	Kismet Pkwy	2020 Major	N/A
87	44	Install new walkway	Lane Elimination	0.3	6	El Dorado Blvd	NW 22nd Ter	Van Buren Pkwy	N/A	N/A
88	45	Install new walkway	N/A	2.0	6	Chiquita Blvd	Kismet Pkwy	Diplomat Pkwy	N/A	N/A
89	46	Install new walkway	N/A	2.0	6	Nelson Rd	Kismet Pkwy	Diplomat Pkwy	N/A	N/A
90	52	Install new walkway	Lane Elimination	1.7	6	El Dorado Blvd	Van Buren Pkwy	Diplomat Pkwy	N/A	N/A
91	62	Install new walkway	Lane Elimination	1.5	6	El Dorado Blvd	Diplomat Pkwy	Tropicana Pkwy	N/A	N/A
92	67	Install new walkway	N/A	0.5	6	Tropicana Pkwy	End (west)	NW 39th Ave	N/A	North 2, Proposed
93	78	Install new walkway	N/A	2.0	6	Embers Pkwy	El Dorado Blvd	Chiquita Blvd	2017 Major	North 2
94	28	Install new walkway	N/A	2.3	5	Wilmington Pkwy	Nelson Rd	Santa Barbara Blvd	2020 Major	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		CORRIDOR	FROM	TO	REPAVING SCHEDULE	UTILITY EXTENSION AREA
		TYPE	STRATEGY		SCORE						
95	9	Install new walkway	N/A	0.8	4		Durden Pkwy	Ramsey Blvd	Garden Blvd	2020 Major	N/A
96	14	Install new walkway	N/A	1.0	4		Old Burnt Store Rd	Caloosa Pkwy	Jacaranda Pkwy	N/A	N/A
97	16	Install new walkway	N/A	1.1	4		Andalusia Blvd	Jacaranda Pkwy	Vogiantzis Pkwy	N/A	N/A
98	21	Install new walkway	N/A	1.7	4		Jacaranda Pkwy	Old Burnt Store Rd	End (west)	N/A	N/A
99	31	Install new walkway	N/A	1.1	4		Jacaranda Pkwy	Santa Barbara Blvd	Andalusia Blvd	N/A	N/A
100	53	Install new walkway	N/A	2.2	4		Diplomat Pkwy	El Dorado Blvd	Chiquita Blvd	N/A	N/A
101	5	Install new walkway	N/A	1.0	3		Andalusia Blvd	Vogiantzis Pkwy	Durden Pkwy	N/A	N/A
102	6	Install new walkway	N/A	1.0	3		Durden Pkwy	Andalusia Blvd	Ramsey Blvd	N/A	N/A
103	8	Install new walkway	N/A	0.4	3		Ramsey Blvd	North Gator Cir	Durden Pkwy	N/A	N/A
104	13	Install new walkway	N/A	1.0	3		Caloosa Pkwy	NW 44th Pl	Old Burnt Store Rd	2019 Major	N/A
105	41	Install new walkway	N/A	0.5	3		Burnt Store Rd	Kismet Pkwy	Van Buren Pkwy	N/A	N/A
106	17	Install new walkway	N/A	2.3	2		South Gator Cir/West Gator Cir	Vogiantzis Pkwy	Averill Blvd	N/A	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		CORRIDOR	FROM	TO	REPAVING	UTILITY
		TYPE	STRATEGY		SCORE					SCHEDULE	EXTENSION
											AREA
107	34	Install new walkway	N/A	1.0	2		Kismet Pkwy	El Dorado Blvd	Chiquita Blvd	N/A	N/A
108	54	Install new walkway	N/A	2.0	1		Diplomat Pkwy	Chiquita Blvd	Nelson Rd	N/A	N/A
109	1	Install new walkway	N/A	0.7	0		Old Burnt Store Rd	Durden Pkwy	NW 48th Ter	2017 Major	N/A
110	2	Install new walkway	N/A	1.3	0		Burnt Store Rd	Durdek Pkwy	City Limits	N/A	N/A
111	3	Install new walkway	N/A	1.5	0		Old Burnt Store Rd	Caloosa Pkwy	Durden Pkwy	2017 Major	N/A
112	4	Install new walkway	N/A	1.0	0		Burnt Store Rd	Caloosa Pkwy	Durden Pkwy	N/A	N/A
113	7	Sidewalk (Application Pending)	N/A	2.0	0		North Gator Cir	Vogiantzis Pkwy	Ramsey Blvd	N/A	N/A
114	12	Install new walkway	N/A	0.9	0		Vogiantzis Pkwy	Andalusia Blvd	North Gator Cir	N/A	N/A
115	15	Install new walkway	N/A	0.9	0		Burnt Store Rd	Janis Rd	Caloosa Pkwy	N/A	N/A
116	23	Install new walkway	N/A	1.1	0		Burnt Store Rd	Janis Rd	Kismet Pkwy	N/A	N/A
117	25	Install new walkway	N/A	1.5	0		El Dorado Blvd	NW 30th St	NW 24th St	N/A	N/A
118	30	Install new walkway	N/A	2.5	0		Santa Barbara Blvd	Wilmington Pkwy	Kismet Pkwy	2020 Major	N/A

										UTILITY
PROJECT				PRIORITY					REPAVING	EXTENSION
RANK	ID#	TYPE	STRATEGY	MI.	SCORE	CORRIDOR	FROM	TO	SCHEDULE	AREA
119	47	Install new walkway	Lane Elimination	1.9	0	Santa Barbara Blvd	Kismet Pkwy	Diplomat Pkwy	N/A	North 1
120	55	Install new walkway	N/A	2.0	0	Diplomat Pkwy	Nelson Rd	Santa Barbara Blvd	N/A	North 1
121	64	Install new walkway	N/A	2.1	0	Nelson Rd	Diplomat Pkwy	Tropicana Pkwy	N/A	North 2



Alternative Sidewalk Opportunities

Given the breadth of the sidewalk needs in Cape Coral and the way streets and utilities have been constructed, developing creative strategies for walkway implementation can help stretch funding capacity and expand the network more quickly.

Many communities are experimenting with alternative sidewalk designs that mark walkways in the paved portion of a roadway or that use different pavement materials, such as asphalt instead of concrete, to expand the walkway network cost-effectively.

Currently, there are no national guidelines for these types of treatments from FHWA. Local communities are using professional judgement and interpretation of federal and state design guidelines to develop alternative sidewalk design standards at the local level.

There are certain roads which meet specific conditions in Cape Coral that may be ideal candidates for in-road walkways. These conditions include:

- > Low vehicle speeds (30 MPH or less); and
- > Low vehicle volumes (Less than 5,000 AADT)

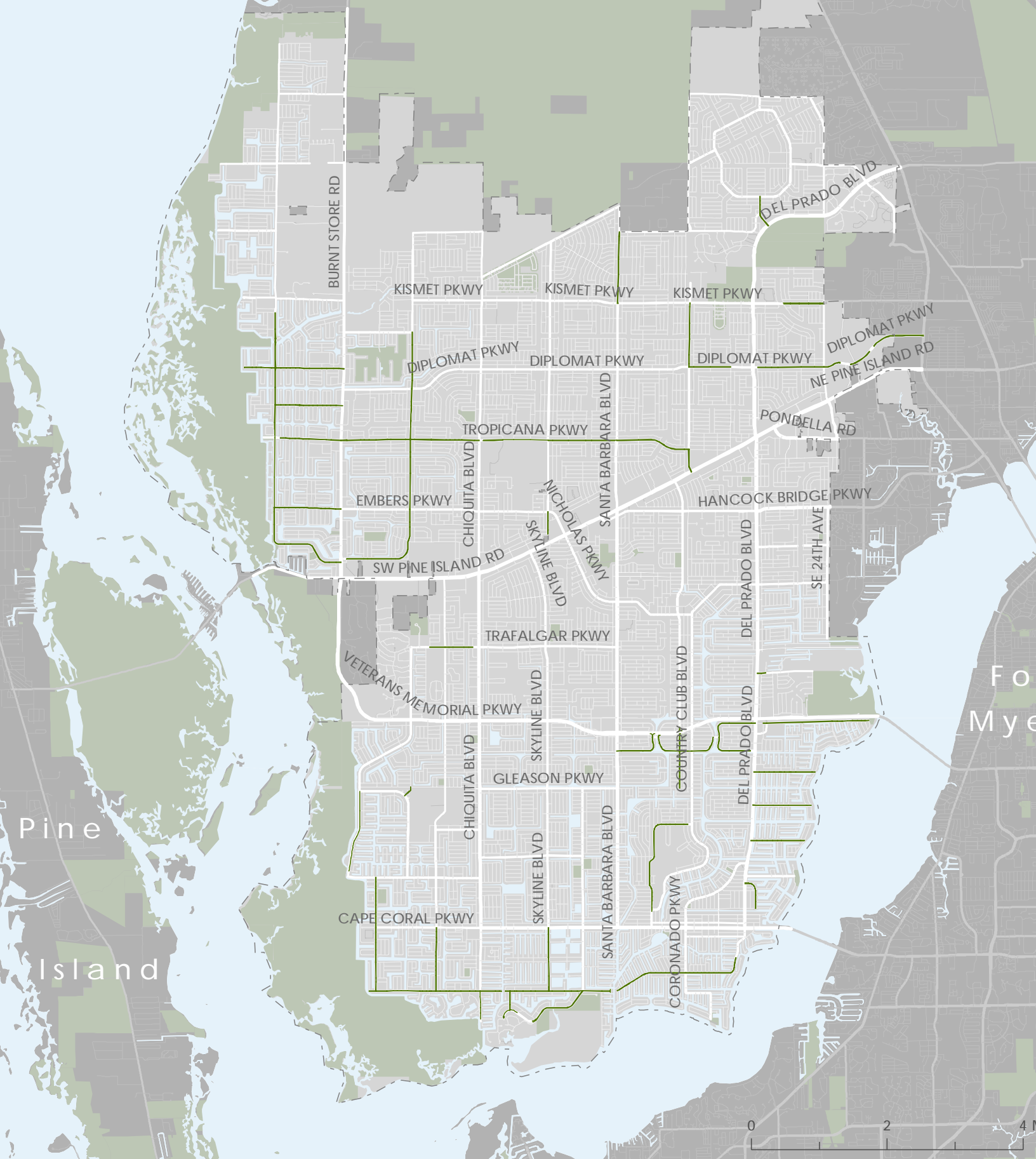
It should be noted that these type of treatments should not be implemented as the only alternative for traditional sidewalk construction. They can be an effective strategy to close gaps in the walkway network on slower speed streets to preserve money that can be used where traditional sidewalks are needed, such as along major roadways.

Information on alternative sidewalk design can be found in *Appendix 2: Design Criteria*.

The map found in figure 7 on the following page highlights potential roadways in Cape Coral that could be candidates for alternative sidewalk implementation because of existing speeds and volumes. These segments were selected because their vehicle speeds are 30 mph or less and existing vehicle volumes are less than 5,000 AADT. Before implementation, additional study is required to identify the appropriate treatment along these segments.

Figure 6. (bottom) An alternative sidewalk buffered by a bike lane in Naples, FL





- Cape Coral City Limit
- Natural Areas
- Alternative Sidewalk Opportunity Corridor

Figure 7. Potential locations for alternative sidewalk pilot projects





Multi-Use Paths

Multi-use paths are a treasured amenity in Cape Coral. For many, they are a recreational amenity that provide a comfortable place to walk, bike, connect with nature, and socialize. For others, multi-use paths provide important transportation connections between destinations.

The multi-use path recommendations are developed to meet the transportation and recreational needs in Cape Coral and expand the network so many enjoy.

There are three main goals for the multi-use paths recommendations for this plan:

- > **Create a complete multi-use path loop north of Pine Island.** This loop can close gaps in the transportation network for people walking and biking and also provide an intuitive recreational loop for recreational walking and biking.
- > **Complete the multi-use path route along Veterans Memorial Parkway.** Enhancing and closing gaps along Veterans will create a continuous route from Four Mile Cove Ecological Preserve to the proposed multi-use path loop north of Pine Island.
- > **Position Cape Coral to connect its multi-use path network to the Florida statewide trail system.** Expanding the multi-use path network will help Cape Coral build regional connections to the Florida Priority Trail network, creating opportunities to support bicycle tourism in the Cape.

For more on infrastructure design for multi-use paths and crossings, see *Appendix 2: Design Criteria*. For more on how individual multi-use path projects were identified and prioritized, see the *Appendix 1: Project Identification and Prioritization*.

Existing and Proposed Multi-Use Paths

Table 3. Multi-use path network expansion

	EXISTING (MI)	PROPOSED (MI)	% INCREASE
Multi-Use Path	9	22	250%

Note: Totals are based on road center-line miles

MULTI-USE PATH NETWORK DESIGN

Multi-use paths allow for two-way, off-street bicycle use and also may be used by pedestrians, skaters, persons who use mobility devices, joggers, and other non-motorized users. Paths are frequently found in parks and along roadways and utility corridors where there are few conflicts with motor vehicles.

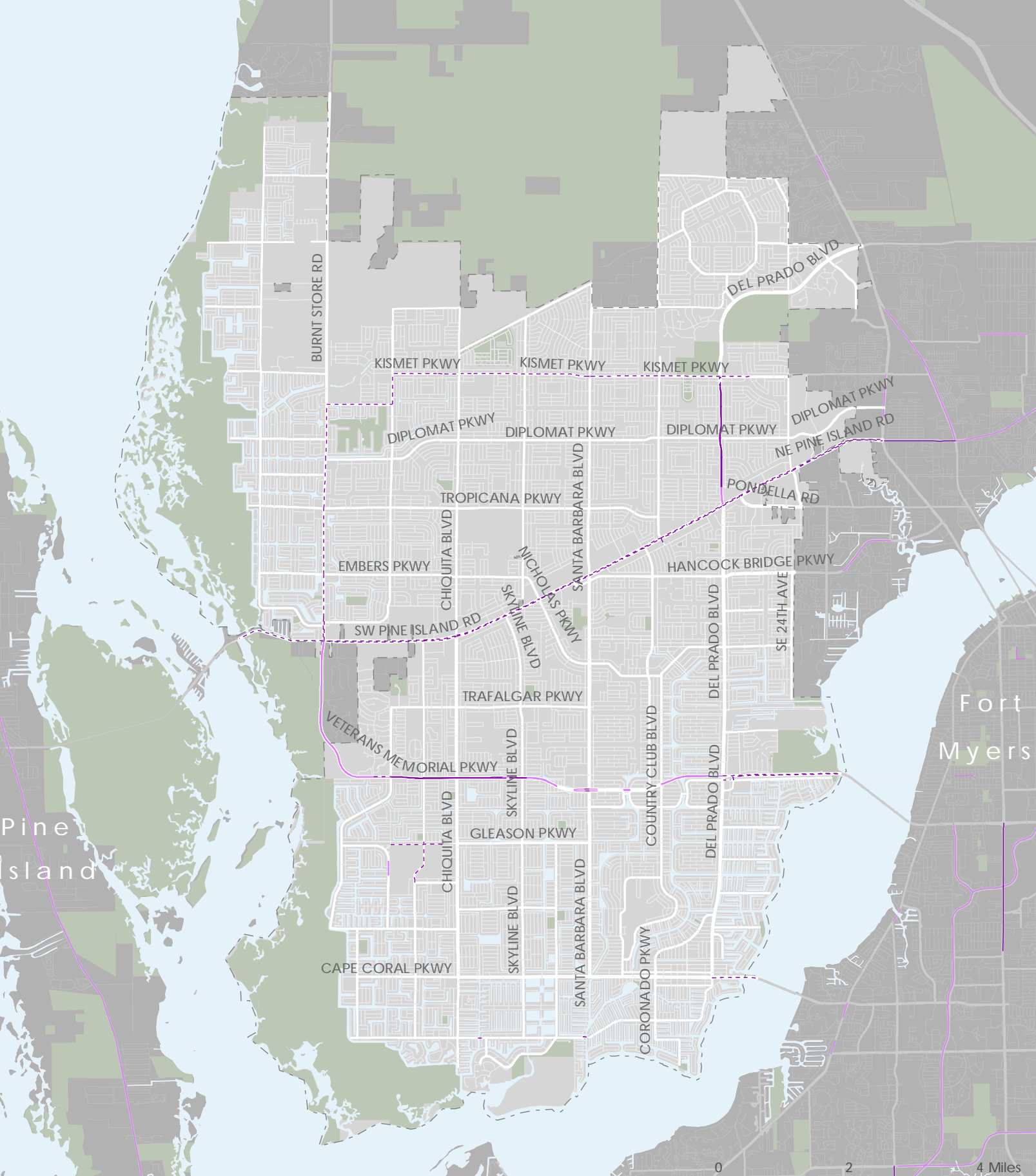
With no motor vehicle access, multi-use paths offer the most comfortable and safe walking and biking experience.

As the multi-use path network expands in Cape Coral, these key features should be included:

- > Frequent access points from the local road network
- > Directional signs to direct users to and from the path
- > A limited number of at-grade crossings with streets or driveways
- > Terminating the path where it provides access to the street or transit system

MULTI-USE PATH EXAMPLES





- Multi-Use Path on one side of street
- - Multi-Use Path on both sides of street
- ... Proposed Multi-Use Path

Figure 8. Existing and proposed multi-use paths

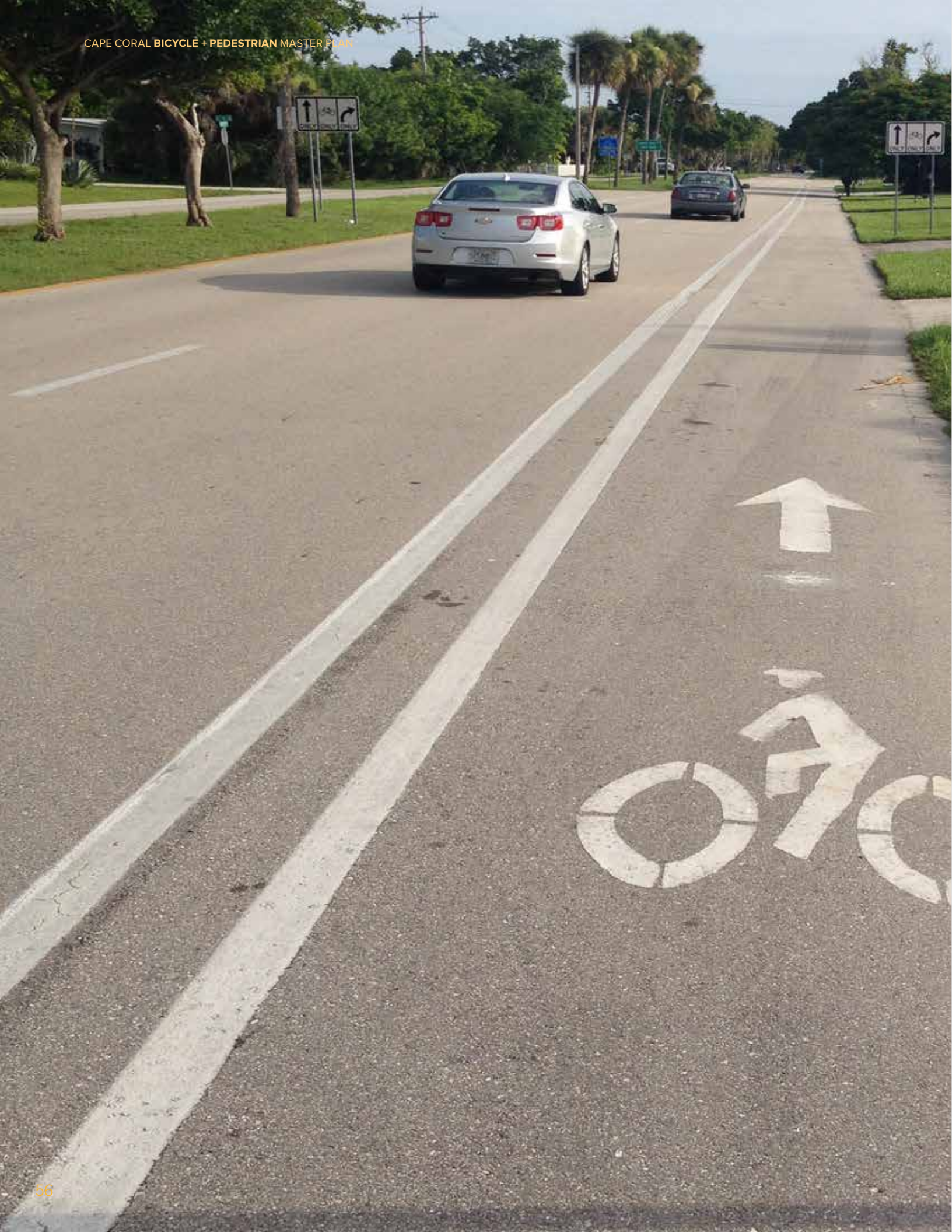
Table 4. Multi-use path projects in order of priority

RANK	ID#	PROJECT		SIDE OF		MI.	SCORE	CORRIDOR	FROM	TO	REPAVING SCHEDULE	UTILITY
		TYPE	STRATEGY	STREET								EXTENSION AREA
1	17	Multi-Use Path	Construct Sidepath	Both	4.6	28	NE Pine Island Rd	Santa Barbara Blvd	Del Prado Blvd	N/A	N/A	
2	16	Multi-Use Path	Construct Sidepath	Both	4.5	27	SW Pine Island Rd	Chiquita Blvd	Santa Barbara Blvd	N/A	N/A	
3	27	Multi-Use Path	Widen sidewalk on south side of street	South	0.7	27	Cape Coral Pkwy	Del Prado Blvd	End of parkway	N/A	N/A	
4	24	Multi-Use Path	Construct sidepath	Both	0.7	26	Agualinda Blvd	Savona Pkwy	SW 32nd St	N/A	N/A	
5	7	Multi-Use Path	Construct sidepath	North	0.9	22	Kismet Pkwy	Andalusia Blvd	Del Prado Blvd	N/A	North 1	
6	8	Multi-Use Path	Construct sidepath	North	0.4	22	Kismet Pkwy	Del Prado Blvd	NE19th PI	N/A	North 1	
7	13	Multi-Use Path	Construct sidepath	Both	0.3	22	Del Prado Blvd	NE 23rd St	Kismet Pkwy	N/A	North 1	
8	18	Multi-Use Path	Construct Sidepath	Both	2.4	22	NE Pine Island Rd	Del Prado Blvd	NE 24th Ave	N/A	N/A	
9	12	Multi-Use Path	Construct Sidepath	Both	1.4	21	Burnt Store Rd	SW Pine Island Rd	Embers Pkwy	N/A	North 2	
10	22	Multi-Use Path	Construct sidepath	Both	3.6	20	Veterans Memorial Pkwy	Del Prado Blvd	End of parkway	N/A	N/A	
11	14	Multi-Use Path	Construct Sidepath	Both	1.3	19	SW Pine Island Rd	End of road	Burnt Store Rd	N/A	North 2	
12	6	Multi-Use Path	Construct sidepath	North	1.1	18	Kismet Pkwy	Santa Barbara Blvd	Andalusia Blvd	2016 Major	North 1	

											UTILITY	
PROJECT				SIDE OF							REPAVING	EXTENSION
RANK	ID#	TYPE	STRATEGY	STREET	MI.	SCORE	CORRIDOR	FROM	TO	SCHEDULE	AREA	
13	9	Multi-Use Path	Construct Sidepath	Both	0.8	18	Burnt Store Rd	Diplomat Pkwy	Van Buren Pkwy	N/A	N/A	
14	15	Multi-Use Path	Construct Sidepath	Both	4.1	18	SW Pine Island Rd	Burnt Store Rd	Chiquita Blvd	N/A	N/A	
15	1	Multi-Use Path	Construct sidepath	North	1.0	17	Van Buren Pkwy	Burnt Store Rd	El Dorado Blvd	N/A	N/A	
16	28	Multi-Use Path	Construct new path	N/A -	0.1	17	N/A - Independent ROW	NE Pine Island Rd	<Null>	N/A	N/A	
17	5	Multi-Use Path	Construct sidepath	North	1.0	16	Kismet Pkwy	Nelson Rd	Santa Barbara Blvd	N/A	N/A	
18	10	Multi-Use Path	Construct Sidepath	Both	0.7	15	Burnt Store Rd	Tropicana Pkwy	Diplomat Pkwy	N/A	N/A	
19	20	Multi-Use Path	Construct sidepath	North	0.3	15	Veterans Memorial Pkwy	Sandoval Blvd	Surfside Blvd	N/A	N/A	
20	23	Multi-Use Path	New Construction along City-owned / utility company ROW	N/A -	0.8	15	SW 32nd St	Gleason Pkwy	SW 17th PI	N/A	N/A	
21	11	Multi-Use Path	Construct Sidepath	Both	1.0	14	Burnt Store Rd	Embers Pkwy	Tropicana Pkwy	N/A	N/A	
22	19	Multi-Use Path	Construct Sidepath	Both	3.0	13	NE Pine Island Rd	NE 24th Ave	End of road	N/A	N/A	
23	26	Bicycle and Pedestrian Bridge	New Construction	N/A -	0.1	13	El Dorado Pkwy	East of SW 1st Ct	Bayside Ct	N/A	N/A	

RANK	ID#	PROJECT		SIDE OF STREET	MI.	SCORE	CORRIDOR	FROM	TO	REPAVING SCHEDULE	UTILITY
		TYPE	STRATEGY								EXTENSION AREA
24	25	Bicycle and Pedestrian Bridge	New construction	N/A -	0.1	12	El Dorado Pkwy	East of SW 14th Ave	SW 12th Pl	N/A	N/A
25	4	Multi-Use Path	Construct sidepath	North	1.0	11	Kismet Pkwy	Chiquita Blvd	Nelson Rd	2019 Major	N/A
26	2	Multi-Use Path	Road Diet	West	0.5	10	El Dorado Blvd	Van Buren Pkwy	Kismet Pkwy	N/A	N/A
27	21	Multi-Use Path	Construct sidepath	South	0.1	7	Veterans Memorial Pkwy	SW 10th Ave	West of Skyline Blvd	N/A	N/A
28	3	Multi-Use Path	Construct sidepath	North	1.0	6	Kismet Pkwy	El Dorado Blvd	Chiquita Blvd	N/A	N/A







On-Street Bikeways

The on-street bikeway recommendations are developed to close bikeway gaps along major roads and create a more comfortable and convenient bikeway network throughout the City. The goal is to help residents, employees and visitors be able to reach more destinations comfortably and conveniently using a low-stress, high-quality bikeway network.

For most local streets, no dedicated space is needed, as vehicle speeds and volume are so low that people walking, biking and driving can share the same roadway space. Similar to walkways, some streets can function well with no dedicated space. These streets can be enhanced with pavement markings, traffic calming treatments and wayfinding signage to develop “neighborhood greenways” that function as priority bike routes through neighborhoods.

As people leave their neighborhood and travel along busier streets, additional street space and separation is needed between vehicles and people biking. Different types of separated and protected bikeways are proposed to extend the low-stress bikeway network out of neighborhoods to connect people to parks, schools, jobs, shopping and other daily destinations.

For more on infrastructure design for on-street bikeways and crossings, see *Appendix 2: Design Criteria*. For more on how individual on-street bikeway projects were identified and prioritized, see the *Appendix 1: Project Identification and Prioritization*.

Existing and Proposed On-Street Bikeways

Table 5. Network expansion by facility type

	EXISTING (MI)	PROPOSED (MI)	% INCREASE
Neighborhood Greenway	N/A	38	N/A
Bike Lane	22	2	8%
Buffered Bike Lane	45	78	175%
Separated Bike Lane	0	1	N/A
Requires Further Study ¹	N/A	18	N/A
Multi-Use Path	9	22	250%

Note: Totals are based on road center-line miles

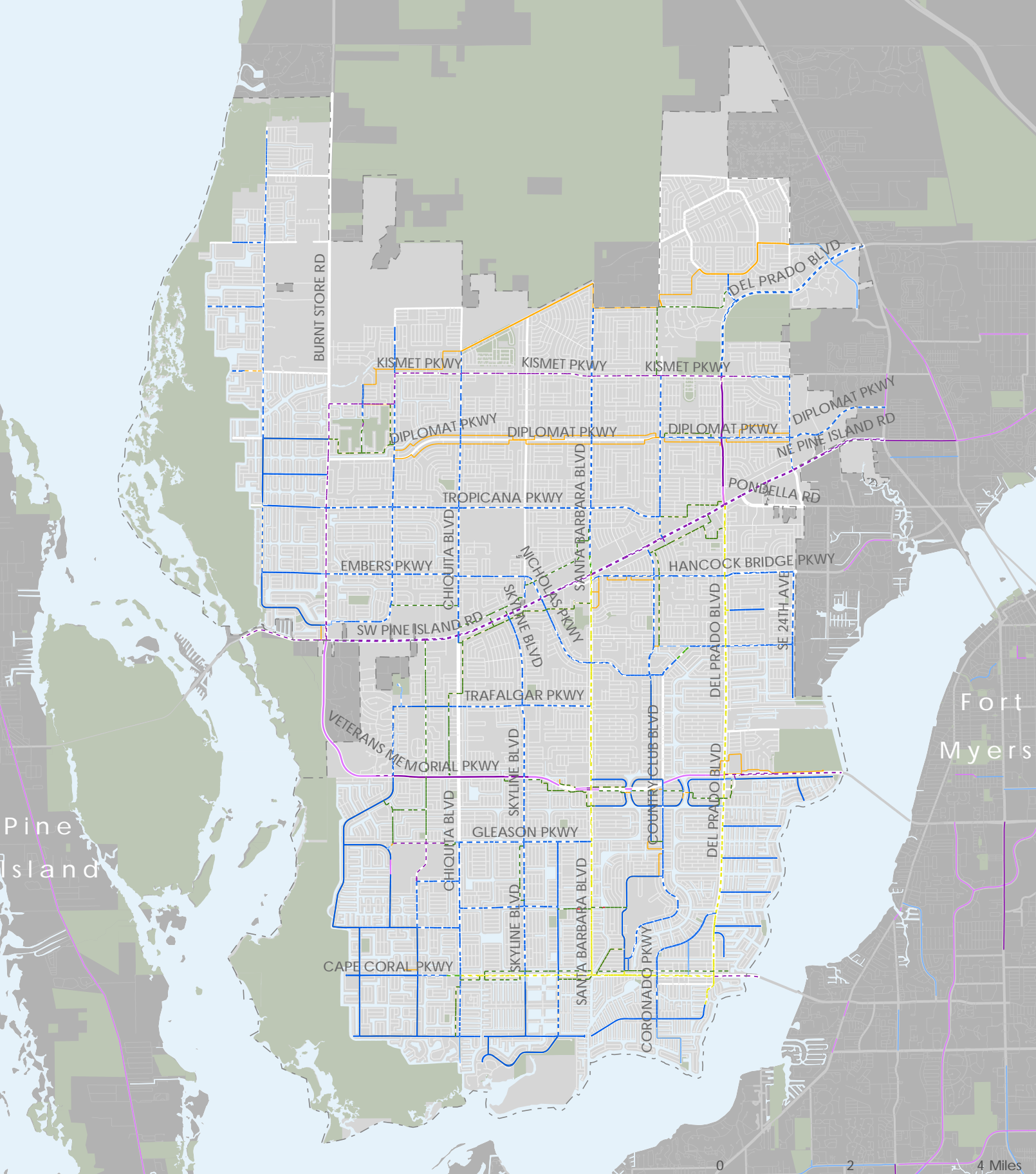
1. Several major corridors require a separated bike lane or a multi-use path in order to reduce traffic stress and improve safety. These corridors also have right-of-way constraints and vehicle capacity considerations that require further study to identify the appropriate corridor design and bikeway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

PROPOSED FACILITY EXAMPLES

As vehicle speeds and volumes increase, so too does the need for more space for bikeways and the buffer between vehicle travel lanes and people biking. On most local, neighborhood streets in Cape Coral, vehicle speeds and volumes are so low that no dedicated space is needed. Vehicles and people walking and biking can share the same

space. As people leave their neighborhood and travel along busier roadways, dedicated infrastructure is needed to continue feelings of safety and comfort found on local streets. The recommendations for this plan were developed with these contextual changes in mind.





Proposed Bikeways

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

Existing Bikeways and Routes

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

Figure 9. Existing and proposed bikeways and bike routes

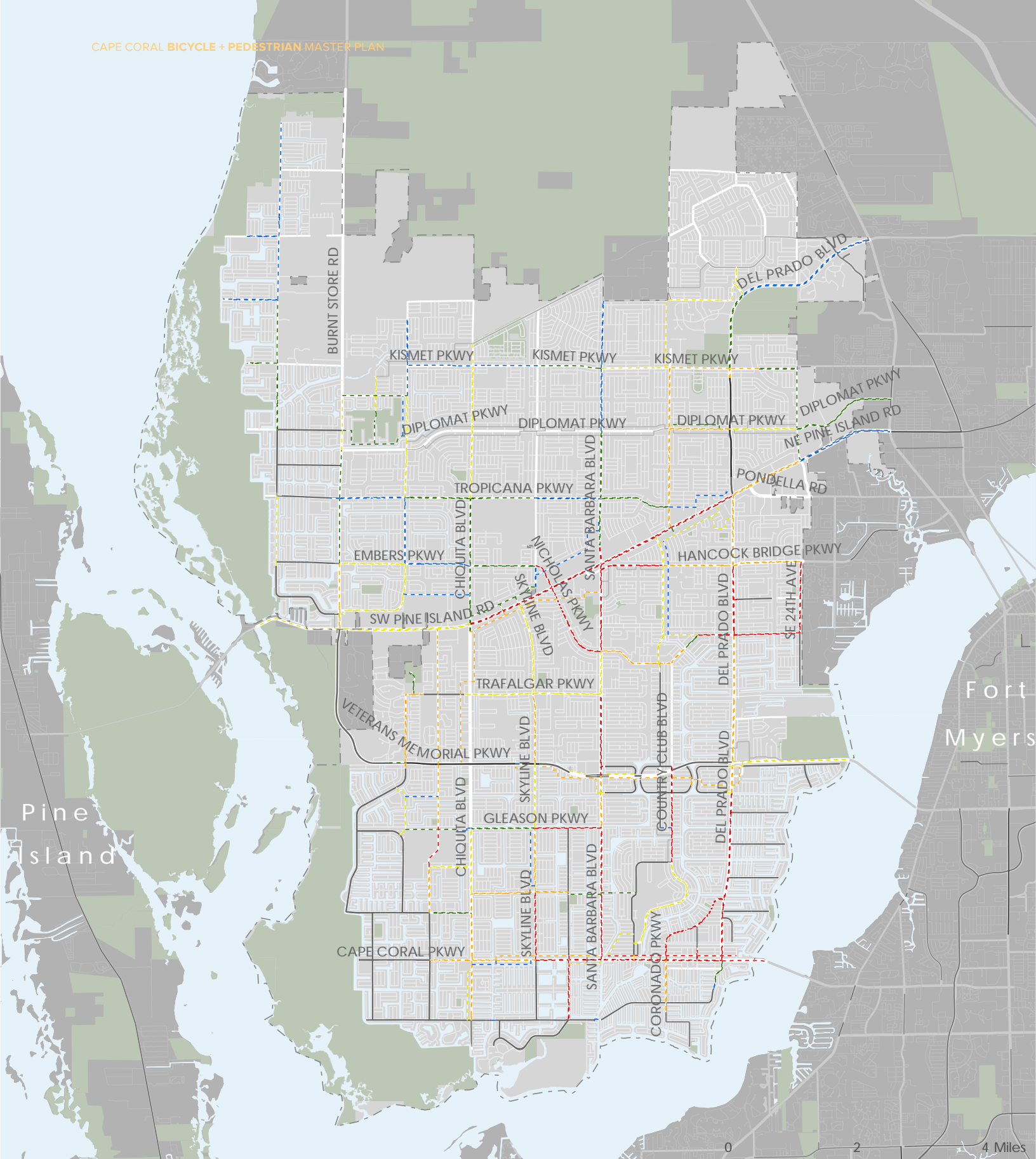


Figure 10. Proposed bikeways by priority score

Proposed Bikeways

Priority Score

- Lowest
-
-
-
- Highest

Existing Bikeways and Routes

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

Table 6. Bicycle projects in order of priority

									UTILITY	
PROJECT				PRIORITY					REPAVING	EXTENSION
RANK	ID#	TYPE	STRATEGY	MI.	SCORE	CORRIDOR	FROM	TO	SCHEDULE	AREA
Rank	ID#	Project Type	Strategy	Mi.	Score	Corridor	From	To	Repaving Schedule	Utility Expansion Area
1	14	TBD	Potential Lane Elimination	4.1	29	Santa Barbara Blvd	Gleason Pkwy	Cape Coral Pkwy	2018 Major	N/A
2	51	TBD	Potential Lane Elimination	5.2	28	Del Prado Blvd	Shelby Pkwy	Cape Coral Pkwy	N/A	N/A
3	84	Buffered Bike Lane	Lane Elimination	2.1	28	Gleason Pkwy	Skyline Blvd	Santa Barbara Blvd	2017 Major	N/A
4	98	TBD	Potential lane elimination with separated bike lane, but traffic analysis needed	2.0	28	Cape Coral Pkwy	Santa Barbara Blvd		N/A	N/A
5	99	TBD	Potentially Convert on-street parking to separated bike lane	1.7	28	Cape Coral Pkwy	Coronado Pkwy	Del Prado Blvd	N/A	N/A
6	49	TBD	Needs further study. Potential options include turn lane removal/consolidation with dedicated bikeway OR shared lane markings	2.3	27	Del Prado Blvd	Hancock Bridge Pkwy	Viscaya Pkwy	N/A	N/A
7	40	Buffered Bike Lane	Lane Elimination	3.6	26	Nicholas Pkwy	Nelson Rd	Santa Barbara Blvd	2018 Major	North 2
8	95	Buffered Bike Lane	Lane diet	3.0	26	Coronado Pkwy	Del Prado Blvd	Cape Coral Pkwy	2016 Major	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		FROM	TO	REPAVING	UTILITY
		TYPE	STRATEGY		SCORE	CORRIDOR			SCHEDULE	EXTENSION AREA
9	102	Buffered Bike Lane	Lane Elimination	2.0	26	Pelican Blvd	SW 47th Ter	El Dorado Blvd	N/A	N/A
10	10	TBD	Potential Lane Elimination	3.3	25	Santa Barbara Blvd	Hector A Cafferata Junior	Nicholas Pkwy	N/A	N/A
11	54	Buffered Bike Lane	Lane Elimination	2.0	25	Hancock Bridge Pkwy	Santa Barbara Blvd	Cultural Park Blvd	N/A	N/A
12	72	Buffered Bike Lane	Lane Elimination	2.1	25	Skyline Blvd	Mohawk Pkwy	Cape Coral Pkwy	N/A	N/A
13	97	TBD	Potential Lane Elimination (6 to 4)	2.0	25	Cape Coral Pkwy	Skyline Blvd	Santa Barbara Blvd	2017 Major	N/A
14	12	TBD	Potential Lane Elimination	2.7	24	Santa Barbara Blvd	Trafalgar Pkwy	Veterans Memorial Pkwy	2024 Local	N/A
15	61	Buffered Bike Lane	Lane Elimination	2.3	24	SE 24th Ave	Hancock Bridge Pkwy	Viscaya Pkwy	N/A	N/A
16	64	Buffered Bike Lane	Lane Elimination	3.1	24	Viscaya Pkwy	SE 9th St	SE 24th Ave	2016 Major	N/A
17	78	Buffered Bike Lane	Lane Elimination	3.0	24	Country Club Blvd	Retunda Pkwy		2018 Major	N/A
18	104	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared lane markings	2.0	24	SE 47th Ter	SE 1st PI	SE 17th PI	2022 Local	N/A
19	105	Bike Lane	Consolidate/ remove dedicated turn lanes	0.3	24	Vincennes Blvd	SE 46th Ln	Cape Coral Pkwy	N/A	N/A
20	13	TBD	Potential Lane Elimination	1.6	23	Santa Barbara Blvd	Veterans Memorial Pkwy	Gleason Pkwy	N/A	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		FROM	TO	REPAVING	UTILITY
		TYPE	STRATEGY		SCORE	CORRIDOR			SCHEDULE	EXTENSION AREA
21	50	TBD	Potential separated bike lane with lane elimination, but traffic volumes are above currently accepted threshold	4.9	23	Del Prado Blvd	Viscaya Pkwy	Shelby Pkwy	N/A	N/A
22	87	Buffered Bike Lane	Lane Elimination	1.9	23	Chiquita Blvd	Cape Coral Pkwy	El Dorado Blvd	N/A	N/A
23	91	Buffered Bike Lane	Lane Elimination	1.4	23	Aqualinda Blvd	Savona Pkwy	Beach Pkwy	N/A	N/A
24	107	Buffered Bike Lane	Lane Elimination	1.5	23	Coronado Pkwy	Cape Coral Pkwy		N/A	N/A
25	55	Buffered Bike Lane	Lane Elimination	2.2	22	Hancock Bridge Pkwy	Cultural Park Blvd	Del Prado Blvd	2016 Major	N/A
26	59	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	4.7	22	SW 17th Ave/ SW 14th Ter/ SW 15th Pl/ SW 9th St/ SW 4th St/ SW 12th Ave/ SW 7th Pl/ SW 3rd St/SW 2nd Ave/Mid Cape Ter	End (south)	Santa Barbara Blvd	2026 Local	N/A
27	66	Buffered Bike Lane	Lane Elimination	2.9	22	Trafalgar Pkwy/ Surfside Blvd	SW 22nd Pl	SW 25th St	N/A	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		FROM	TO	REPAVING	UTILITY
		TYPE	STRATEGY		SCORE	CORRIDOR			SCHEDULE	EXTENSION AREA
28	73	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	3.8	22	SW 10th Ave/ SW 25th St/ SW 25th St/ SW 5th Pl/ SW 25th Ter/ SW 5th Ave/ SW 26th St/ SW 1st Ave/ SW 26th Ln/ SE 26th St/SE 4th Ave/SE 26th Ter/SE 26th St	Veterans Memorial Pkwy	Academy Blvd	2017 Major, 2020 Local, 2024 Local	N/A
29	21	Buffered Bike Lane	Lane Elimination	5.0	21	Andalusia Blvd	Kismet Pkwy	NE Pine Island Rd	N/A	North 1, North 2
30	41	Buffered Bike Lane	Lane Elimination	3.0	21	Nicholas Pkwy	Santa Barbara Blvd	SE 9th Ln	2019 Major	N/A
31	60	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	3.1	21	Nott Rd/SW 20th Ave	SW Pine Island Rd	SW 32nd St	N/A	N/A
32	92	Buffered Bike Lane	Lane Elimination	3.0	21	Mohawk Pkwy	Chiquita Blvd	Pelican Blvd	N/A	N/A
33	100	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared lane markings	1.7	21	SW 12th Pl/ SW 47th Ter	Cape Coral Pkwy	Santa Barbara Blvd	2026 Local	N/A
34	25	Buffered Bike Lane	Lane Elimination	1.9	20	Diplomat Pkwy	Andalusia Blvd	Del Prado Blvd	N/A	North 1
35	48	TBD	Potential Lane Elimination	2.2	20	Del Prado Blvd	NE Pine Island Rd	Hancock Bridge Pkwy	N/A	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		FROM	TO	REPAVING SCHEDULE	UTILITY EXTENSION AREA
		TYPE	STRATEGY		SCORE	CORRIDOR				
36	56	Buffered Bike Lane	Lane Elimination	2.1	20	Hancock Bridge Pkwy	Del Prado Blvd	SE 24th Ave	N/A	N/A
37	69	Buffered Bike Lane	Lane Elimination	2.2	20	Skyline Blvd	Trafalgar Pkwy	Veterans Memorial Pkwy	N/A	N/A
38	71	Buffered Bike Lane	Lane Elimination	2.0	20	Skyline Blvd	Gleason Pkwy	Mohawk Pkwy	2017 Major	N/A
39	86	Buffered Bike Lane	Lane Elimination	2.1	20	Chiquita Blvd	Mohawk Pkwy	Cape Coral Pkwy	N/A	N/A
40	96	TBD	Potential Lane Elimination (6 to 4)	3.3	20	Cape Coral Pkwy	Aqualinda Blvd	Skyline Blvd	2018 Major	N/A
41	26	Buffered Bike Lane	Lane Elimination	2.1	19	Diplomat Pkwy	Del Prado Blvd	NE 24th Ave	N/A	North 1
42	58	Buffered Bike Lane	Lane Elimination	4.2	19	Cultural Park Blvd	NE Pine Island Rd	Nicholas Pkwy	2018 Major	N/A
43	62	Buffered Bike Lane	Lane Elimination	2.9	19	Skyline Blvd	SW Pine Island Rd	Trafalgar Pkwy	2020 Major	N/A
44	63	Shared Lane Marking	Add Shared Lane Markings	0.5	19	SE 9th Sst	Cultural Park Blvd	Viscaya Pkwy	N/A	N/A
45	67	Buffered Bike Lane	Lane Elimination	2.1	19	Trafalgar Pkwy	SW 16th Ct	Skyline Blvd	N/A	N/A
46	106	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared lane markings	0.8	19	SW 49th Ter/ SW 16th PI	Chiquita Blvd	El Dorado Blvd	2021 Local	N/A
47	117	Buffered Bike Lane	Lane Elimination	2.1	19	Chiquita Blvd	Diplomat Pkwy		N/A	North 2

										UTILITY
PROJECT				PRIORITY					REPAVING	EXTENSION
RANK	ID#	TYPE	STRATEGY	MI.	SCORE	CORRIDOR	FROM	TO	SCHEDULE	AREA
48	20	Buffered Bike Lane	Lane Elimination	3.5	18	El Dorado Blvd	Van Buren Pkwy		N/A	N/A
49	77	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	0.4	18	SW Santa Barbara Pl/ SW 28th St/ Kamal Pkwy	SW 26th Ln	SE Santa Barbara PI	2024 Local	N/A
50	108	TBD	Needs further study. Potential options include turn lane removal/ consolidation with dedicated bikeway OR shared lane markings	0.1	18	Palm Tree Blvd	SE 47th Ter	Cape Coral Pkwy	N/A	N/A
51	28	Buffered Bike Lane	Roadway expansion (Planned)	1.2	17	Old Burnt Store Rd	Tropicana Pkwy	Embers Pkwy	N/A	North 2
52	36	Buffered Bike Lane	Lane Elimination	3.3	17	Ceitus Pkwy/ SW 31st Pl/ Ceitus Pkwy/ El Dorado Blvd	Burnt Store Rd	Embers Pkwy	N/A	North 2
53	68	Buffered Bike Lane	Lane Elimination	2.1	17	Trafalgar Pkwy	Skyline Blvd	Santa Barbara Blvd	N/A	N/A
54	80	Shared Lane Marking	Add Shared Lane Markings	1.0	17	SW 25th Pl/ SW 28th Ter/ SW 25th Ave/Gleason Pkwy	Surfside Blvd	Oasis Blvd	N/A	N/A
55	90	Buffered Bike Lane	Lane Elimination	3.8	17	Country Club Blvd	Wildwood Pkwy	Palm Tree Blvd	N/A	N/A
56	16	Buffered Bike Lane	Lane Elimination	0.9	16	Averill Blvd	South Gator Cir	Del Prado Blvd	N/A	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		FROM	TO	REPAVING	UTILITY
		TYPE	STRATEGY		SCORE	CORRIDOR			SCHEDULE	EXTENSION AREA
57	43	Buffered Bike Lane	Lane Elimination	2.0	16	Embers Pkwy	Burnt Store Rd	El Dorado Blvd	N/A	N/A
58	47	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	1.8	16	NE Pine Island Ln/NE 14th Ave/NE 15th Ave/NE 4th Ter/NE 15th Pl	Cultural Park Blvd	Del Prado Blvd	N/A	N/A
59	70	Buffered Bike Lane	Lane Elimination	2.0	16	Skyline Blvd	Veterans Memorial Pkwy	Gleason Pkwy	N/A	N/A
60	75	Buffered Bike Lane	Lane Diet, redesign median island	0.3	16	Everest Pkwy	SE 15th Pl	SE 17th Ave	N/A	N/A
61	76	Bike Lane	Restripe - sufficient space available	0.1	16	Shelby Pkwy	SE 15th Pl	Del Prado Blvd	N/A	N/A
62	85	Buffered Bike Lane	Lane Elimination	2.0	16	Chiquita Blvd	Gleason Pkwy	Mohawk Pkwy	2019 Major	N/A
63	88	Buffered Bike Lane	Lane Elimination	1.3	16	Savona Pkwy	Aqualinda Blvd	Chiquita Blvd	N/A	N/A
64	2	Buffered Bike Lane	Lane Elimination	1.0	15	NW 28th Ave	NW 22nd Ter	NW 18th Ter	N/A	N/A
65	11	TBD	Potential Lane Elimination	1.3	15	Santa Barbara Blvd	Nicholas Pkwy	Trafalgar Pkwy	N/A	N/A
66	15	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	2.3	15	Jacaranda Pkwy/NE 7th Pl	NE 7th Pl	Averill Blvd	N/A	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		FROM	TO	REPAVING	UTILITY
		TYPE	STRATEGY		SCORE	CORRIDOR			SCHEDULE	EXTENSION AREA
67	74	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	0.8	15	SW 25th Ln/ SE 25th Ln	SW 3rd Pl	Aviation Pkwy	2024 Local	N/A
68	103	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	1.2	15	SW 48th Ter/ SW Santa Barbara Ct/ SE 1st Pl/SE 45th Pl	Pelican Blvd	Palm Tree Blvd	2021 Local, 2022 Local	N/A
69	116	Buffered Bike Lane	Lane Elimination	2.4	15	Chiquita Blvd	NW 26th St	Diplomat Pkwy	N/A	N/A
70	17	Buffered Bike Lane	Lane Elimination	2.4	14	Del Prado Blvd	Averill Blvd	Kismet Pkwy	N/A	North 1
71	33	Buffered Bike Lane	Lane Elimination	2.2	14	Tropicana Pkwy/ Andalusia Blvd	Santa Barbara Blvd	NE Pine Island Rd	N/A	North 2
72	37	Buffered Bike Lane	Lane Elimination	2.1	14	Chiquita Blvd	NW 9th St	Embers Pkwy	N/A	North 2
73	52	TBD	Potential Add bike lane markings to marked shoulder	0.8	14	Del Prado Blvd	Cape Coral Pkwy	Viking Ct	N/A	N/A
74	57	Buffered Bike Lane	Lane Elimination/ remove turn lane/ mixing zone with shared lane markings	0.2	14	Ceitus Pkwy	SW 32nd Pl	Burnt Store Rd	N/A	North 2
75	65	Bike Lane	Add bicycle pavement markigns to existing marked shoulder - potential lane diet to 10'	0.7	14	Sports Blvd	End (north)	Trafalgar Pkwy	N/A	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		FROM	TO	REPAVING	UTILITY
		TYPE	STRATEGY		SCORE	CORRIDOR			SCHEDULE	EXTENSION AREA
76	94	Buffered Bike Lane	Lane Elimination	1.3	14	Beach Pkwy	Aqualinda Blvd	Chiquita Blvd	N/A	N/A
77	4	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	1.3	13	NW 16th St/ NW 31st Ave/ NW 14th Ter/ NW 25th Pl	Burnt Store Rd	El Dorado Blvd	N/A	N/A
78	9	Buffered Bike Lane	Lane Elimination	1.5	13	Santa Barbara Blvd	Tropicana Pkwy	Hector A Cafferata Junior	N/A	North 2
79	23	Buffered Bike Lane	Roadway expansion	1.4	13	NE 24th Ave	Kismet Pkwy	NE Pine Island Rd	2017 Major	North 1
80	30	Buffered Bike Lane	Lane Elimination	2.0	13	Tropicana Pkwy	El Dorado Pkwy	Chiquita Blvd	N/A	North 2
81	31	Buffered Bike Lane	Roadway expansion (planned)	1.4	13	Tropicana Pkwy	Chiquita Blvd	Nelson Rd	N/A	North 2
82	38	Buffered Bike Lane	Lane Elimination	2.0	13	Chiquita Blvd	Embers Blvd	SW Pine Island Rd	2019 Major	North 2
83	42	Separated Bike Lane	Convert On-street parking to separated bike lane	0.6	13	Country Club Blvd	SE 9th Ln	Viscaya Pkwy	N/A	N/A
84	109	Shared Lane Marking	Add Shared Lane Markings	0.9	13	Kismet Pkwy, Old Burnt Store Rd	End of Kismet Pkwy	NW 22nd St	2016 Major, 2017 Major	N/A
85	114	Buffered Bike Lane	Expand roadway	1.0	13	Old Burnt Store Rd	Jacaranda Pkwy	Kismet Pkwy	N/A	N/A
86	1	Buffered Bike Lane	Lane Elimination	1.6	12	Old Burnt Store Rd	NW 22nd St		2016 Major	N/A

										UTILITY
PROJECT				PRIORITY					REPAVING	EXTENSION
RANK	ID#	TYPE	STRATEGY	MI.	SCORE	CORRIDOR	FROM	TO	SCHEDULE	AREA
87	3	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	0.6	12	NW 28th Ave	NW 18th Ter	NW 14th Ter	N/A	N/A
88	8	Buffered Bike Lane	Lane Elimination	2.1	12	Santa Barbara Blvd	Diplomat Pkwy		N/A	North 1, North 2
89	24	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	0.8	12	NE 8th Pl/NE 16th Ter/NE 14th Pl	Diplomat Pkwy	Diplomat Pkwy	N/A	North 1
90	27	Buffered Bike Lane	Lane Diet	3.3	12	Diplomat Pkwy	NE 24th Ave	City Limits	N/A	North 1
91	93	Neighborhood Greenway	Traffic calming, wayfinding signage, shared-lane markings	1.1	12	SW 40th St/SE 40th St	Pelican Blvd	Palm Tree Blvd	2026 Local	N/A
92	22	Buffered Bike Lane	Lane Elimination	1.2	11	Kismet Pkwy	NE 19th Pl	NE 24th Ave	N/A	North 1
93	39	Buffered Bike Lane	Lane Elimination	2.0	11	Embers Pkwy	Chiquita Blvd	Nelson Rd	N/A	North 2
94	83	Buffered Bike Lane	Lane Elimination	2.0	11	Gleason Pkwy	Chiquita Blvd	Skyline Blvd	2017 Major	N/A
95	119	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	1.4	11	SW 4th St/SW 4th Ter	El Dorado Pkwy	Nelson Rd	N/A	North 2
96	34	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	1.2	10	NE 7th St/NE 10th Pl/NE 8th Ter/NE 15th Pl/NE 9th St	Andalusia Blvd	NE 15th Ct	N/A	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		FROM	TO	REPAVING	UTILITY
		TYPE	STRATEGY		SCORE	CORRIDOR			SCHEDULE	EXTENSION
97	45	Buffered Bike Lane	Lane Elimination	0.7	10	Nelson Rd	Embers Pkwy	SW 2nd Ter	N/A	North 2
98	89	Neighborhood Greenway	Traffic Calming, wayfinding signage, and shared lane markings	1.0	10	SW 32nd Ter/ SW 8th Pl/SW 22nd Ter	Skyline Blvd	Skyline Blvd	N/A	N/A
99	113	Buffered Bike Lane	Lane Elimination	1.5	10	Jacaranda Pkwy	End of Street (west)	Old Burnt Store Rd	N/A	N/A
100	118	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	1.5	10	SW 17th Ave/ SW 14th Ter/ SW 15th Pl/ SW 9th St/ SW 4th St/ SW 12th Ave/ SW 7th Pl/ SW 3rd St/SW 2nd Ave/Mid Cape Ter	End (south)	Santa Barbara Blvd	2026 Local	N/A
101	6	Buffered Bike Lane	Lane Elimination	2.1	9	Santa Barbara Blvd	Jacaranda Pkwy	Kismet Pkwy	2020 Major	N/A
102	7	Buffered Bike Lane	Lane Elimination	1.9	9	Santa Barbara Blvd	Kismet Pkwy	Diplomat Pkwy	N/A	North 1
103	19	Buffered Bike Lane	Lane Elimination	1.1	9	Del Prado Blvd	Denavarra Pkwy	City Limits	N/A	N/A
104	29	Buffered Bike Lane	Lane Elimination	2.2	9	Tropicana Pkwy	NW 33rd Ave	El Dorado Blvd	N/A	Proposed
105	35	Buffered Bike Lane	Lane Elimination	2.1	9	El Dorado Blvd	Tropicana Pkwy	Embers Pkwy	N/A	N/A

RANK	ID#	PROJECT		MI.	PRIORITY		CORRIDOR	FROM	TO	REPAVING	UTILITY
		TYPE	STRATEGY		SCORE					SCHEDULE	EXTENSION AREA
106	46	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	1.6	9		SW 1st St/NW 1st St/NW 1st PI/NW 3rd Ln/ NW Juanita Ct	Nicholas Pkwy	NE 5th Terrace	N/A	North 2
107	79	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	0.2	9		SE 32nd St	Academy Blvd	Country Club Blvd	2023 Local	N/A
108	82	Bike Lane	Lane Elimination (only need one through lane when Gleason PKWY is restriped with buffered bike lanes)	0.3	9		SW 32nd Ter/ SW 16th PI/ SW 32nd St	SW 17th PI	Chiquita Blvd	N/A	N/A
109	112	Buffered Bike Lane	Expand roadway	1.0	9		Old Burnt Store Rd	Caloosa Pkwy		N/A	N/A
110	115	Buffered Bike Lane	Lane Elimination	1.4	9		El Dorado Blvd	NW 29th Ter	NW 24th St	N/A	N/A
111	18	Buffered Bike Lane	Lane Elimination	3.4	8		Del Prado Blvd	Averill Blvd		N/A	N/A
112	53	TBD	Potential Add Shared Lane Markings	0.2	8		Del Prado Blvd	Viking Ct		N/A	N/A
113	101	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	1.0	8		SW 48th Ter/ SW 13th Ave/ SW 12th PI/ SW 48th Ter/ SW 8th PI	Chiquita Blvd	Chiquita Blvd	2021 Local	N/A
114	32	Buffered Bike Lane	Lane Elimination	2.0	7		Tropicana Pkwy	Nelson Rd	Santa Barbara Blvd	N/A	North 2

RANK	ID#	PROJECT		MI.	PRIORITY		CORRIDOR	FROM	TO	REPAVING	UTILITY
		TYPE	STRATEGY		SCORE					SCHEDULE	EXTENSION AREA
115	110	Buffered Bike Lane	Expand roadway	2.1	7		Old Burnt Store Rd	NW 48th Ter	Caloosa Pkwy	2017 Major	N/A
116	5	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	0.6	6		NW 24th Pl	Van Buren Pkwy	NW 25th Pl	N/A	N/A
117	44	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	1.0	6		SW 4th St/SW 4th Ter	El Dorado Pkwy	Nelson Rd	N/A	North 2
118	111	Buffered Bike Lane	Lane Elimination	1.0	6		Caloosa Pkwy	NW 44th Pl	Old Burnt Store Rd	2019 Major	N/A
119	120	Buffered Bike Lane	Lane Elimination	2.0	6		Embers Pkwy	El Dorado Blvd	Chiquita Blvd	2017 Major	North 2
120	81	Neighborhood Greenway	Traffic calming, wayfinding signage, and shared-lane markings	0.5	2		SW 28th Ter	SW 25th Ave	SW 20th Ave	N/A	N/A

Repaving and Utility Expansion Project Coordination

Several of the proposed projects are along roadways scheduled for repaving or within an area schedule for utility expansion. These repaving and utility projects provide an opportunity to implement some of the proposed projects as part of roadway re-striping or roadway reconstruction.

The project lists for pedestrian, bicycle, and multi-use path projects include information on whether a portion of the project corresponds with a roadway scheduled for repaving or is within a utility extension area. Projects proposed in this plan should be coordinated with these projects. Not all proposed projects will be able to be implemented by resurfacing projects, but many could.

Below is a table summarizing the percent of projects that correspond with a roadway scheduled for repaving or a utility extension area.

Table 7. Roadway Repaving and Utility Extension Area Project Coordination

	% OF PROPOSED PROJECTS THAT CORRESPOND WITH A REPAVING PROJECT	% OF PROPOSED PROJECTS THAT CORRESPOND WITH A UTILITY EXTENSION AREA
Pedestrian Projects	26%	25%
Bicycle Projects	30%	24%
Multi-Use Path Projects	7%	21%

Note: Proposed projects were identified if all or a portion of the project corresponded with a repaving project or was within a utility extension area.

Safety Projects

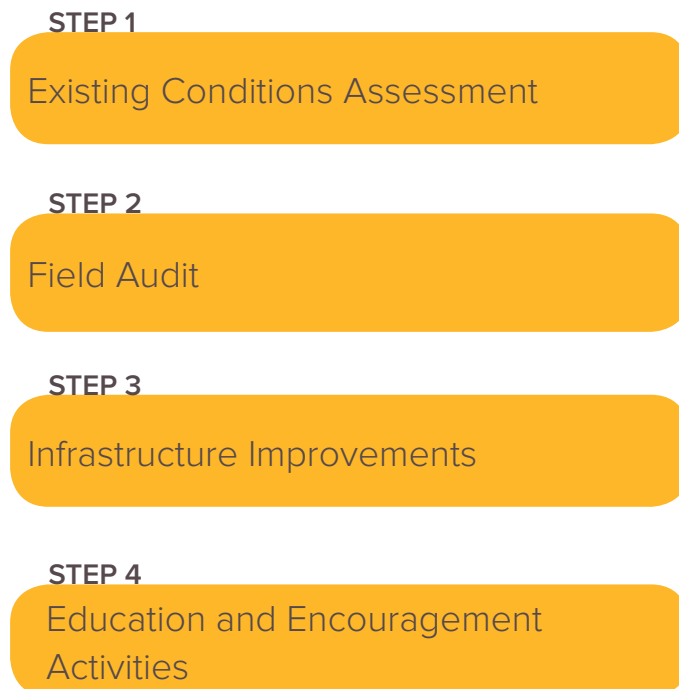
In addition to the proposed capital projects, there are several areas with high crash rates for people walking and biking. These areas have immediate safety needs that should be addressed separate from capital project construction.

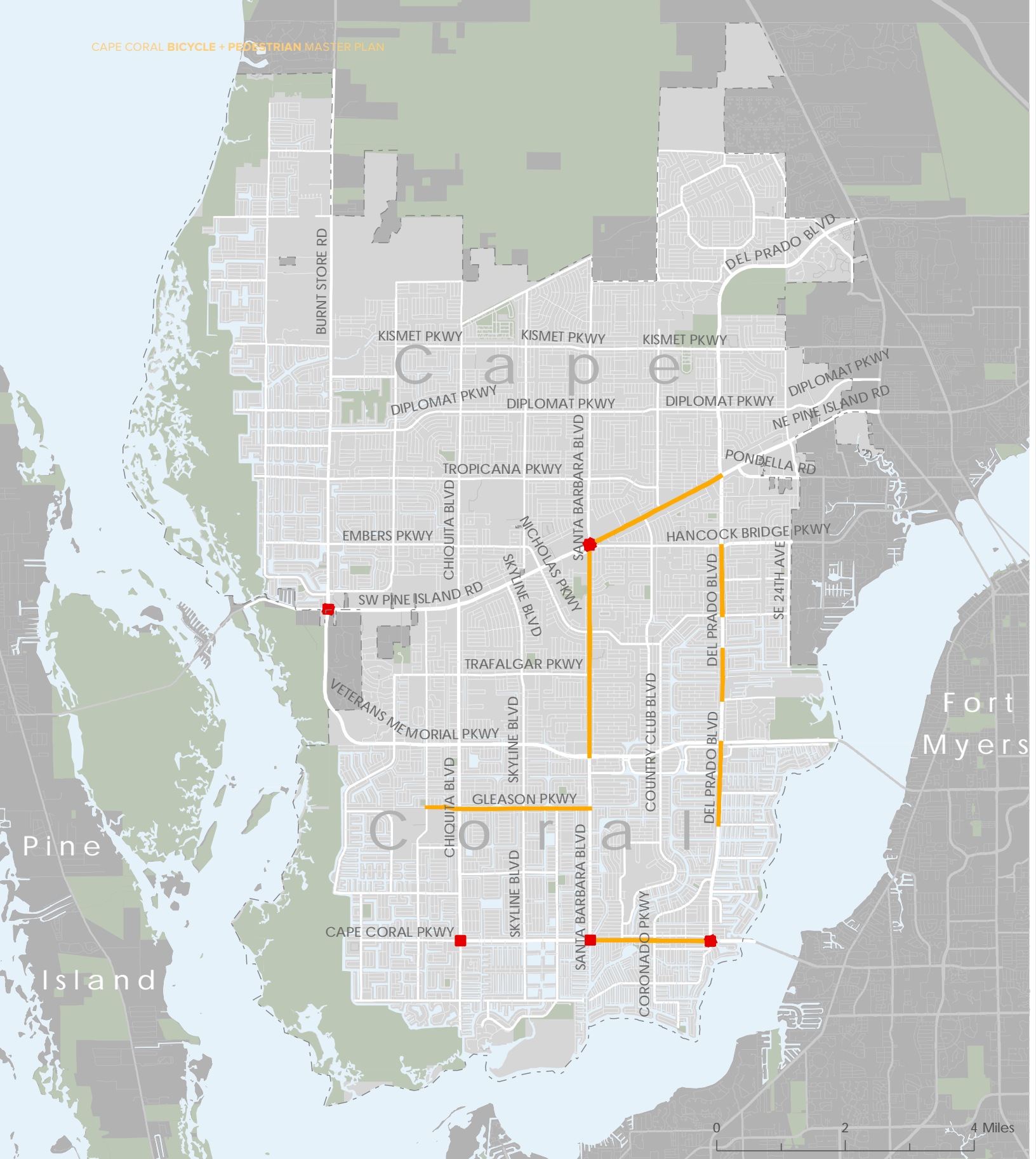
Cape Coral should develop a safety program to specifically study the reasons for the high number of crashes and develop an action plan to address the issues. The majority of the safety projects are at major, multi-lane intersections that are difficult to cross safely for people walking and biking, or along

major roads, where high vehicle volumes and speeds as well as longer distances between intersections create challenges for people walking and biking to cross safely and frequently.

For more on strategies to conduct safety audits, see the *Appendix 2: Design Criteria*. For more on individual safety projects, see the *Appendix 1: Project Identification and Prioritization*.

Figure 11. Sample safety audit flowchart





- Cape Coral City Limit
- Natural Areas
- Safety Projects
 - Corridor
 - Intersection

Figure 12. Proposed safety project locations

Table 8. Safety projects

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

Bridge Projects

Bridges in Cape Coral provide important crossings over the city's 400-mile canal system and major water bodies including Caloosahatchee River. They provide important regional connections to adjacent cities.

Currently, there are no dedicated facilities for people walking and biking across any of the bridges that connect Cape Coral to adjacent communities. Some of the bridges do have a paved shoulder, but the vehicle speeds and volumes do not provide a condition that is safe or accessible for all ages and abilities.

Since none of the regional bridges are within the City of Cape Coral or owned or managed by the City, Cape Coral will need to coordinate with the appropriate agencies and departments to improve walking and biking conditions across these bridges. By creating comfortable and safe walking and biking conditions across these bridges, recreational biking routes can be expanded. Commuting by bike to and from Cape Coral can also become a reasonable travel option, and it would allow people to enjoy the natural waterways that attract people to live in and visit the area.

The specific bridges to focus on include:

- > Matanzas Bridge
- > Cape Coral Bridge

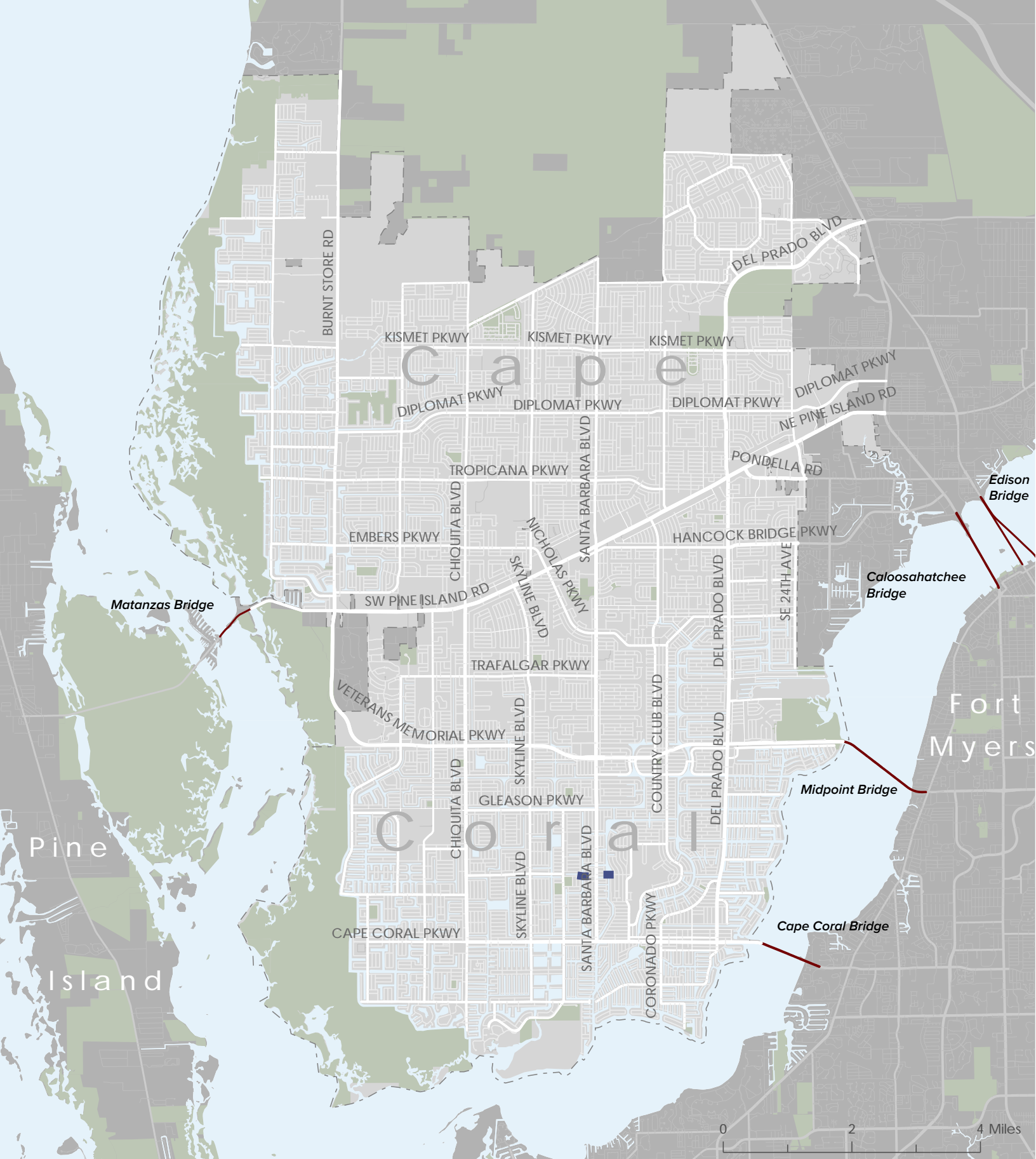
- > Midpoint Bridge
- > Caloosahatchee Bridge
- > Edison Bridge

In addition to the regional bridges, there are two bicycle and pedestrian bridges proposed within Cape Coral. These bridges would provide needed east-west neighborhood connectivity between Palm Tree Boulevard and Mohawk Parkway. The neighborhoods along this route are particularly separated by canals, forcing people to travel significant distances to travel east or west. These bridges require further study and discussion with property owners and neighborhoods to understand the feasibility, cost, and clearance needs for boats. These bridges are the few exceptions in Cape Coral where bicycle and pedestrian facilities are feasible because of the way the neighboring private lots have developed.

All bridges within, to, and from Cape Coral should have dedicated space for people walking and biking in addition to people driving to provide universal access across them. As bridges are scheduled for improvements or replacements, dedicated walkway and bikeway space should be incorporated if none is currently provided. If it is available, it should be preserved and enhanced where needed.

PROPOSED FACILITY EXAMPLES





- Bike and Pedestrian Canal Bridges (proposed)
- Regional Connections
- Cape Coral City Limit
- Natural Areas

Figure 13. Bridge Projects

Support Facilities

Support facilities are practical and necessary elements of a complete walking and biking network. They are needed to create a network that is convenient and comfortable to use, not just during a trip but at the beginning and end of a trip too.

Some support facilities for walking and biking can be shared, such as bus stops, while many are separate. The graphic on the subsequent page summarizes the different support facilities for walking and biking that should be considered when developing public and private projects that connect people between destinations and provide access to destinations at the end of trips.

To ensure these elements are regularly incorporated into public and private projects, the following key action steps are recommended.

- > Review and update land use and development regulations to require adequate infrastructure for people walking and biking.
- > Update design standards and policies for public infrastructure projects to include walking and biking support infrastructure, such as bike parking standards.

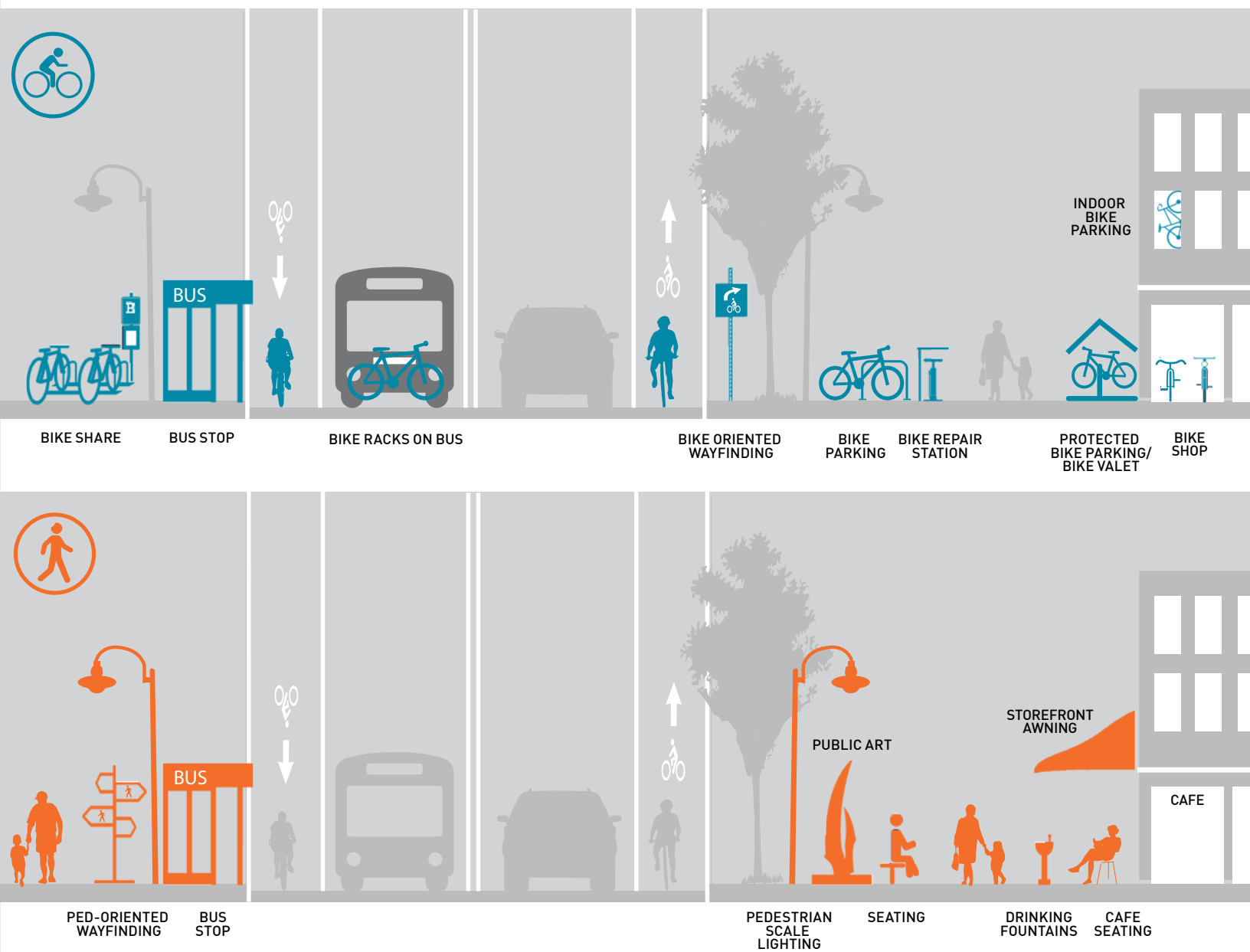


Figure 14. Walking and Biking Support Facilities Diagram

Programs

A necessary element of a walk-friendly and bicycle-friendly community is a safe and positive culture of recreation and travel. Programs should focus on education, encouragement, and enforcement to support people making healthy life-style and travel choices.

Cape Coral is already championing many effective programs to encourage and invite people to walk and bike more frequently. For this plan, the programs recommendations are organized into three categories:

- > **Maintain existing programs** – These programs currently exist and should be continued.
- > **Enhance existing programs** – These are programs or activities that Cape Coral currently does and should expand to enhance their impact.
- > **Create new programs** – These are programs that Cape Coral currently does not have and should take steps to provide them.

Car free street events like Atlanta Streets Alive transform streets into plazas, providing a place for communities to come together

MAINTAIN EXISTING PROGRAMS

- > **Safe Routes to School.** Cape Coral Police Department regularly works with area schools to improve sidewalks and walking and biking access to schools from surrounding neighborhoods. They also regularly provide classes to teach children how to walk and bike to school safely. Police Department should continue to work with area schools and the Lee County School District to promote safe access to school and promote physical activity.
- > **Public Safety Education and Enforcement.** Cape Coral Police should continue to conduct regular education and enforcement campaigns to promote a culture of safe travel for all roadway users. The focus should be on drivers as well as people walking and biking.
- > **Walking and Biking Events.** City of Cape Coral and local organizations regularly host events that include charity run/walks as well as bike rides. These events promote a healthy lifestyle in the City and serve as a source of tourism too. They should continue and are vital part of the walking and biking culture in the City.
- > **Public Service Announcements.** Cape Coral Police Department has developed PSAs about walking and biking to promote safety initiatives. Cape Coral should continue these efforts to promote a culture of safety in the City.



ENHANCE EXISTING PROGRAMS

- > **Adopt-A-Route.** Cape Coral Public Works should continue to work with the Bike-Ped committee and the business community to raise funds for recreational bike route signs. These routes and signs promote bicycle recreation and tourism.
- > **Bicycle Friendly Community (BFC).** Cape Coral is currently designated a Bronze BFC. Cape Coral should re-apply for BFC Silver or Gold designation as a next step. Achieving a higher level will help promote the City as a safe and welcoming community for people that ride bikes. It is also a benchmark to track and celebrate the implementation of this Plan.
- > **Bicycle User Map.** The City of Cape Coral currently has a bike map to promote bike routes in the City. It is currently available on-line, at the Parks and Recreation Department, at local bike shops, as well as at Florida interstate Welcome Centers. The City, Cape Coral Bike-Ped committee, and local bike shops should regularly update, enhance, and distribute the maps to promote biking for recreation and transportation in the City.
- > **Walking and Biking Website.** The City should create a stand-alone resource page or website to provide information about and promote walking and biking activity in Cape Coral. The website should be updated regularly and be easy to find. Currently, information about walking and biking is posted on a sub-section of the City's Public Work's and Parks and Recreation website.

CREATE NEW PROGRAMS

- > **Wayfinding program.** Cape Coral Public Works should develop a wayfinding program for people walking and biking in the City. The system and signs should include information about destinations and the distance or time to destinations. The City should coordinate with Lee County and the Lee County MPO to ensure the system is compatible with regional wayfinding initiatives and standards to promote tourism and to establish visual consistency.
- > **Pilot programs.** The City of Cape Coral Public Works should develop pilot projects to test some of the recommendations and measure their performance before implementing them City-wide. A pilot project can help the City test new designs and pavement materials as well as build community consensus and support for new facilities. For example, the City can install a new roadway design along a corridor or at an intersection to test the treatment before implementing in City-wide.
- > **Open Street Event.** Open Street events promote walking and biking by creating a social event to experience streets without cars. These events promote physical activity as well as opportunities to experience the City in a way that does not require a car.
- > **Walk Friendly Community.** Cape Coral is not a designated WFC, but it should be. Similar to Cape Coral achieving BFC designation, achieving WFC designation will help Cape Coral promote and celebrate the City as a place that is safe, comfortable and fun to walk.
- > **Safety Program.** Cape Coral has immediate safety issues along major roads that need to be addressed. Cape Coral Public Works should develop a program that specifically addresses the safety issues and develop infrastructure, education, and enforcement strategies to eliminate the safety issues.

Policies

Policy is what guides government decision-making in Cape Coral. Policies can be adopted and codified in the City's code of ordinances. They can also be procedural in the form of department, committee, or elected official guidelines.

Cape Coral already has policies and design standards in place that specifically address walking and biking. The policy recommendations for this plan provide next steps for improving the bicycle and walk-friendliness of Cape Coral. For this plan, policy recommendations are organized in to three categories:

- > **Maintain existing policies.** These policies currently exist and should be continued.
- > **Enhance existing policies.** These are policies that Cape Coral currently does and should update to enhance their impact.
- > **Create new policies.** These are policies that Cape Coral currently does not have and should take steps to provide them.

This bicycle corral in Portland, OR makes biking more convenient. Development regulations should address bike parking just as they do car parking.

MAINTAIN EXISTING POLICIES

- > **Coordinate with adjacent cities, FDOT, and Lee County for bridge enhancements to and from the city.** Cape Coral should track when regional bridges are scheduled for improvements or replacements. Work with agencies responsible for bridges to ensure bridge replacement or enhancement projects include accommodations for people walking and biking.
- > **Apply for federal grant funds.** Cape Coral should continue to submit applications for funding through the Lee County MPO. Work regularly with the Lee County MPO committees and board to shepherd projects through the process.



ENHANCE EXISTING POLICIES

- > **Update thresholds for lane eliminations.** Cape Coral Public Works should update its standards and procedures for lane elimination. Increasing the maximum thresholds for vehicle volumes will create opportunities to re-purpose existing right-of-way (ROW), providing a cost-effective means to address safety needs and limited resources for infrastructure improvements.
- > **Update development regulations with enhanced bike parking standards.** Bike parking requirements should be explicitly required with commercial, multi-family, and civic developments. Use the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines* for resources on best practices related to site design, construction, and number of bike parking spaces to require.
- > **Update design standards to accommodate design flexibility.** Update the engineering design standards of the Cape Coral code of ordinances to accommodate design flexibility in line with guidance from FHWA and FDOT policy and standards. Providing design flexibility will help Cape Coral maximize the use of limited ROW and infrastructure resources to achieve the community's goals for this Plan.
- > **Continue to coordinate with Cape Coral Bike-Ped.** The current group is a key resource to coordinate on-going projects and provide community input. The group should continue to guide decision-making for infrastructure, programs, and policies related to walking and biking in the City. The group should meet regularly and use this Plan to guide implementation.

CREATE NEW POLICIES

- > **Create maintenance set-aside.** Cape Coral Public Works and Cape Coral Bike-Ped should work the City Council to establish a dedicated source of local funding for bikeway, walkway, and multi-use path maintenance projects. Establishing a maintenance set-aside will ensure Cape Coral has the resources to keep the transportation system in a state of good repair.
- > **Create capital funding set-aside.** Cape Coral Public Works and Cape Coral Bike-Ped should work with the City Council to establish a dedicated source of local funding for bikeway, walkway, and multi-use path capital projects. Establishing a capital funding set-aside will ensure Cape Coral has the resources to implement the projects identified in this plan and meet the community's goals within the time-frame for this Plan. It will also help the City compete for Federal grants by having resources to meet local match requirements for these funds.
- > **Review and coordinate re-paving schedule with proposed projects.** Cape Coral Public Works and Cape Coral Bike-Ped should regularly review and coordinate proposed projects within the City, Lee County, and FDOT roadway re-paving schedules. Doing so will help the City implement proposed on-street bikeways that only require pavement markings and improve efficiency.
- > **Coordinate utility extension projects with proposed projects.** Cape Coral Public Works and Cape Coral Bike-Ped should coordinate with utility providers to identify opportunities to implement Plan projects as a part of utility expansion projects. Doing so will help the City implement proposed on-street bikeways, walkways, and multi-use trails that can be built after or as part of utility construction.



OUTER
PEDESTRIAN
TO THE
CYCLIST
THE OUT

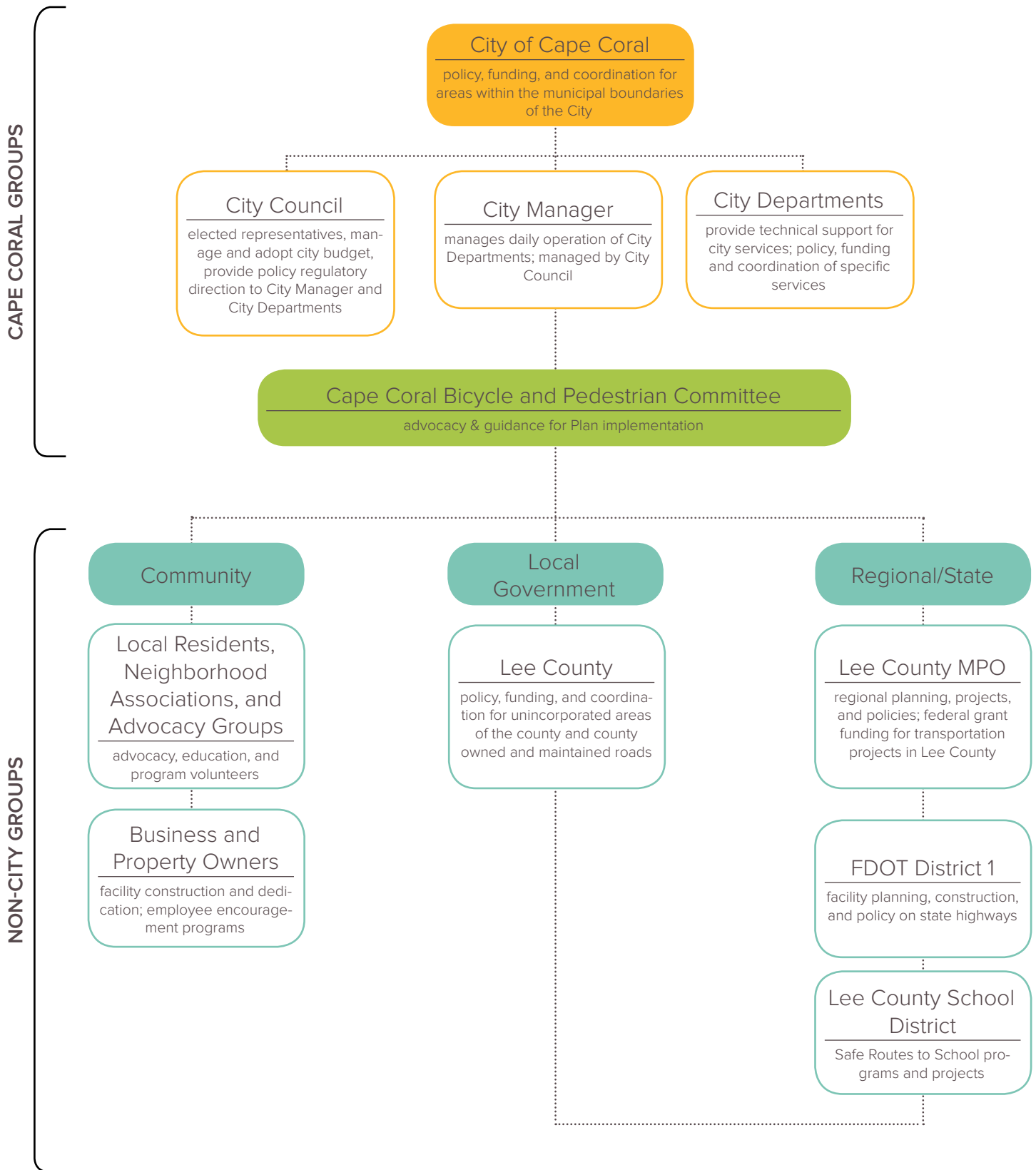
This chapter defines a structure for managing the implementation of the Cape Coral Bicycle and Pedestrian Master Plan.

Overview

Implementing the recommendations within this plan will require leadership and dedication to bicycle and pedestrian facility development on the part of a variety of groups and agencies. Equally critical, and perhaps more challenging, will be meeting the need for a recurring source of revenue. Even small amounts of local funding could be very useful and beneficial when matched with outside sources, for example. Most importantly, the MPO and its local partners need not accomplish the recommendations of this plan by acting alone; success will be realized through collaboration with regional and state agencies, the private sector, and non-profit organizations.

Given the constant change in funding availability at local, state, and federal levels, it is difficult to know what financial resources will be available at different time frames during the implementation of this plan. However, there are still important actions to take in advance of major investments, including key organizational steps, the initiation of education and safety programs, and the development of strategic, lower-cost infrastructure improvements. Following through on these priorities will allow the key stakeholders to prepare for the development of larger walkway or bikeway projects over time, while taking advantage of strategic opportunities as they arise.

Roles for Implementation

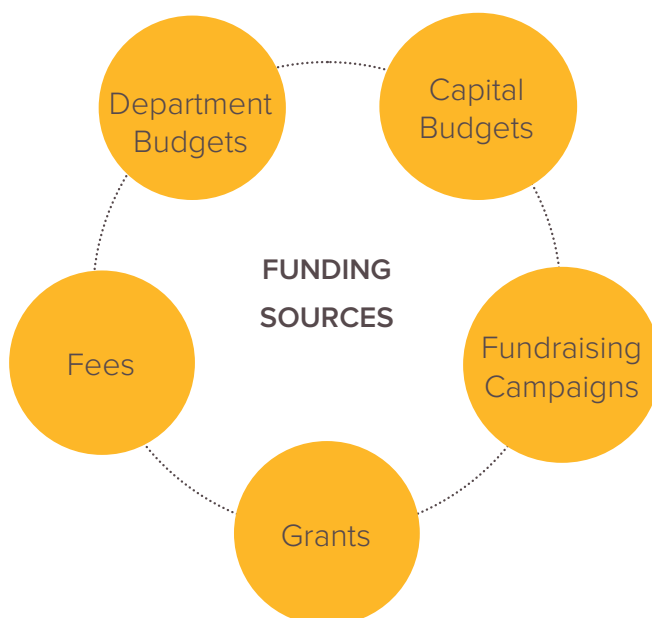


In order to achieve the goals of this plan, Cape Coral and its partners will need to fund improvements from a variety of funding sources and partners. The City will need to be opportunistic and consistent in sourcing funding for this plan.

Funding Strategy

Five primary funding sources make up the core funding strategy for this plan:

- > Capital Budgets. The City can use the concepts and policies presented in this Plan to implement it through regularly scheduled capital projects, such as streetscape projects, street resurfacing, or new public or private property construction.
- > Department Budgets. Departments like Public Works or Parks and Recreation can use their maintenance resources and staff to support programs and infrastructure maintenance.
- > Fees. User fees or development impact fees provide an opportunity to generate revenue to fund infrastructure projects, such as sidewalk construction, and programs, such as bicycle education classes.
- > Grants. Competitive grants through public agencies or through private or non-profit foundations can generate additional resources for projects and programs.
- > Fundraising Campaigns. Fundraising through neighborhood groups, advocacy groups, or even crowd-funding can help generate additional resources for projects and programs.



ESTIMATED FUNDING OUTLAY

To implement the infrastructure recommendations, it is estimated that the construction costs will be approximately \$63 million dollars. Over the past five years, the City has averaged about \$2 million in Federal grant funding from the Lee County MPO per year for sidewalk construction. Additionally, the City has had approximately \$6 million annually for capital transportation projects, which has gone almost exclusively to roadway resurfacing projects. Over the next five years, Cape Coral is currently positioned to receive similar levels of funding for sidewalk implementation.

Currently, the City of Cape Coral does not have any dedicated funding from City funds for the construction of new sidewalks, multi-use paths, and on-street bikeways. It has relied on federal grants for sidewalk construction. The City has been opportunistic with the implementation of on-street bikeways as part of re-surfacing projects. The City has had limited maintenance resources for existing walkway and bikeway facilities that vary from year-to-year as a result of the City budgeting process.

The City of Cape Coral should continue to use these sources of funding and implementation to expand the bikeway and walkway network. However, they only cover a small portion of the funding needed to expand the bikeway and walkway network as well as maintain the infrastructure after it is built.

For planning and implementation purposes, it is recommended that the City establish an annual set aside for City funds to implement this plan. Peer cities have established ranges from 5-25% set asides of their capital funds for transportation projects. This set-aside policy can create a dedicated annual funding source for the implementation of this plan. Additionally, the City should establish a dedicated maintenance funding source to keep the bikeway and walkway network in a state of good repair.

Table 8 summarize two potential funding scenarios. They summarize the annual outlay of funds needed to implement this plan over a 10 or 20-year implementation period. It also summarizes the annual pace of miles of infrastructure construction to meet these two scenarios. These scenarios should be used to develop annual budgets, grant applications, and the City's on-going implementation strategy for this Plan.

Table 9. Potential funding scenarios for proposed infrastructure

	SIDEWALKS	ON-STREET BIKEWAYS	MULTI-USE PATHS	TOTAL
Total Length (in miles)	93	138	22	231
Total Cost	\$18,000,000	\$37,000,000	\$8,000,000	\$63,000,000
10 YEAR IMPLEMENTATION SCHEDULE				
Length Per Year (in miles)	9	14	2	23
Cost Per Year	\$1,800,000	\$3,700,000	\$800,000	\$6,300,000
20 YEAR IMPLEMENTATION SCHEDULE				
Length Per Year (in miles)	5	7	1	12
Cost Per Year	\$900,000	\$1,850,000	\$400,000	\$3,150,000

Notes and Assumptions

- > Cost estimates are an estimate of probable cost and should be used for planning purposes only. Cost estimates do not include costs for design, right-of-way acquisition, or stormwater utilities.
- > Sidewalks are concrete and constructed on both sides of a roadway.
- > The length for facilities is calculated using the roadway centerline.
- > Safety improvement project costs are not included and will need to be identified after safety audits have been conducted for each safety project.
- > Cost estimates do not include bridge construction or enhancements.

LOCAL FUNDING SOURCES

Cape Coral is already leveraging several local funding sources to implement transportation projects in the City. User fees (tolls), impact fees, sales tax and gas tax, as well as property tax (general fund) are all used to fund different infrastructure projects. Some of the revenue can only be used in specific locations or on specific types of projects. Other sources have more flexibility in application. Cape Coral should continue to leverage these funding sources to implement the recommendations of this plan.

Additionally, there are other local funding strategies that Cape Coral should consider to implement this plan. They are:

- > Mobility Fee – This type of fee would replace road impact fees for the area where a mobility plan applies. Mobility fees require a mobility plan to identify the projects to fund with the generated revenue and provide greater flexibility in the types of infrastructure the funds can be used to implement.
- > Toll Revenue - Toll revenue collected by Lee County to use the Cape Coral, Midpoint Memorial, and Sanibel Toll facilities and bridges can be used to fund projects associated with the bridges or connections to the bridges.
- > Local Option County Sales Tax – A voter approved sale tax can be created to fund capital projects for schools, parks, public safety, and transportation. The tax must be approved for the entire county with funds distributed to each jurisdiction based largely on their share of the county population.

The funding sources on the subsequent pages summarize existing local funding sources as well as potential new local funding sources that can be used implement this plan.

Table 10. Existing and Potential Local Funding Sources

FUNDING SOURCE	DEFINITION	HOW IS IT FUNDED?	FUNDS PEDESTRIAN, BICYCLE, AND TRAILS?	STRATEGY FOR PLAN IMPLEMENTATION
EXISTING LOCAL FUNDING SOURCES				
General Fund	The general operating fund of the city that pays for all financial resources, such as government, public safety, public works, community development, parks and recreation, and transportation	Local sources include: property taxes, MSTU Burnt Store Road, state shared revenues, franchise fee, franchise fees, public service tax, local service tax, licenses and permits, fire service assessment, charges for services, fines and forfeits, rents and royalties	Yes. However, it has not been used to fund bicycle and pedestrian maintenance or capital projects.	City Council can establish dedicated funding levels to implement projects identified in this plan as part of the annual budget process for Cape Coral.
Local Option Fuel Tax (Gas Tax)	Gas taxes are levied on each gallon of gas sold in the county limits. The money pays for new roads and sidewalks, reconstruction or resurfacing of existing paved roads, intersection projects, and maintenance projects.	Cape Coral's portion is determined using a distribution formula based on the City's population.	Yes. The gas tax funds sidewalks; however, the majority of sidewalk funding comes from grants.	Review proposed projects in this plan with the resurfacing and maintenance projects scheduled for implementation. Coordinate implementation of bike/ped projects that can be implemented as a part of roadway re-striping associated with resurfacing projects.

FUNDING SOURCE	DEFINITION	HOW IS IT FUNDED?	FUNDS PEDESTRIAN, BICYCLE, AND TRAILS?		STRATEGY FOR PLAN IMPLEMENTATION
Road Impact Fee Fund	Impact fees are levied on new construction. Impact fees pay for public safety and park projects, but approximately 75 percent of the money collected pays for new roads.	Assessed on new construction when the City issues building permits. Revenue estimates are based on the number of new construction permits for single-family residential units.	No		Can not be used for bicycle and pedestrian projects.
Transportation Capital Improvements Fund	This fund is used to pay for road improvements and related items.	Receives funding from the General Fund; does it receive funding from grants	Yes. This fund is not a funding source per se but a repository of different funding sources that come from several sources, including the general fund and grants.		Continue to apply these funds on an annual basis. Consider programing projects identified in this plan for funding using this fund.
Local Government Half Cent Sales Tax	The Local Government Half-cent Sales Tax Program distributes net sales tax revenue to counties and municipalities that meet eligibility requirements.	Allocation formulas serve as the basis for this distribution, which primarily use each jurisdiction's share of the county population to distribute the funds.	No		Currently can not be used for bicycle and pedestrian projects; See Local Option Sales Tax summary for sale tax option that can be used for bicycle and pedestrian projects.

FUNDING SOURCE	DEFINITION	HOW IS IT FUNDED?	FUNDS PEDESTRIAN, BICYCLE, AND TRAILS?		STRATEGY FOR PLAN IMPLEMENTATION
Federal and state grants on Sidewalks	Federal and state grant money, such as Safe Routes to School, TEA, and TA	Much of the sidewalk funding has come from federal grants in the past, such as Transportation Enhancements and Safe Routes to School, which were combined with MAP-21 into one funding program.	Yes. This is a primary funding source for sidewalks		Continue to apply for federal and state grants by working with FDOT and the Lee County MPO. Use local funds to provide required matching funds for grants.
Private funding sources; i.e., Cape Coral Bike-Ped	Partnership between the City of Cape Coral and Cape Coral Bike/Ped	Donations	Yes. As an example, used to fund bike route signs in Cape Coral.		Continue to work with the Cape Coral business and non-profit community to fund elements of this plan.

POTENTIAL NEW LOCAL FUNDING SOURCES

Mobility Fee	Mobility fees function similarly to impact fees, and are levied for new development projects. Revenue only generated with development, so revenue can vary depending on level of development activity.	Requires the development of a mobility plan that is used to identify projects to implement. Also requires legal changes to comprehensive plan and other documents that guide concurrency requirements.	Yes. Can be used to fund sidewalks, bikeways, trails, transit stops, as well as roadway projects.		Develop a mobility plan and mobility fee. Include projects identified in this plan to be funded.
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FUNDING SOURCE	DEFINITION	HOW IS IT FUNDED?	FUNDS PEDESTRIAN, BICYCLE, AND TRAILS?	STRATEGY FOR PLAN IMPLEMENTATION
Toll Revenue	Tolls collected for vehicles using the Cape Coral, Midpoint Memorial, and Sanibel Toll facilities and bridges.	Toll facilities and electronic toll collection generate toll revenue to pay for operations and maintenance of the toll bridges and facilities.	Yes. Can be used to fund projects associated with tolls bridges and access to toll bridge corridors. Could fund bike/ped projects to enhance walking and biking access to the bridge as well as crossing the toll bridges	Work with LeeWay and Lee County to identify project opportunities.
Local Option County Sale Tax	Revenue is generated over a set time frame and collected on all transactions subject to state sales and communications services taxes.	Approved by voters using a ballot initiative. Tax must be passed at the county level with funds distributed to cities and towns within the county based on their share of the county population.	Yes. Can be used to fund bicycle and pedestrian projects. Projects must be identified as a part of the referendum project list.	Revenue can be used to fund capital projects for schools, parks, public safety, and transportation, including bicycle and pedestrian projects. Typically, projects must be identified prior to the tax going on the ballot so that voters know what projects will be funded.

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Key Action Steps

Table 11. Key action steps

TASK	AGENCY	SUPPORT	DETAILS	WHEN
POLICY ACTION STEPS				
Coordinate with adjacent cities, FDOT, and Lee County for bridge enhancements to and from the city	Cape Coral Public Works	Community, Local Government, and Regional/ State partners	Work with agencies responsible for bridges to ensure bridge replacement or enhancement projects include accommodations for people walking and biking.	Short-Term/ On-Going (2017 onward)
Apply for federal grant funds	Cape Coral Public Works	Lee County MPO; Lee County MPO BPCC	Work regularly with the Lee County MPO committees and board to shepherd projects through the process.	Short-Term/ On-Going (2017 onward)
Continue to coordinate with Cape Coral Bike-Ped	Cape Coral Bike-Ped Committee	Cape Coral Public Works	The committee should continue to meet regularly and use this Plan to guide implementation.	On-Going (2017 onward)
Update thresholds for lane eliminations	Cape Coral Public Works	Cape Coral Bike-Ped Committee	Increasing the thresholds for vehicle volumes will create opportunities to re-purpose existing ROW, providing a cost effective means to address safety needs and limited resources for infrastructure improvements.	Short-Term/ On-Going (2017 onward)
Update development regulations with enhanced bike parking standards	Cape Coral Planning Department	Cape Coral Public Works; Cape Coral Bike-Ped Committee	Use the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines for resources on best practices related to site design, construction, and number of bike parking spaces to require.	Short-Term (2017)
Update design standards to accommodate design flexibility	Cape Coral Public Works	Cape Coral Bike-Ped Committee; FDOT	Update the engineering standards of the Cape Coral code of ordinances to accommodate design flexibility in line with guidance from FHWA and FDOT policy and standards.	Short-Term (2017)

TASK	AGENCY	SUPPORT	DETAILS	WHEN
Create maintenance set-aside	Cape Coral City Council	Cape Coral Public Works; Cape Coral Bike-Ped Committee	Cape Coral Public Works and Cape Coral Bike-Ped should work with City Council to establish a dedicated source of local funding for bikeway, walkway, and multi-use path maintenance projects.	Short-Term/ On-Going (2017 onward)
Create capital funding set-aside	Cape Coral City Council	Cape Coral Public Works; Cape Coral Bike-Ped Committee	Cape Coral Public Works and Cape Coral Bike-Ped should work with the City Council to establish a dedicated source of local funding for bikeway, walkway, and multi-use path capital projects.	Short-Term/ On-Going (2017 onward)
Review and coordinate re-paving schedule with proposed projects	Cape Coral Public Works	Cape Coral Bike-Ped Committee	Cape Coral Public Works and Cape Coral Bike-Ped should regularly review and coordinate proposed projects with the City, Lee County, and FDOT roadway re-paving schedules.	Short-Term/ On-Going (2017 onward)
Coordinate utility extension projects with proposed projects	Cape Coral Public Works	Cape Coral Bike-Ped Committee; FDOT; Utility Companies; Lee County	Cape Coral Public Works and Cape Coral Bike-Ped should coordinate with utility providers to identify opportunities to implement Plan projects as a part of utility expansion projects.	On-Going (2017 onward)

PROGRAM ACTION STEPS

Safe Routes to School	Cape Coral Public Works	Lee County School District; Cape Coral Bike-Ped Committee	Public Works should continue to work with area schools and the Lee County School district to promote safe access to school and promote physical activity.	On-Going (2017 onward)
Public Safety Education and Enforcement	Cape Coral Police and Fire	Cape Coral Public Works; Cape Coral Bike-Ped Committee	Cape Coral Police should continue to conduct regular education and enforcement campaigns to promote a culture of safe travel for all roadway users.	On-Going (2017 onward)
Walking and Biking Events	Cape Coral Parks and Recreation; Community Groups	Cape Coral Public Works; Cape Coral Bike-Ped Committee	City of Cape Coral and local organizations regularly host events that include charity run/walks as well as bike rides.	On-Going (2017 onward)

TASK	AGENCY	SUPPORT	DETAILS	WHEN
Public Service Announcements	Cape Coral Public Works; Cape Coral Police	Local media partners	Cape Coral Police has developed PSAs about walking and biking to promote safety initiatives.	On-Going (2017 onward)
Adopt-A-Route	Cape Coral Bike-Ped Committee	Cape Coral Public Works; Business community	Cape Coral Public Works should continue to work with Cape Coral Bike-Ped committee and the business community to raise funds for recreational bike route signs.	On-Going (2017 onward)
Bicycle Friendly Community (BFC)	Cape Coral Public Works	Cape Coral Bike-Ped Committee	Cape Coral should re-apply for BFC Silver or Gold designation as a next step.	Mid-Term (2018)
Bicycle User Map	Cape Coral Public Works	Cape Coral Bike-Ped Committee; Local Bike Shops	The City, Cape Coral Bike-Ped committee, and local bike shops should regularly update, enhance, and distribute the maps to promote biking for recreation and transportation in the City.	Mid-Term (2018)
Walking and Biking Website	Cape Coral Public Works	Cape Coral Bike-Ped Committee	The City should create a stand-alone resource page or website to provide information about and promote walking and biking activity in Cape Coral.	Mid-Term (2018)
Wayfinding program	Cape Coral Public Works	Cape Coral Bike-Ped Committee; Lee County; Lee County MPO	Cape Coral Public Works should develop a wayfinding program for people walking and biking in the Cape.	Mid-Term (2018)
Pilot programs	Cape Coral Public Works	Cape Coral Bike-Ped Committee	The City of Cape Coral Public Works should develop pilot projects to test some of the recommendations and measure their performance before implementing them City-wide.	Short-Term/ On-Going (2017 onward)
Open Street Event	Cape Coral Bike-Ped Committee; Community Groups	Cape Coral Public Works	These events promote physical activity as well as opportunities to experience the City in a way that does not require a car.	Short-Term/ On-Going (2017 onward)
Walk Friendly Community	Cape Coral Public Works	Cape Coral Bike-Ped Committee	Cape Coral should apply for Walk-Friendly Community designation.	Mid-Term (2018)

TASK	AGENCY	SUPPORT	DETAILS	WHEN
Safety Program	Cape Coral Public Works	Public Safety agencies; Lee County; Lee County MPO; FDOT; Cape Coral Bike-Ped Committee	Cape Coral Public Works should develop a program that specifically addresses the safety issues and develop infrastructure, education, and enforcement strategies to eliminate the safety issues.	Short-Term/ On-Going (2017 onward)

PROJECT ACTION STEPS

Implement Pilot Project	Cape Coral Public Works	Public Safety agencies; Lee County; Lee County MPO; FDOT; Cape Coral Bike-Ped Committee		Short-Term (2017)
Implement projects along streets scheduled for re-paving	Cape Coral Public Works	Public Safety agencies; Lee County; Lee County MPO; FDOT; Cape Coral Bike-Ped Committee		Short-Term/ On-Going (2017 onward)
Implement high-priority projects	Cape Coral Public Works	Public Safety agencies; Lee County; Lee County MPO; FDOT; Cape Coral Bike-Ped Committee		Short-Term (2017 to 2022)
Implement middle-priority projects	Cape Coral Public Works	Public Safety agencies; Lee County; Lee County MPO; FDOT; Cape Coral Bike-Ped Committee		Mid-Term (2022 to 2027)
Implement lowest-priority projects	Cape Coral Public Works	Public Safety agencies; Lee County; Lee County MPO; FDOT; Cape Coral Bike-Ped Committee		Long-Term (2027 to 2037)

