

City of Cape Coral

2045 MOBILITY PLAN

AUGUST 2025



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MOBILITY COHORT

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ACKNOWLEDGMENTS

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INTRODUCTION

Cape Coral, Florida – nicknamed the “Venice of America” – is a vibrant, waterfront city on the Gulf Coast in Lee County. Incorporated in 1970 as a largely residential, suburban community to Fort Myers, this young city has quickly grown into Florida’s seventh-largest city and is now home to approximately 220,000 residents. The City boasts more than 400 miles of navigable canals that lead to the Caloosahatchee River, making it a paradise for boating, fishing, and other water activities. With beautiful parks, ecological preserves like Four Mile Cove, riverfront beaches, and a welcoming, family-friendly vibe, Cape Coral has plenty to offer for a high quality of living.

While many in Cape Coral enjoy the canal-front living, natural beauty, and laid-back southwest Florida charm, the City has experienced its fair share of challenges over the years. Negative regulatory impacts have been exacerbated by the City’s pre-platted spatial design, where low-density, highly residential land uses have resulted in a sprawled community that necessitates driving and puts undue pressure on public facilities, including the existing transportation network. As the City continues to grow at a rapid pace and new development is approved, this framework leads to a never ending cycle of chasing congestion with additional roadway capacity that is again consumed by induced demand just a few years later. The result is unprecedented levels of traffic congestion, costly infrastructure, reduced walkability, and a dangerous travel environment for people using multimodal modes.

In 2025, Cape Coral’s leadership recognizes that strategic investments in infrastructure, such as transportation and mobility, are needed to keep pace with population growth and to transition Cape Coral from its suburban roots to an economically vibrant, self-sustaining city. The Mobility Plan and Mobility Fee is a first

step towards transitioning Cape Coral’s transportation system from one focused primarily on moving vehicles quickly, to moving people safely – whether they want to walk, bike, ride transit, or use other mobility devices. The Mobility Plan and Mobility Fee will create a framework for mobility that will afford the City of Cape Coral more flexibility in how transportation infrastructure is planned, designed, and constructed to safely accommodate all modes of transportation.

The 2045 Mobility Plan establishes a framework over the next 20 years to move people and provide choices through mobility projects established to meet the “needs” of projected growth in population and employment and increases in vehicle and person miles of travel.



The Mobility Plan will serve as a guide to proactively plan for and prioritize multimodal projects to meet the growth, travel, and mobility needs of the Cape Coral community. Mobility Plan projects (aka mobility projects) consist of new roadway capacity, intersection improvements, roundabouts, bridge improvements, complete streets, shared use paths, separated bike lanes, multimodal lanes, bike boulevards, mid-block crossings, mobility hubs, ferry stops, transit infrastructure, transit circulators, as well as programs, services, and studies.

The 2045 Mobility Plan consists of three (3) distinct plans: 1) Roadways & Intersections Plan, 2) Multimodal Plan, 3) Transit Plan; as well as complimentary Mobility Programs. These plans seek to encompass and further build upon existing city programmed projects, plans, and initiatives such as the Multimodal Transportation Master Plan, the South Cape Downtown Community Redevelopment Plan, the South Cape Parking Management Plan, SR 78 Pine Island Road Corridor Vision & Action Plan, the Cape Coral Economic Development Strategic Plan, the Cape Compass 2030 Strategic Plan, and several ongoing or planned development projects. The Mobility Plan will complement these initiatives by pairing land use with transportation to reduce vehicle miles traveled, improve accessibility to key destinations and daily needs, enhance safety, and encourage the use of alternative transportation modes – all of which are crucial to promoting economic development and meeting the needs of future residents.

The mobility projects identified in the 2045 Mobility Plan form the basis for the City of Cape Coral Mobility Fee consistent with Florida Statutes 163.3180 and 163.31801. The Mobility Fee is intended to replace the City's existing Road Impact Fee (RIF) to provide a streamlined and simplified way for development activity to mitigate its transportation impact through payment of a one-time Mobility Fee to the City of Cape Coral. The Mobility Fee collected from development activity will be used to fund mobility projects identified in the 2045 Mobility Plan to provide a mobility "benefit" to development activity that pays the Mobility Fee.



MOBILITY FEE OVERVIEW

The City of Cape Coral Mobility Fee has been developed to fund mobility projects identified in the 2045 Mobility Plan. The Mobility Fee will: (1) replace the existing City Road Impact Fee (RIF); and (2) be the only transportation mitigation fee collected within the City.

Mobility Fees are not: (1) a reoccurring tax; (2) assessed to existing residential or non-residential property; or (3) deposited into general revenue funds of the City.

Mobility Fees are: (1) a streamlined one-time assessment on new development within the City; (2) intended to offset the travel demand impact of new development; and (3) deposited into special revenue funds for mobility fees to be expended within a defined benefit district.

New Development is defined as “new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an impact to the transportation system.”

Impact is defined as “any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged lands.”

The Mobility Plan & Mobility Fee System features four (4) geographical based Assessment Areas for the City of Cape Coral: (1) South Cape Core; (2) South Cape; (3) Central Cape; and (4) North Cape. The assessment areas define where new development is assessed a mobility fee.

The Mobility Plan & Mobility Fee System also features two (2) geographical based Benefit Districts: (1) North Cape; (2) South Cape. The Benefit Districts extend beyond City limits to ensure that the City can expend Mobility Fees on projects identified in the Mobility Plan outside current City limits to (1) expand the street network concurrent with new development and (2) to contribute mobility fees to County and State projects outside City limits that improve mobility to the City.

The 2045 Mobility Plan, dated August 2025, establishes the mobility projects needed to accommodate future travel demands. The City of Cape Coral Mobility Fee Technical Report, dated August 2025, documents the data and methodology used to develop a Mobility Fee to mitigate the impact of new development.

The Mobility Plan & Mobility Fee System meets legally established dual rational nexus requirements for “need” and “benefit” and the Mobility Fee is roughly proportional to the impact of new development. The Mobility Plan & Mobility Fee System has been developed consistent with the requirements of Florida Statute Sections 164.3164, 163.3180, 163.31801, and Florida Statute Chapter 380.



GROWTH IN CAPE CORAL

The 2045 Mobility Plan establishes a framework over the next 20 years to move people and provide choices through mobility projects established to meet the “needs” of projected growth in population, employment and travel demand. By 2045, the population in Cape Coral is projected to grow to almost 298,000 people and the number of jobs is projected to exceed 76,000.

PROJECTED GROWTH

YEAR	POPULATION	EMPLOYEES
2025	219,821	48,863
2045	297,046	76,196
Increase	77,225	27,333

Source: City of Cape Coral Mobility Fee Technical Report dated August 2025.



GROWTH IN VEHICLE MILES OF TRAVEL (VMT) & PERSON MILES OF TRAVEL (PMT)

ASSESSMENT AREA	2025 VMT*	2045 VMT**	VMT INCREASE	PMT INCREASE
South Cape Core	157,200	233,590	76,390	121,460
South Cape	1,217,360	1,808,820	591,460	904,934
Central Cape	1,222,750	1,816,840	594,090	908,958
North Cape	685,840	1,019,040	333,200	476,476
Increase***	3,283,150	4,878,290	1,595,140	2,411,828

*Mobility Plan base year. **Mobility Plan future year. ***2025 to 2045.

Source: City of Cape Coral Mobility Fee Technical Report dated August 2025.

The City is projected to experience an increase in both vehicle and person travel demand over the next 20 years. Vehicle Miles of Travel (VMT) on the major roads (aka arterials and collectors) within the City is projected to increase by 1,595,140. The total Person Miles of Travel (PMT) increase on the major roads within the City of Cape Coral is projected to increase by 2,411,828.

MULTIMODAL ELEMENTS

The mobility projects identified in the Mobility Plan were established based on the fundamental guiding elements necessary to transition from a transportation system focused on moving cars towards a safe, comfortable, and convenient transportation system focused on moving people and providing mobility choices.

CITY OF CAPE CORAL MULTIMODAL ELEMENTS



MOBILITY: The ability to move people between their starting place (origin) to their destination by multiple ways (modes, such as walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner.



OPPORTUNITY: The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. People have a fundamental right to move around easily, safely, and conveniently.



ACCESSIBILITY: The ease at which people of all abilities and ages reach, enter, and use modes of travel at the origin and destination of their trip. Providing Americans with Disabilities Act (ADA) compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments to access.



CONNECTIVITY: The number of route options people have available to them and the directness and/or distance of those routes. Innovative approaches to enhance connectivity, such as low speed or shared streets, paths and trails improve mobility and accessibility.



VISIBILITY: The frequency at which those driving a vehicle see people walking, bicycling, scooting, & accessing transit. More people walking and biking equates to greater awareness that people walk and bicycle (aka safety in numbers.)



CONTINUITY: The provision of uninterrupted sidewalks, paths, trails, and bike lanes that maintain consistent width and condition with logical beginning and endpoints. Roads do not suddenly end or change width without warning; neither should sidewalks or bike lanes.



SAFETY: Physical design elements of the built environment that make the multimodal transportation system comfortable and pleasant for all ages and abilities.



COMFORT: The sum of all the multimodal elements, combined with the plus overall quality of the built environment, that supports various mobility modes to ensure comfortable travel, trip satisfaction, improved travel choices, and minimized travel time and distance.



SOCIAL VALUE: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions can enhance the quality of life in the community through active engagements.

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**THE REPUBLIC
DESIGN**

MULTIMODAL INFRASTRUCTURE

The City's Mobility Plan incorporates various multimodal facilities to accommodate different types of travel including sidewalks, shared use paths, boardwalks, bicycle boulevards, bike lanes, buffered bike lanes, separated bike lanes, and multimodal lanes. The images below illustrate the types of multimodal facilities, both on-street and off-street, that are included in the Mobility Plan.

OFF-STREET TYPOLOGIES:



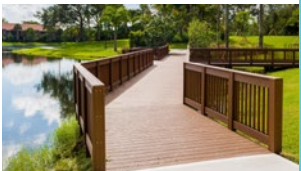
SIDEWALK: Concrete walkway between 5-ft and 6-ft wide. Primarily used by pedestrians and it is usually aligned with roadways. Must be ADA compliant.



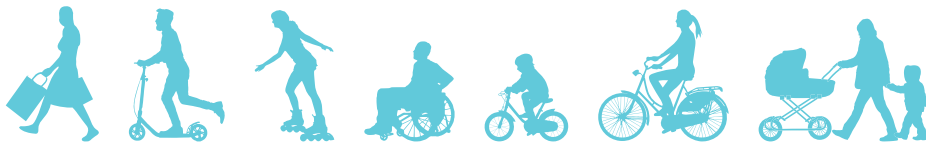
SHARED-USE PATHWAY: Asphalt or concrete walkway facility 10-ft or wider that allows for the safe movement of non-motorized users, including pedestrians & bicyclists. May or may not be aligned with parallel roadways.



BRIDGE IMPROVEMENT: Dedicated multi-use path 10-ft or wider over a canal, waterway, or swale that provides a multimodal facility separated from motor vehicle traffic and enhances safety and connectivity for pedestrians and bicyclists.



BOARDWALK: Raised walkway or shared-use path, made of either composite materials or wood, usually running over a water body or flood-prone area. Varies in width and may be used by people walking, bicycling and riding other mobility devices. May or may not be aligned with parallel roadways.



ON-STREET TYPOLOGIES:



BICYCLE BOULEVARD: Street with enhanced signage, shared lane markings (sharrows), and lower posted speed limit of 25 mph to increase awareness that bicycles are permitted by law to use the full lane.



BIKE LANE: Paved, marked bicycle facility, adjacent to the outer vehicle travel lane and at least 4-ft wide. Bike lanes may be painted green to increase visibility.



BUFFERED BIKE LANE: Paved, marked bicycle facility at least 4-ft wide with a minimum double 6-inch white edge line separating the bike lane and the adjacent vehicle lane.



SEPARATED BIKE LANE: Paved, marked bicycle facility at least 4-ft wide that includes a separation area with a vertical element such as curbing, flexible delineator posts, or on-street parking.



MULTIMODAL LANE: Paved, marked facility, adjacent to the outer vehicle travel lane and at least 8-ft wide, for the safe movement of electric vehicles such as e-scooters, e-bikes, and golf carts.

City of Cape Coral

ROADS & INTERSECTIONS PLAN



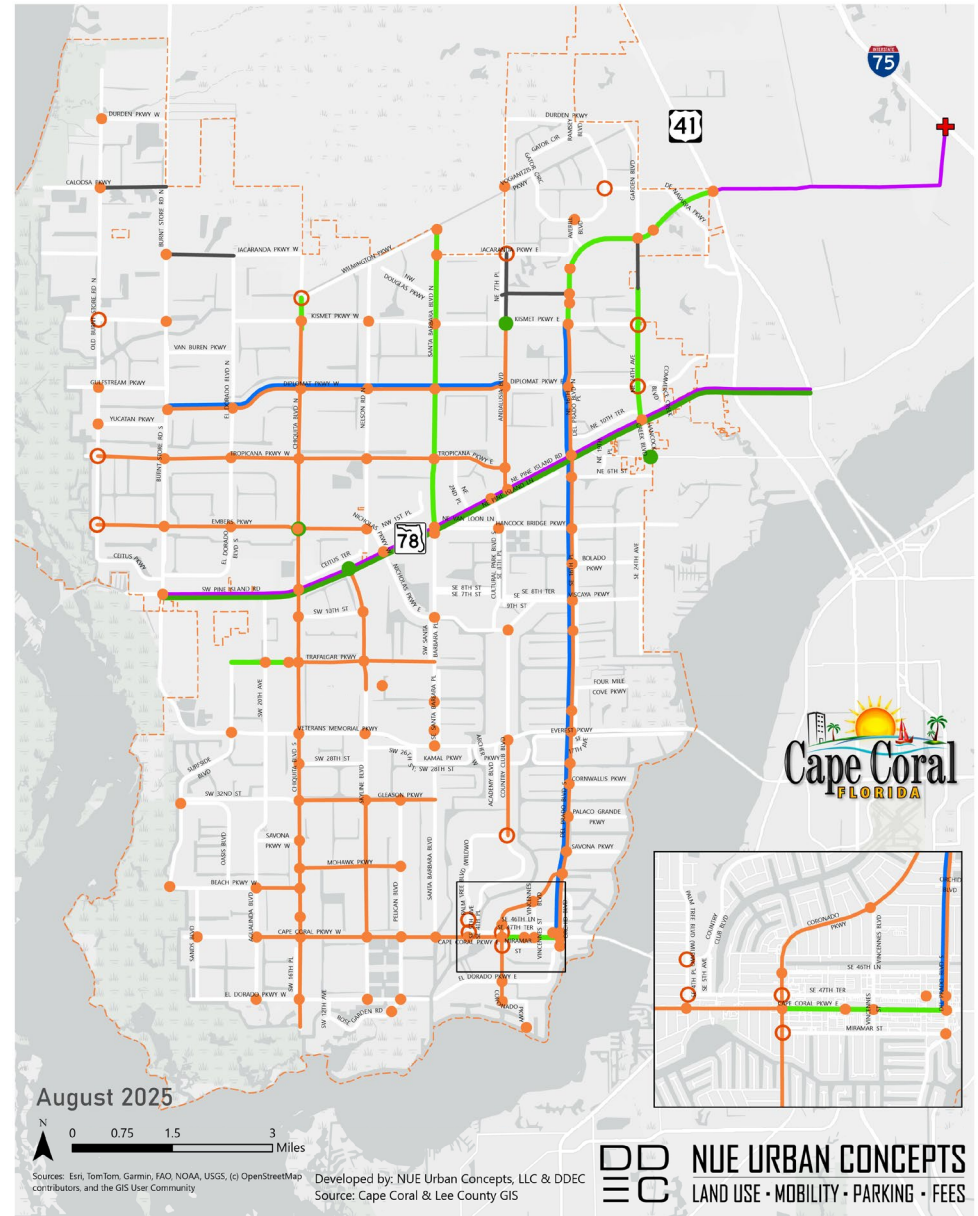
The Roadways & Intersections Plan includes projects that would require changes to the roadway itself including: new roads, the addition of new travel lanes (road capacity), and access management. The Plan also includes studies such as corridor studies and Project Development & Environmental (PD&E) studies where needs have been identified but a greater level of analysis is required to determine the appropriate improvement for that corridor.

The Roadways & Intersections Plan also includes intersection improvements such as roundabouts, new signalization, intersection improvements, and a new interchange on I-75.



ROADWAYS & INTERSECTIONS PLAN

City of Cape Coral Mobility Plan



City of Cape Coral

MULTIMODAL PLAN



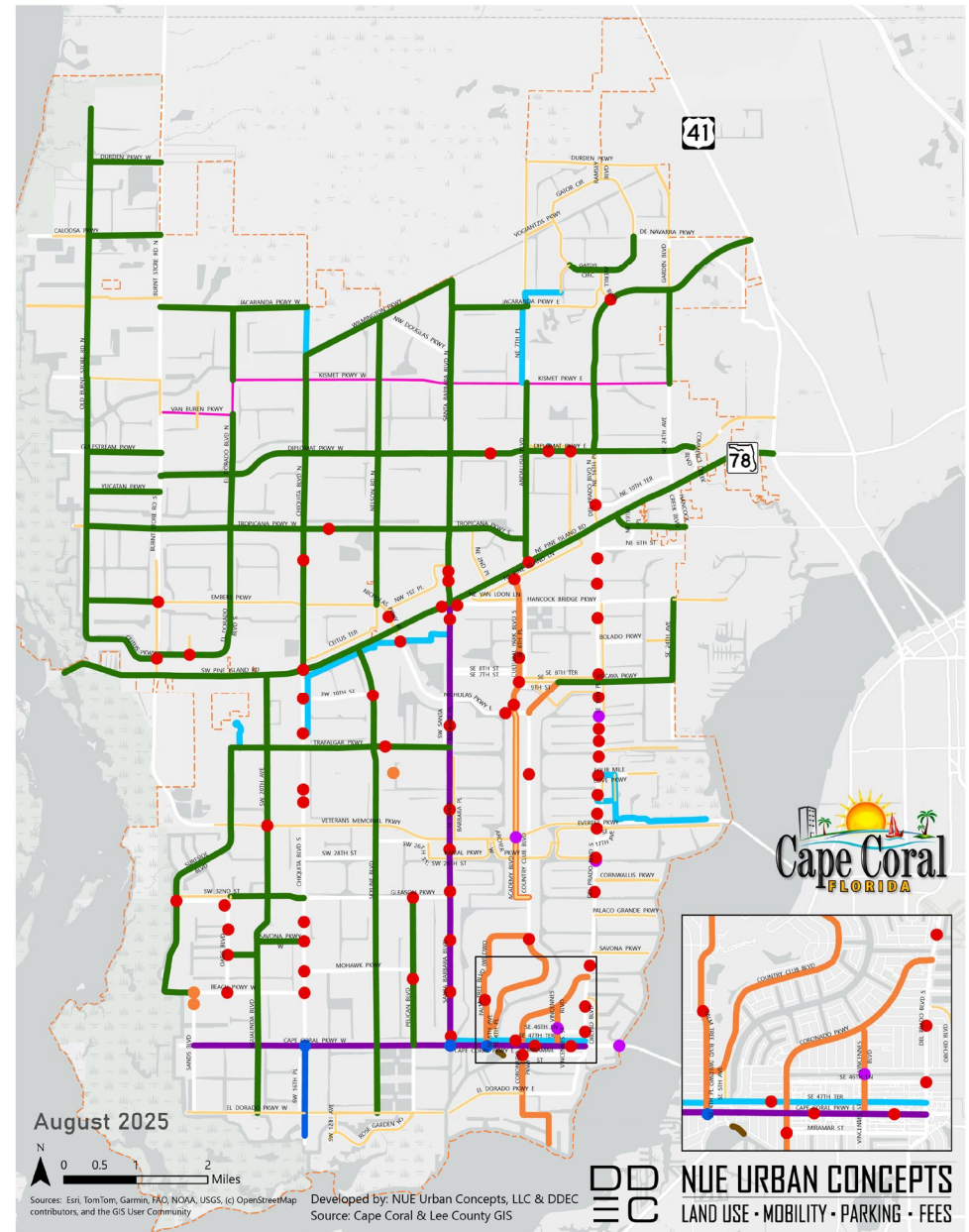
The multimodal component of the Cape Coral Mobility Plan focuses on expanding non-vehicular transportation options through facility improvements and crossing opportunities. The City of Cape Coral adopted the Multimodal Transportation Master Plan in 2024. Projects recommended in the Multimodal Plan are largely based on projects proposed in the Cape Coral Multimodal Transportation Master Plan. Additional project recommendations are included to fill gaps and build upon the Multimodal Transportation Master Plan as Cape Coral's transportation needs are ever changing.

The Multimodal Plan features both on-street and off-street multimodal improvements including bike boulevards, shared-use paths, multimodal lanes, and separated bike lanes. The Plan also features three pedestrian signals on Cape Coral Parkway at Chiquita Boulevard, Palm Tree Boulevard, and Santa Barbara Boulevard. Lastly, several mid-block crossings are recommended at various locations throughout the city.

Cape Coral's extensive canal network, while a hallmark of the city, has also posed a challenge to providing high quality mobility and connectivity. However, the City is coming to see that this unique feature also provides an opportunity. The City has already identified and initiated projects to leverage its canal system to enhance multimodal connections. Notably, the Kismet Trail Phase I (SUN Trail) introduced Cape Coral's first pedestrian bridge over the Zanzibar Canal, providing a safe and dedicated pathway for non-motorized users. Building on this success, the Mobility Plan includes bridge improvements that were carried over from the City of Cape Coral Multimodal Transportation Master Plan. Bridge improvements involve the widening of existing bridges or the restructuring of roadways along them. The goal of this is to add new pedestrian and bicycle facilities as well as provide separation between multimodal and vehicular traffic.

MULTIMODAL PLAN

City of Cape Coral Mobility Plan

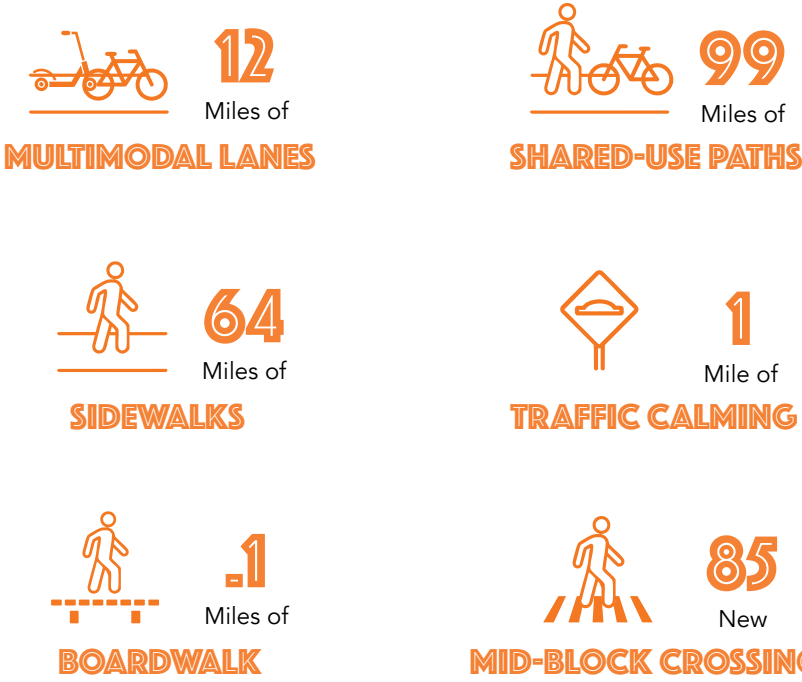
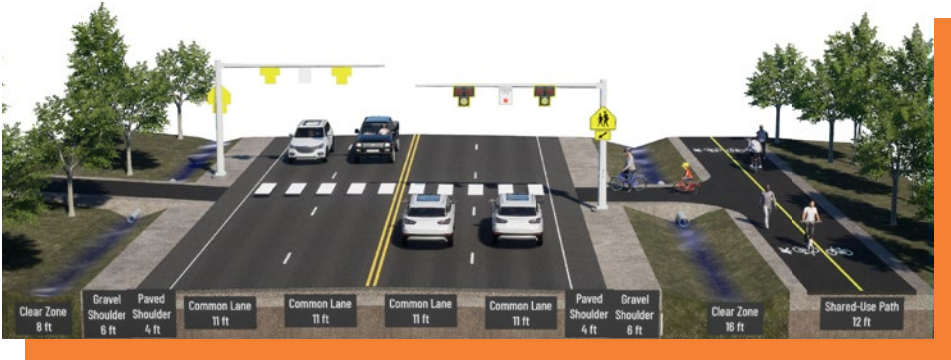


- City Boundary
- Boardwalk
- Shared Use Path
- Intersection Improvements
- Pedestrian Signal
- Sun Trail (existing)
- Multimodal Lane
- Traffic Calming
- Multimodal Bridge
- Bike Boulevard
- Separated Bike Lane
- Sidewalk
- Mid-Block Crossing

MULTIMODAL PROJECT EXAMPLE:



MID-BLOCK CROSSING EXAMPLE:



City of Cape Coral

TRANSIT & WATERWAYS PLAN



The Transit & Waterways Plan proposes several ferry stops and mobility hubs that would support various transit services throughout the city including the existing LeeTran bus system and a future ferry service. The Plan also identifies three (3) preliminary zones for a future, city-owned Mobility on Demand (MoD) service. The Plan is complimented by a Mobility Program that would fund an MoD pilot to address mobility and parking challenges in the South Cape/Community Redevelopment Area. The first year of operations will be used to monitor ridership and adjust the service to better meet community needs. The Program could later be expanded to the Pine Island East, Pine Island West, and South Cape zones.



 8
MOBILITY HUBS



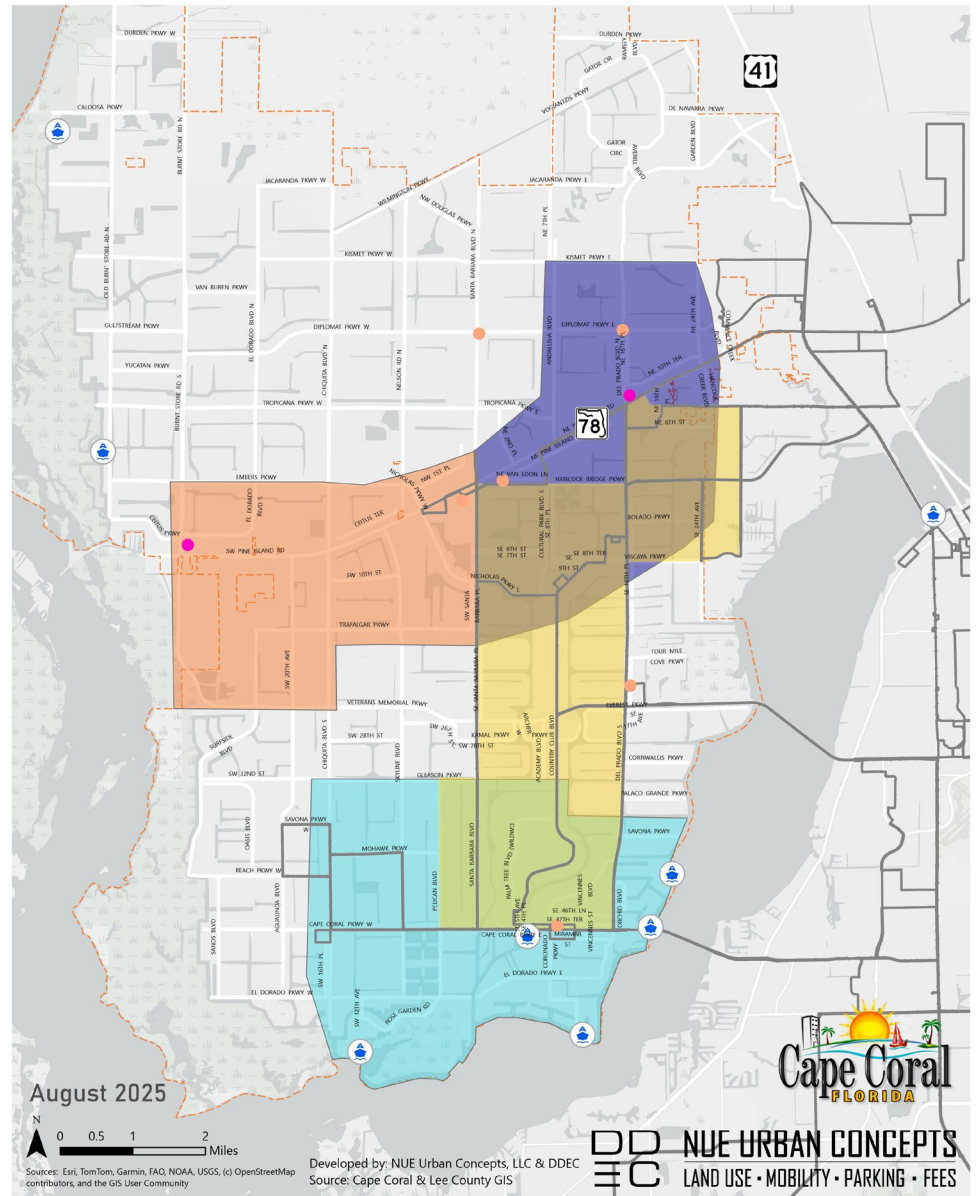
 8
FERRY STOPS














 3
MOBILITY ON DEMAND ZONES

TRANSIT & WATERWAYS PLAN

City of Cape Coral Mobility Plan



-  City Boundary
-  Ferry Stops
-  Lee Tran Bus Routes
-  Lee Tran Mobility On-Demand
-  Cape Coral Mobility On-Demand
-  Pine Island East
-  Pine Island West
-  South Cape
-  Proposed Mobility Hubs
-  Existing/Planned
-  Recommended

City of Cape Coral

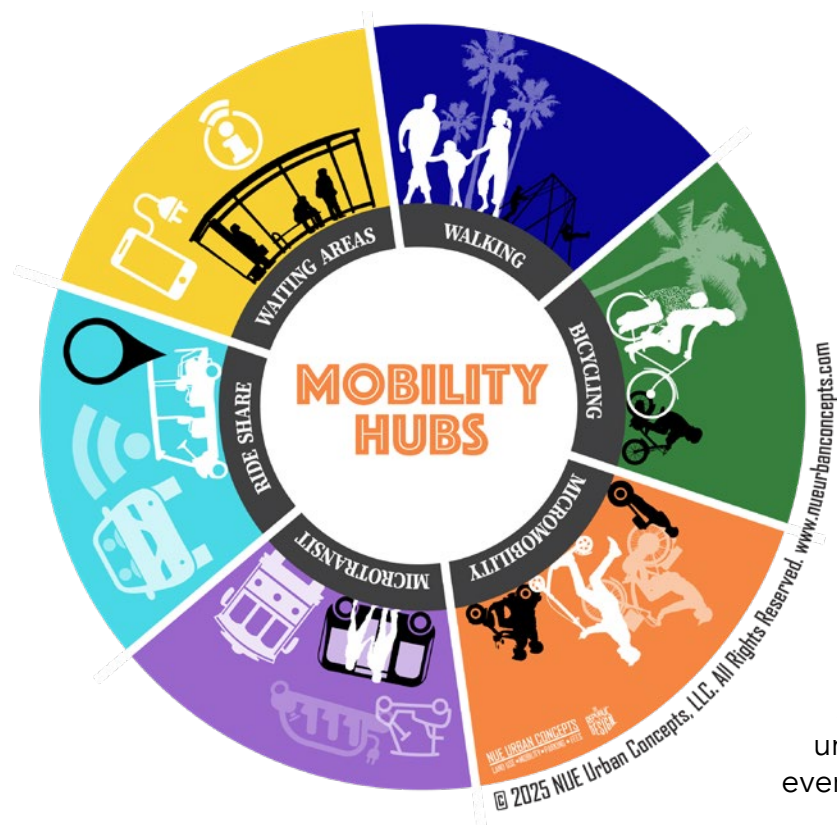
MOBILITY PROGRAMS



MOBILITY PROGRAMS

The 2045 Mobility Plan is comprised of multiple components and known mobility projects are illustrated in the various Plans. However, there is still significant planning and design beyond the 2045 Mobility Plan that is needed for the City to implement mobility projects effectively and enhance the quality of service of its multimodal transportation system. In addition, mobility needs are dynamic and new challenges and opportunities arise all the time. These Mobility Programs supplement the recommended mobility projects and are necessary to reach a vision of safe and convenient travel in Cape Coral. The Mobility Programs include the following:

- **ADA TRANSITION PROGRAM**
- **CORRIDOR LANDSCAPING PROGRAM**
- **TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM**
- **MICROMOBILITY PILOT**
- **MOBILITY ON-DEMAND PROGRAM**
- **TRANSIT ROUTE INFRASTRUCTURE PROGRAM**
- **PARKING MANAGEMENT PROGRAM**
- **PEDESTRIAN LIGHTING UPGRADE PROGRAM**
- **RESIDENTIAL TRAFFIC CALMING PROGRAM**
- **SIDEWALK PROGRAM**
- **WAYFINDING PROGRAM**



These Mobility Programs have been included in recognition that each year the City is constantly evolving and that priorities and elected officials change over time. These Programs have also been added to address the recent amendments to Florida Statute Section 163.31801 (The Impact Fee Act) that limit impact fee and mobility fee updates to once every four (4) years, unless there are extraordinary circumstances that warrant an update earlier than every four (4) years.

City of Cape Coral

NEXT STEPS



NEXT STEPS RECOMMENDATIONS

MOBILITY PLAN & FEE IMPLEMENTATION:

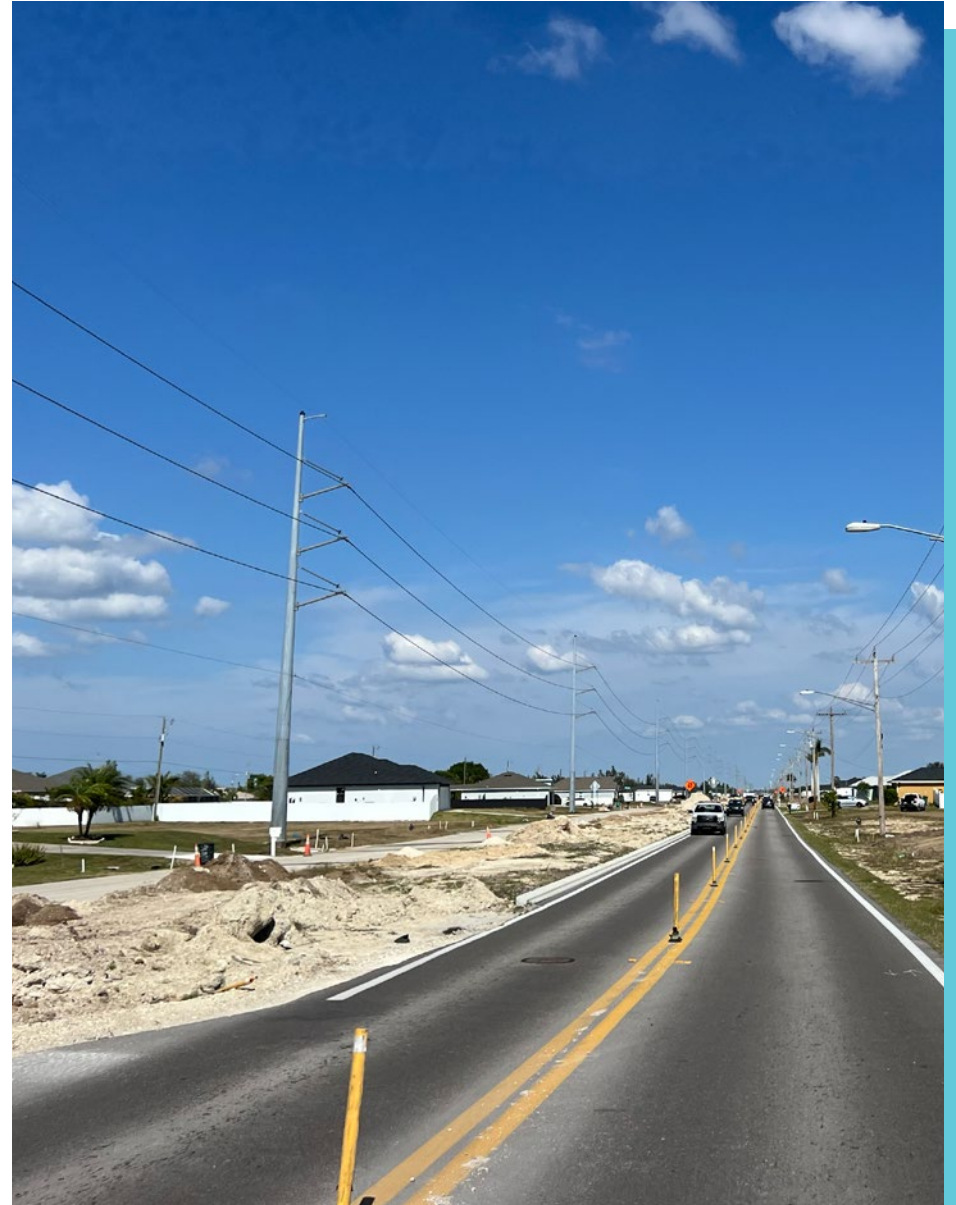
Mobility project recommendations should be annually prioritized and programmed for implementation into the City's Capital Improvements Plan. It is recommended that the City of Cape Coral begin funding and programming preliminary planning and engineering studies for select projects to ensure project feasibility.

FDOT, LEE COUNTY MPO COORDINATION:

Cape Coral should initiate interagency coordination with FDOT and the Lee County Metropolitan Planning Organization (MPO) on the development of city and regional development plans. The coordination should also address the incorporation of Mobility projects into existing funded and planned projects, and the pursuit of funding for Mobility Plan projects through existing or upcoming grant and funding request opportunities.

COMPREHENSIVE PLAN AMENDMENT:

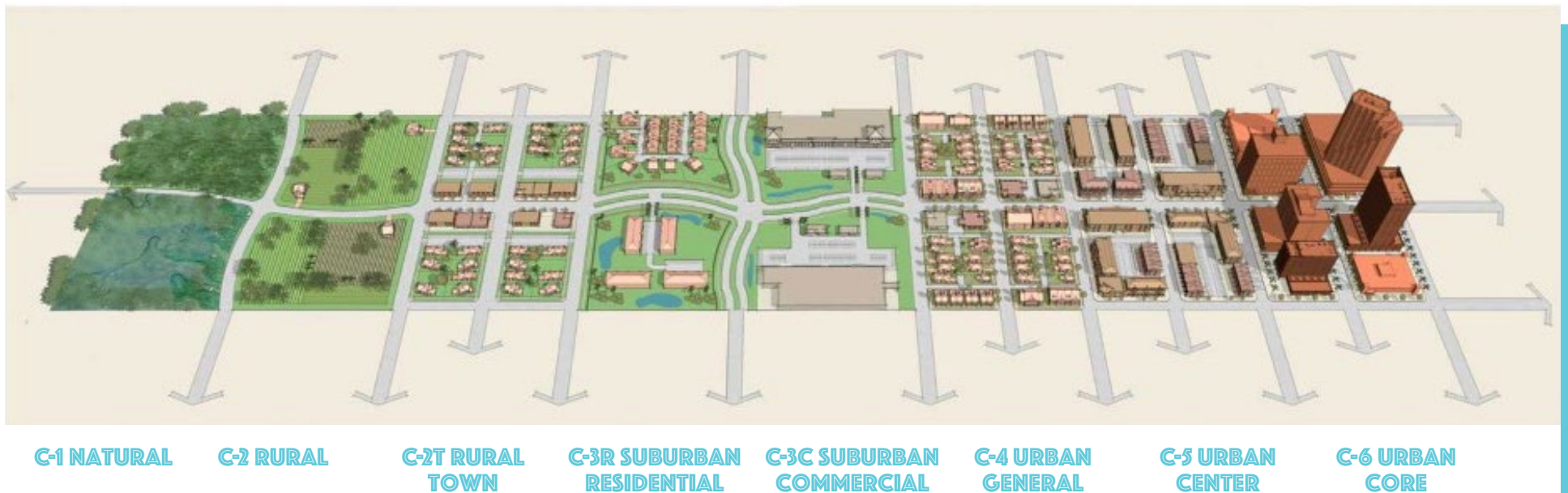
Within one year from the date of adoption of the Mobility Fee, the City will need to amend the Comprehensive Plan to recognize adoption of the 2045 Mobility Plan and Mobility Fee and remove policies related to Transportation Concurrency Exception Areas (TCEA's), Transportation Concurrency, proportionate share, and Road Impact Fees consistent with the 2045 Mobility Plan & Mobility Fee system.



MULTIMODAL QUALITY OF SERVICE STANDARDS (QOS) & LAND DEVELOPMENT REGULATIONS (LDR):

Cape Coral should consider developing Complete Street design standards and policies based on developed Multimodal Quality of Service (QOS) standards to implement the 2045 Mobility Plan. Cape Coral should also consider replacing traffic impact analysis with site access analysis or mobility solutions reports to incorporate the 2045 Mobility Plan and ensure new development is addressing both vehicular and multimodal transportation. The LDRs should be updated to ensure that new development is designing its internal streets in a Complete Street manner and that external impacts and improvements appropriately address multimodal transportation. Cape Coral should also consider implementing FDOT's Context Classifications.

FDOT CONTEXT CLASSIFICATION



City of Cape Coral

TABLES OF PROJECTS



ROADS & INTERSECTIONS PLAN · CITY OF CAPE CORAL MOBILITY PLAN

See Mobility Fee Technical Report dated July 2025 for further detail related to each mobility project.

ID	FACILITY NAME	FROM	TO	PROJECT TYPE	DESCRIPTION
5	Andalusia Blvd Extension	Jacaranda Pkwy	Kismet Pkwy	New Roadway & Intersection Improvement	Extend Andalusia Blvd as a new four (4) lane divided road with complete street improvements. Construct a roundabout at Jacaranda Pkwy and a Traffic Signal at Kismet Pkwy. Currently under design. Example of funding from both road impact fees and transition to Mobility Fee.
10	Andalusia Blvd	Kismet Pkwy	NE Pine Island Rd	Access Management & Intersection Improvements	Implement access management on Andalusia Blvd with medians and turn lanes in conjunction with intersection improvements at Tropicana Pkwy.
15	Beach Pkwy	Agualinda Blvd	Chiquita Blvd	Access Management & Intersection Improvements	Implement access management on Beach Pkwy with medians and turn lanes in conjunction with intersection improvements at Agualinda Blvd (roundabout is preferred treatment).
20	Caloosa Pkwy	Old Burnt Store Rd	Burnt Store Rd	New Roadway & Intersection Improvement	Upgrade existing roadway segment and construct new two (2) lane undivided to fill in existing gaps between Caloosa Pkwy N and Caloosa Pkwy. Intersection Improvements at Old Burnt Store Rd.
25	Cape Coral Pkwy	Agualinda Blvd	Coronado Pkwy	Access Management & Intersection Improvements	Implement access management on Cape Coral Pkwy with medians and turn lanes in conjunction with Intersection Improvements at Agualinda Blvd, Chiquita Blvd, Skyline Blvd, Pelican Blvd, Santa Barbara Blvd, Palm Tree Blvd, and Coronado Pkwy. This is a long term project to be considered as part of the Cape Coral Parkway: Corridor Resilience Planning Study to address Cape Coral Parkway's position on the High Injury Network (HIN) and also along with complete street improvements and access management.
30	Cape Coral Pkwy	Coronado Pkwy	Del Prado Blvd	Roadway Capacity & Intersection Improvements	Optimize intersection capacity at Del Prado Blvd, Vincennes Blvd, Leonard Street, and Coronado Pkwy, construct Safe Streets for All (SS4A) complete street safety improvements potentially including signal timing, emergency preemption, harden & extend centerlines, ADA, and bike/ped facilities.
35	Chiquita Blvd	Wilmington Pkwy	NW 23rd St	Roadway Capacity & Intersection Improvements	Widen to four (4) lanes from existing four lane transition to Wilmington Pkwy in conjunction with Intersection Improvements at Wilmington Pkwy. Install roundabout at intersection with Wilmington Pkwy (roundabout is preferred treatment).
40	Chiquita Blvd	Kismet Pkwy	Tropicana Pkwy	Access Management & Intersection Improvements	Implement access management on Chiquita Blvd with medians and turn lanes in conjunction with Intersection Improvements at Kismet Pkwy and Diplomat Pkwy.
45	Chiquita Blvd	Tropicana Pkwy	SW Pine Island Rd	Access Management & Intersection Improvements	Implement access management on Chiquita Blvd with medians and turn lanes in conjunction with Intersection Capacity Improvements at Embers Pkwy and Tropicana Pkwy. Includes the addition of 2 new signalized intersections at Embers Pkwy and Tropicana Pkwy. Chiquita/Embers signal funded, in progress. \$2.3m. Shows long-range planning for existing roadway retrofit for access management, safety, and intersection capacity improvements.
50	Chiquita Blvd	SW Pine Island Rd	SW 58th Ln	Access Management & Intersection Improvements	Implement access management on Chiquita Blvd with medians and turn lanes (4.0 miles) in conjunction with Intersection Improvements at Beach Pkwy W, El Dorado Pkwy, Mohawk Pkwy, Savona Pkwy, Trafalgar Pkwy, SW 10th St, SW 28th St, and SW 45th St. Project is partially funded.

ID	FACILITY NAME	FROM	TO	PROJECT TYPE	DESCRIPTION
55	Coronado Pkwy	Del Prado Blvd	Lucerne Pkwy	Access Management & Intersection Improvements	Implement access management on Chiquita Blvd with medians and turn lanes in conjunction with Intersection Improvements at Vincennes Blvd, SE 46th Ln, El Dorado Pkwy E, and Lucerne Pkwy and roundabouts at SE 47th Terrace and Miramar St.
60	Country Club Blvd	Veterans Memorial Pkwy	Wildwood Pkwy	Access Management & Intersection Improvements	Implement access management on County Club Blvd with medians and turn lanes in conjunction with a roundabout at Wildwood Pkwy.
65	Del Prado Blvd Extension	Interstate 75	Slater Rd	PD&E Study	PD&E Study update for the extension of Del Prado Blvd from Slater Rd to Interstate 75. Illustrates advancement of long-range Council strategic projects.
70	Del Prado Blvd	Slater Rd	Tamiami Trl (US 41)	PD&E Study	PD&E study to widen Del Prado Blvd from two (2) lane to four (4) lane divided.
75	Del Prado Blvd	Tamiami Trl (US 41)	Kismet Pkwy	Roadway Capacity & Intersection Improvements	Widen from four (4) to six (6) lanes with Intersection Improvements at Tamiami Trl, Malagrotta Circle, Coral Lake Blvd, and the Shoppes at North Cape.
80	Del Prado Blvd	Kismet Pkwy	Pine Island Rd (SR 78)	Corridor Study	Conduct a corridor evaluation to determine the need for access management and intersection improvements. Should consider intersection improvements at Kismet Pkwy and Diplomat Pkwy. Illustrates long-range planning for North Cape roadway capacity & multimodal. Construction & Design funding identified at Mid/Long-Term.
81	Del Prado Blvd	Kismet Pkwy	Pine Island Rd (SR 78)	Access Management & Intersection Improvements	Implement access management on Del Prado Blvd with medians and turn lanes in conjunction with Intersection Improvements at Kismet Pkwy and Diplomat Pkwy.
85	Del Prado Blvd	Pine Island Rd (SR 78)	Cape Coral Pkwy	Corridor Study	Conduct a corridor evaluation to determine the need for access management and intersection improvements. Should consider intersection improvements at Balado Pkwy, Cornwallis Pkwy, Coronado Pkwy, NE 6th St, Palaco Grande Pkwy, Savona Pkwy, SE 12th Ter, SE 21st Ln, SE 47th Ter, Shelby Pkwy, Veterans Memorial Pkwy, and Viscaya Pkwy.
86	Del Prado Blvd	Pine Island Rd (SR 78)	Cape Coral Pkwy	Access Management & Intersection Improvements	Implement access management on Del Prado Blvd with medians and turn lanes in conjunction with Intersection Improvements at Balado Pkwy, Cornwallis Pkwy, Coronado Pkwy, NE 6th St, Palaco Grande Pkwy, Savona Pkwy, SE 12th Ter, SE 21st Ln, SE 47th Ter, Shelby Pkwy, Veterans Memorial Pkwy, and Viscaya Pkwy.
89	Diplomat Pkwy	Burnt Store Rd	Andalusia Blvd	Corridor Study	Corridor Study. Evaluation: Implement access management on Diplomat Pkwy with medians and turn lanes in conjunction with Intersection Improvements at Burnt Store Rd, El Dorado Blvd, and Nelson Rd. Shows long-range planning for North Cape roadway capacity & multimodal. Construction & Design funding identified at Mid/Long-Term.
90	Diplomat Pkwy	Burnt Store Rd	Andalusia Blvd	Access Management & Intersection Improvements	Implement access management on Diplomat Pkwy with medians and turn lanes in conjunction with Intersection Improvements at Burnt Store Rd, El Dorado Blvd, Andalusia, and Nelson Rd. Illustrates long-range planning for existing roadway retrofit for access management, safety, new signalization, and intersection capacity improvements.
95	Embers Pkwy	Old Burnt Store Rd	Nelson Rd	Access Management & Intersection Improvements	Implement access management on Embers Pkwy with medians and turn lanes in conjunction with Intersection Improvements at Burnt Store Rd, El Dorado Blvd, and Nelson Rd and a roundabout at Old Burnt Store Rd.

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ID	FACILITY NAME	FROM	TO	PROJECT TYPE	DESCRIPTION
100	Gleason Pkwy	Chiquita Blvd	Santa Barbara Blvd	Access Management & Intersection Improvements	Implement access management on Diplomat Pkwy with medians and turn lanes in conjunction with Intersection Improvements at Pelican Blvd and Chiquita Blvd.
105	Jacaranda Pkwy	Burnt Store Rd	El Dorado Pkwy	New Roadway & Intersection Improvement	Extend Jacaranda Pkwy from El Dorado Pkwy to Burnt Store Rd to provide additional access for the BURST development. Construct Intersection Improvements at Burnt Store Rd.
110	Mohawk Pkwy	Chiquita Blvd	Pelican Blvd	Access Management & Intersection Improvements	Implement access management on Mohawk Pkwy with medians and turn lanes in conjunction with Intersection Improvements at Pelican Blvd.
115	NE 24th Ave Extension	Del Prado Blvd	NE 28th St	New Roadway & Intersection Improvement	Extend NE 24th Ave from NE 28th Ter to Del Prado Blvd as a four (4) lane divided road with sidewalks and bike lanes or shared-use paths, landscaping, lighting. Construct Intersection Improvements at Del Prado Blvd.
120	NE 24th Ave	NE 28th St	Pine Island Rd	Roadway Capacity & Intersection Improvements	Widen from two (2) to four (4) lanes and install roundabouts at the intersections with Kismet Pkwy and Diplomat Pkwy.
121	NE 27th Ter Extension	NE 7th Pl	Del Prado Blvd	New Roadway & Intersection Improvement	Extend NE 27th Terrace from NE 28th Ter to Del Prado Blvd as a four (4) lane divided road with sidewalks and bike lanes or shared-use paths, landscaping, lighting. Construct Intersection Improvements at Del Prado Blvd.
135	Pine Island Rd (SR 78)	Burnt Store Rd	Tamiami Trl (US 41)	PD&E Study	FDOT PD&E Study to study widening from 4-lanes to 6-lanes. PD&E projected to be completed in 2025. This project is not mapped and is fully funded.
137	Pine Island Rd (SR 78)	Burnt Store Rd	Tamiami Trl (US 41)	Roadway Capacity	Widening from 4-lanes to 6-lanes with intersection improvements (separate project) and complete street improvements.
140	Santa Barbara Blvd	Wilmington Pkwy	Jacaranda Pkwy	Roadway Capacity & Intersection Improvements	Widening of Santa Barbara Blvd from a two (2) lane road to a four (4) lane divided roadway with Intersection Improvements at Wilmington Pkwy (Roundabout is preferred treatment).
145	Santa Barbara Blvd	Jacaranda Pkwy	Tropicana Parkway	Roadway Capacity & Intersection Improvements	Widening of Santa Barbara Blvd from four (4) lanes to six (6) lanes with medians and turn lanes and Intersection Improvements at Jacaranda Pkwy, Kismet Pkwy, Diplomat Pkwy.
150	Santa Barbara Blvd	Tropicana Parkway	Pine Island Parkway	Roadway Capacity & Intersection Improvements	Widening of Santa Barbara Blvd from four (4) lanes to six (6) lanes with medians and turn lanes and Intersection Improvements at Tropicana Pkwy.
160	Skyline Blvd	Pine Island Rd	Gleason Pkwy	Access Management & Intersection Improvements	Implement access management on Skyline Blvd with medians and turn lanes in conjunction with Intersection Improvements at SW 10th St, Trafalgar Pkwy, Veterans Memorial Pkwy, and Gleason Pkwy.
165	Skyline Blvd	Gleason Pkwy	Cape Coral Pkwy	Access Management & Intersection Improvements	Implement access management on Skyline Blvd with medians and turn lanes.

ID	FACILITY NAME	FROM	TO	PROJECT TYPE	DESCRIPTION
170	Trafalgar Pkwy	Surfside Blvd	Chiquita Blvd	Roadway Capacity & Intersection Improvements	Widening Trafalgar Pkwy from a two (2) lane roadway to a four (4) lane with medians and turn lanes. Intersection at SW 17th Ave will be altered to tighten the turning radii as well as integrate bicycle facilities to reduce the rate of bicycle related crashes. Intersection improvements at SW 20th Ave.
175	Trafalgar Pkwy	Chiquita Blvd	Santa Barbara Blvd	Access Management & Intersection Improvements	Implement access management on Trafalgar Pkwy including deceleration lanes.
180	Tropicana Pkwy	Old Burnt Store Rd	Andalucia Blvd	Access Management & Intersection Improvements	Implement access management on Tropicana Pkwy with medians and turn lanes in conjunction with Intersection Improvements at Burnt Store Rd, El Dorado Blvd, and Nelson Rd, and a roundabout at Old Burnt Store Rd.

ID	FACILITY NAME	AT	PROJECT TYPE	DESCRIPTION
195	Andalusia Blvd	Vogiantizis Pkwy	Intersection Improvements	Intersection improvements at existing unsignalized intersection with Vogiantizis Pkwy (roundabout is preferred treatment).
200	Burnt Store Rd	Kismet Pkwy	Intersection Improvements	Intersection improvements at the intersection with Kismet Pkwy. Coordination with County required.
205	Cape Coral Pkwy	Sands Blvd	Intersection Improvements	Intersection improvements at the intersection with Sands Blvd.
210	Country Club Blvd	Nicholas Pkwy	Intersection Improvements	Intersection improvements at the intersection with Nicholas Pkwy.
211	Country Club Blvd	Palm Tree Blvd	Roundabout	Intersection improvements at the intersection of Country Club Blvd and Palm Tree Blvd (roundabout is preferred treatment).
215	Del Prado	Interstate 75	Interchange	Construct interchange at the intersection of Del Prado Blvd Extension and Interstate 75.
220	Del Prado	Miramar St	Intersection Improvements	Intersection improvements at the intersection with Miramar St (roundabout is preferred treatment).
225	De Navarra Pkwy	East Gator Cir	Roundabout	Intersection improvements at the existing unsignalized intersection with East Gator Cir (roundabout is preferred treatment).
230	Dolphin Dr	Driftwood Pkwy	Intersection Improvements	Intersection improvements at the existing unsignalized intersection with Driftwood Pkwy (roundabout preferred treatment).
235	El Dorado Pkwy	Skyline Blvd, Agualinda Blvd, and Pelican Blvd	Intersection Improvements	Intersection Improvements at El Dorado Pkwy and Skyline Blvd, Agualinda Blvd, and Pelican Blvd.
240	Hancock Bridge Pkwy	Santa Barbara Blvd, Cultural Park Blvd, Del Prado Blvd	Intersection Improvements	Intersection Improvements such as adding turn lanes and optimizing signals to increase throughput at Santa Barbara Blvd, Cultural Park Blvd, and Del Prado Blvd.

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ID	FACILITY NAME	AT	PROJECT TYPE	DESCRIPTION
245	Kismet Pkwy	Nelson Rd	Intersection Improvements	Intersection improvements at Old Burnt Store Rd and Nelson Rd.
250	Kismet Pkwy	NE 24th Ave & Old Burnt Store Rd	Roundabout	Planned roundabout at Kismet Pkwy and NE 24th Ave and Old Burnt Store Rd.
251	Old Burnt Store Rd	Durden Pkwy, Gulfstream Pkwy, Yucatan Pkwy	Intersection Improvements	Intersection improvements Durden Pkwy, Gulfstream Pkwy, and Yucatan Pkwy
255	Pine Island Rd (SR 78)	NE 24th Ave, Del Prado Blvd, Andalusia Blvd, Cultural Park Blvd, Santa Barbara Blvd, Nicholas Pkwy, Chiquita Blvd, Burnt Store Rd	Intersection Improvements	Intersection Capacity Improvements such as adding turn lanes and optimizing signals to increase throughput. To be done in conjunction with PD&E study recommendations.
256	Pine Island Rd (SR 78)	Skyline Blvd	New Signalized Intersection	Install new signal at Pine Island Rd & Skyline Blvd
260	Pondella Rd	NE 25th Ave/South Hancock Creek Blvd	New Signalized Intersection	New Signalized Intersection to allow for vehicle throughput. City advancing shared facilities with County.
261	Rose Garden Rd	SW 6th Pl	Intersection Improvements	Intersection improvement to accommodate future development.
270	Santa Barbara Blvd	SW 21st St, SW 24th St, Veterans Pkwy	Intersection Improvements	Intersection improvements at SW 21st St, SW 24th St, Veterans Pkwy.
275	South Gator Cir	Averill Blvd	Intersection Improvements	Intersection improvements including lighting and landscaping.
280	Santa Barbara Blvd	Nicholas Pkwy	Intersection Improvements	Intersection improvements at Nicholas Pkwy.
285	SE 47th Ter	SE 15th Ave	Intersection Improvements	Intersection improvements at SE 15th Ave.
290	SE 47th Ter	Palm Tree Blvd & Coronado Pkwy	Roundabout	Planned roundabouts at the intersection of SE 47th Terr with Palm Tree Blvd and Coronado Pkwy. South Cape Traffic Calming/Intersection Improvements. Illustrates improvements contextually appropriate to mixed-use and multimodal land use development patterns.
295	Surfside Blvd	Beach Pkwy & Gleason Pkwy	Intersection Improvements	Intersection improvements at existing unsignalized intersections at Beach Pkwy and Gleason Pkwy.
300	SW 6th Ave	SW 18th St	Intersection Improvements	Complete Safe Routes to School audit. High bike and ped crash area. Add high visibility crosswalks, tighten curb radii, add traffic calming, and assess for need for RRFB.
310	Veterans Memorial Pkwy	Chiquita Blvd & Southside Blvd	Intersection Improvements	Intersection improvements at Chiquita Blvd S and Surfside Blvd.
314	Veterans Memorial Pkwy	Country Club Blvd	Intersection Improvements	Intersection improvements at Country Club Blvd.

[End of Roads & Intersections Plan]

ID	FACILITY NAME	FROM	TO	PROJECT TYPE	DESCRIPTION
315	Academy Blvd	Nicolas Pkwy	SE 32nd St	Multimodal Lane	Convert existing buffered bike lanes to multimodal lanes with new signage including resurfacing of existing roadway.
316	Academy Blvd	Nicolas Pkwy	SE 32nd St	Sidewalk	Add 6' sidewalk.
320	Agualinda Blvd	SW 32nd St	Savona Pkwy	Shared Use Path	Convert existing sidewalk into a 10' shared use path with lighting (preferably on the east side of ROW).
325	Agualinda Blvd	Savona Pkwy	El Dorado Pkwy	Shared Use Path	Convert existing sidewalk to 10' shared use path with basic drainage and lighting at key points.
330	Andalusia Blvd	NE 32nd Ln	Jacaranda Pkwy	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
335	Andalusia Blvd	Kismet Pkwy	NE Pine Island Rd	Shared Use Path	Kismet Pkwy to Tropicana Pkwy new 10' shared use path basic drainage and lighting at key points (2.16 miles). Tropicana Pkwy to Pine Island Rd 7' separated bicycle lanes with basic intersection treatments (.33 miles).
350	Caloosa Pkwy	Old Burnt Store Rd	Burnt Store Rd	Shared Use Path	New 12' shared use path with 7' shoulders on both sides of the roadway. Includes drainage, lighting, ADA access.
355	Cape Coral Pkwy	Sands Blvd	Chiquita Blvd	Separated Bike Lane	8' separated bike lanes with basic intersection treatments. If separated bike lanes are not feasible, evaluate 8' wide shared use paths. If separated bike lanes and shared use paths are not feasible, provide 7' wide buffered bike lanes (4' to 5' wide bike lane and 2' to 3' wide buffer).
360	Cape Coral Pkwy	Chiquita Blvd	Del Prado Blvd	Separated Bike Lane	8' separated bike lanes with basic intersection treatments. If separated bike lanes are not feasible, evaluate 8' wide shared use paths. If separated bike lanes and shared use paths are not feasible, provide 7' wide buffered bike lanes (4' to 5' wide bike lane and 2' to 3' wide buffer).
370	Ceitus Pkwy	Burnt Store Rd	Embers Pkwy	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
375	Chiquita Blvd	Jacaranda Pkwy	Wilmington Pkwy	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
380	Chiquita Blvd	Wilmington Pkwy	Pine Island Rd	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
385	Chiquita Blvd	Cape Coral Pkwy	Cape Harbor Dr	Traffic Calming	Traffic calming improvements to slow vehicles and create a safe street environment for all modes of travel.
395	Coronado Pkwy	Del Prado Blvd	Drift Wood Pkwy	Multimodal Lane	Painted lanes for cyclists and micromobility users, upgraded sidewalks, new signage, lighting, and resurfaced vehicle travel lanes.
400	Country Club Blvd	Viscaya Pkwy	Nicholas Pkwy	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
405	Country Club Blvd (Golf Course Loop)	Wildwood Pkwy	Palm Tree Blvd	Multimodal Lane	Painted lanes for cyclists and micromobility users, upgraded sidewalks, new signage, lighting, and resurfaced vehicle travel lanes. Micromobility & Golf Course Loop.
406	"Wildwood Pkwy / Palm Tree Blvd (Golf Course Loop)"	Country Club Blvd	Country Club Blvd	Multimodal Lane	Painted lanes for cyclists and micromobility users, upgraded sidewalks, new signage, lighting, and resurfaced vehicle travel lanes. Micromobility & Golf Course Loop.

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ID	FACILITY NAME	FROM	TO	PROJECT TYPE	DESCRIPTION
410	Cultural Park Blvd	NE Pine Island Rd (SR 78)	Nicolas Pkwy	Multimodal Lane	Painted lanes for cyclists and micromobility users, upgraded sidewalks, new signage, lighting, and resurfaced vehicle travel lanes.
420	Del Prado Blvd	N Tamiami Trl (US 41)	Diplomat Pkwy	Shared Use Path	New 12' shared use path with shoulders. Includes drainage, lighting, ADA access.
430	Diplomat Pkwy	Burnt Store Rd	Del Prado Blvd	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
435	Diplomat Pkwy	Del Prado Blvd	Commerce Creek Blvd	Shared Use Path	New 12' shared use path with 7' shoulders on both sides of the roadway. Includes drainage, lighting, ADA access.
440	Durden Pkwy	Old Burnt Store Rd	Burnt Store Rd	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
445	El Dorado Blvd	Jacaranda Pkwy	Kismet Pkwy	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
450	El Dorado Blvd	Van Buren Pkwy	Embers Pkwy	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
455	El Dorado Pkwy	Sands Blvd	Chiquita Blvd	Sidewalk	Add 6' sidewalk.
460	El Dorado Pkwy	SW 12th Pl	Pelican Blvd	Sidewalk	Add 6' sidewalk.
465	El Dorado Pkwy	Bayside Ct	Coronado Pkwy	Sidewalk	Add 6' sidewalk.
470	Embers Pkwy	Old Burnt Store Rd	Burnt Store Rd	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
480	Everest Pkwy	Del Prado Blvd	SE 26th Pl	Sidewalk	Add 6' sidewalk.
481	Four Freedoms Boardwalk	North End of Park	South End of Park	Boardwalk	As 12' to 14' boardwalk as part of an emerging entertainment district.
485	Four Mile Cove Pkwy	Del Prado Blvd	SE 17th Pl	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
490	Gleason Pkwy	Oasis Blvd	SW 32nd St	Sidewalk	Add 6' sidewalk.
500	Gulfstream Pkwy	Old Burnt Store Rd	Burnt Store Rd	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
505	Hancock Bridge Pkwy	SE 24th Ave	Approx. 0.2 miles east of Orange Grove Blvd	Sidewalk	Fill sidewalk gap on north side of the roadway with 6' sidewalk.
510	Jacaranda Pkwy	Burnt Store Rd	Chiquita Blvd	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
515	Jacaranda Pkwy	Santa Barbara Blvd	NE 7th Pl	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
520	Mid Cape Ter	SW 2nd Ave	Santa Barbara Blvd	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
525	NE 10th Pl	NE 16th Ter	Diplomat Pkwy	Sidewalk	Add 6' sidewalks on both sides of the road.
530	NE 13th Ave	S Gator Cir	NE 32nd Lane	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings From NE 16th Ave to Diplomat Pkwy, and From NE 32nd Ln to S Gator Cir.
535	NE 16th Ter	NE 10th Pl	NE 13th Ave	Sidewalk	Add 6' sidewalk on south side.

ID	FACILITY NAME	FROM	TO	PROJECT TYPE	DESCRIPTION
540	NE 24th Ave	Del Prado Blvd	Kismet Pkwy	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
545	NE 32nd Ln	Andalusia Blvd	NE 13th Ave	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
550	NE 7th Pl	Jacaranda Pkwy	Kismet Pkwy	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
555	Nelson Rd	Wilmington Pkwy	Embers Pkwy	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
584	Old Burnt Store Rd	NW 48th Ter	Kismet Pkwy	Shared Use Path	Construct an 8' wide shared use path on one side of the road if ROW and drainage is adequate. If ROW is constrained construct a 6' or 7' wide sidewalk or shared use path. The widest multimodal facility feasible is the preferred alternative.
585	Old Burnt Store Rd	Kismet Pkwy	Burnt Store Rd	Shared Use Path	New 10' shared use path on both sides of the roadway with basic drainage and lighting at key points.
595	Pelican Blvd	Gleason Pkwy	Cape Coral Pkwy	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
605	Pine Island Rd (SR 78)	Western City Limits	Santa Barbara Blvd	Shared Use Path	Involves the construction of a multimodal corridor designed to support safe and convenient travel for all users, including pedestrians, bicyclists, transit riders, and motorists, with features such as sidewalks, shared use paths, lighting, signage, and accessible crossings.
610	Pine Island Rd (SR 78)	Santa Barbara Blvd	Cleveland Ave	Shared Use Path	Involves the construction of a multimodal corridor designed to support safe and convenient travel for all users, including pedestrians, bicyclists, transit riders, and motorists, with features such as sidewalks, shared use paths, lighting, signage, and accessible crossings.
615	Pondella Rd	NE Pine Island Rd (SR 78)	Hancock Creek South Blvd	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
620	Rose Garden Rd	SW 58th Ter	El Dorado Pkwy	Sidewalk	Add 6' sidewalks on both sides of the road.
625	S Gator Cir	NE 13th Ave	De Navarra Pkwy	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
635	Santa Barbara Blvd	Wilmington Pkwy	Pine Island Rd (SR78)	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
636	Santa Barbara Blvd	Pine Island Rd (SR78)	Cape Coral Pkwy	Separated Bike Lane	8' separated bike lanes with basic intersection treatments. If separated bike lanes are not feasible, evaluate 8' wide shared use paths. If separated bike lanes and shared use paths are not feasible, provide 7' wide buffered bike lanes (4' to 5' wide bike lane and 2' to 3' wide buffer).
640	Savona Pkwy	Agualinda Blvd	Chiquita Blvd	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
645	SE 17th Pl	Four Mile Cove Pkwy	SE 23rd Ter	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
646	SE 17th Pl	SE 21st Ln	Four Mile Cove	Sidewalk	Add 6' sidewalk.
647	SE 16th Pl	SE 21st Ln	Four Mile Cove	Sidewalk	Add 6' sidewalk.
650	SE 21st Ln	Del Prado Blvd	SE 17th Pl	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.

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ID	FACILITY NAME	FROM	TO	PROJECT TYPE	DESCRIPTION
655	SE 24th Ave	Hancock Bridge Pkwy	Viscaya Pkwy	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
660	SE 24th St	SE 17th Pl	Existing Roundabout on SE 24th St	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
661	SE 32nd St	Academy Blvd	Country Club Blvd	Multimodal Lane	Painted multimodal lane with signage including resurfacing of existing roadway.
662	SE 32nd St	Academy Blvd	Country Club Blvd	Sidewalk	Add 6' sidewalk.
665	SE 47th Ter	SE 1st Pl	Del Prado Blvd	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
670	Skyline Blvd	SW Pine Island Blvd (SR 78)	El Dorado Pkwy	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
675	Sports Blvd	End (north)	Trafalgar Pkwy	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
680	Surfside Blvd	Trafalgar Pkwy	Beach Pkwy	Shared Use Path	Trafalgar Pkwy to Veterans Pkwy New 10' shared use path with basic drainage and lighting at key points (1.06 miles). Veterans Pkwy to Beach Pkwy 7' separated bicycle lanes with basic intersection treatments (2.74).
685	SW 15th Pl / SW 14th Ter	SW 4th St	Chiquita Blvd	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
690	SW 20th Ave	SW Pine Island Rd (SR 78)	Gleason Pkwy	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
695	SW 28th Ave	SW 3rd Ln	Ceitus Pkwy	Sidewalk	Add 6' sidewalk on both sides of the road.
700	SW 2nd Ave	Mid Cape Ter	SW 3rd St	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
705	SW 32nd St	Gleason Pkwy	Chiquita Blvd	Shared Use Path	"New 10' shared use path with basic drainage and lighting at key points (north side of ROW)."
710	SW 38th Ter	Oasis Blvd	Agualinda Blvd	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
715	SW 3rd St	SW 7th Pl	SW 2nd Ave	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
720	SW 4th St	SW 15th Pl	SW 7th Pl	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
725	SW 7th Pl	SW 4th St	SW 3rd St	Bike Boulevard	Traffic calming on existing streets with signage and pavement markings.
730	Trafalgar Pkwy	Surfside Blvd	Santa Barbara Blvd	Shared Use Path	Surfside to Chiquita Blvd New 10' shared use path with basic drainage and lighting at key points (1.00 mile). Chiquita Blvd to Santa Barbara Blvd 7' separated bicycle lane with basic intersection treatments (2.04 miles).
735	Tropicana Pkwy	Old Burnt Store Rd	Burnt Store Rd	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
740	Tropicana Pkwy	Burnt Store Rd	Andalusia Blvd	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
750	Vincennes Blvd	Coronado Pkwy	Cape Coral Pkwy	Multimodal Lane	Painted lanes for cyclists and micromobility users, upgraded sidewalks, new signage, lighting, and resurfaced vehicle travel lanes.

ID	FACILITY NAME	FROM	TO	PROJECT TYPE	DESCRIPTION
755	Viscaya Pkwy	Country Club Blvd	SE 24th Ave	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
765	Wilmington Pkwy	Chiquita Blvd	Santa Barbara Blvd	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.
770	Yucatan Pkwy	Old Burnt Store Rd	Burnt Store Rd	Shared Use Path	New 10' shared use path with basic drainage and lighting at key points.

ID	FACILITY NAME	AT	PROJECT TYPE	DESCRIPTION
775	Del Prado	Shelby Pkwy & SE 12th Ter	Bridge Improvement	Construct pedestrian bridge at Shelby Pkwy & SE 12th Ter
780	Veterans Memorial Pkwy	Academy Blvd	Bridge Improvement	Construct pedestrian bridge at Veterans Memorial Pkwy and Academy Blvd.
785	Cape Coral Pkwy	Bernice Braden Park	Bridge Improvement	Construct pedestrian bridge at Bernice Braden Park.
790	Vincennes Blvd	SE 46th St	Bridge Improvement	Construct pedestrian bridge at Malaga Canal.
800	Cape Coral Pkwy	Chiquita Blvd, Palm Tree Blvd, and Santa Barbara Blvd	Pedestrian Signal Improvements	Install Accessible Pedestrian Signals Tighten radii on all 4 corners of the intersection at the intersections of Chiquita Blvd, Palm Tree Blvd, and Santa Barbara Blvd.
805	Citywide	Citywide	Mid Block Crossings	Install new accessible pedestrian crossings along principal and major roadways around the city.
810	Cape Coral Pkwy	East of Chester St & East of Vincennes St	Mid Block Crossings	Pedestrian cross-access and safety improvements
815	Sands Blvd	Beach Pkwy & SW 43 Ter	Multimodal Intersection Improvements	Intersections of Beach Pkwy and SW 43rd Ter to be adjusted to reduce turning radii and make pedestrian crossing easier.
820	SW 6th Ave	SW 18th St	Multimodal Intersection Improvements	Complete Safe Routes to School audit. High bike and ped crash area. Add high visibility crosswalks, tighten curb radii, add traffic calming, and assess for need for RRFB.

[End of Multimodal Plan]

TRANSIT & WATERWAYS PLAN · CITY OF CAPE CORAL MOBILITY PLAN

ID	LOCATION	PROJECT TYPE	MAINTENANCE ENTITY	DESCRIPTION
775	Downtown River District, Fort Myers	Ferry Stop	Fort Myers	Planning, design, and construction of docking facilities to support water-based transit within an existing marina.
780	Jaycee Park, Cape Coral	Ferry Stop	City	Planning, design, and construction of docking facilities to support water-based transit within an existing marina.
785	Bernice Braden Park, Cape Coral	Ferry Stop	City	Planning, design, and construction of docking facilities to support water-based transit within an existing marina.
790	Yacht Club Park, Cape Coral	Ferry Stop	City	Planning, design, and construction of docking facilities to support water-based transit within an existing marina.
795	Tarpon Point, Cape Coral	Ferry Stop	City	Planning, design, and construction of docking facilities to support water-based transit within an existing marina.
800	Crystal Lake Park, Cape Coral	Ferry Stop	City	Planning, design, and construction of docking facilities to support water-based transit within an existing marina.
805	Seven Islands Development, Cape Coral	Ferry Stop	City	Planning, design, and construction of docking facilities to support water-based transit within an existing marina.
810	Four Freedoms Park, Cape Coral	Ferry Stop	City	Planning, design, and construction of docking facilities to support water-based transit within an existing marina.
815	SE 47th Ter and SE 8th Ct	Mobility Hub	City	Construction of a Mobility hub in downtown South Cape to serve as a connector between city and county bus routes.
820	SE 21st Ln and Del Prado Blvd	Mobility Hub	City	Construction of a Mobility hub at the Coralwood Shopping center to service city and county bus routes.
825	NE Pine Island Rd and Del Prado Blvd	Mobility Hub	City	Construction of a Mobility hub at the intersection of Del Prado Blvd and Pine Island Rd to service city and county bus routes within the commercial zone.
830	NE Van Loon Ln and NE 4th Ave	Mobility Hub	City	Construction of a Mobility hub at the intersection of NE Van Loon Ln and NE 4th Ave to service city and county bus routes within the commercial zone.
835	Diplomat Pkwy and Del Prado Blvd	Mobility Hub	City	Construction of a Mobility hub at the intersection of Diplomat Pkwy and Del Prado Blvd to service planned city bus routes in the new commercial corridor.
840	Diplomat Pkwy and Santa Barbara Blvd	Mobility Hub	City	Construction of a Mobility hub at the intersection of Diplomat Pkwy and Santa Barbara Blvd to service planned transit routes in the new commercial corridor.
845	SW Pine Island Rd and Burnt Store Rd	Mobility Hub	City	Construction of a Mobility hub at the intersection of SW Pine Island Rd and Burnt Store Rd to service as a hub transferring between transit routes in the Northeast of the city.
850	Hancock Bridge Pkwy and Santa Barbara Blvd	Mobility Hub	City	Construction of a Mobility hub at the intersection of Hancock Bridge Pkwy and Santa Barbara Blvd to service city and county bus routes within the commercial zone.

[End of Transit & Waterways Plan]

ID	PROGRAM NAME	DESCRIPTION
855	ADA Transition Plan	This plan will focus on upgrading city parks, public buildings, facilities, and public rights-of-way to meet ADA standards. It will include improvements such as curb ramps, accessible paths, and building modifications to ensure equal access for all individuals, including those with disabilities. The plan will prioritize areas with the most urgent accessibility needs and align with federal and state ADA compliance requirements.
860	Corridor Landscaping Program	The Corridor Landscaping Program should seek to enhance the visual appeal and environmental quality of major roadways. This initiative should make use of low impact development (LID), green infrastructure, and functional landscape. The program will place emphasis on planting native trees, shrubs, and groundcover along key corridors to create attractive, shaded, and pedestrian-friendly streetscapes. The program aims to improve aesthetic character, reduce urban heat, and promote community pride. Implementation will occur in phases, beginning with high-visibility corridors identified through community input and planning efforts. To be coordinated with median beautification program.
865	Transportation Demand Management (TDM) Program	Program Components: Golf Cart & NEV Access: Designated NEV routes, signage, and parking in downtown and waterfront zones. Mobility Coordination Platform: App or call-in service for trip coordination (NEV rides, shuttle trips, events). Senior Shuttle Service: On-demand shuttle to clinics, shopping, and community centers, 5 days/week.
870	Micromobility Pilot	The Micromobility Pilot Program will introduce and evaluate shared-use transportation options that improve local access, reduce traffic congestion, and support environmentally sustainable travel. This program will focus on deploying electric scooters (e-scooters), e-bikes, and other small, low-speed vehicles within key corridors of the city, particularly areas with high pedestrian activity, such as downtown, waterfront parks, and commercial centers.
875	Mobility on Demand Ordinance	This ordinance will create a policy framework for managing mobility on demand (MOD) service. It will align with the Multimodal plan and support transportation demand management by connecting future Transit-Oriented Developments (TODs) to key destinations. The ordinance will outline regulations for on-demand Mobility services, ensuring they provide efficient and flexible transportation options within the city.
880	Mobility on Demand Program	This program will fund a pilot mobility on demand service to address mobility and parking challenges in the South Cape area, especially during events. The first year of operations will be used to monitor ridership and adjust the service to better meet community needs. The shuttle will focus on improving accessibility to public spaces and reducing traffic congestion during peak event periods.
885	Transit Route Infrastructure Program	Installation of new bus shelters with ADA ramps, lighting, and drainage for future Transit Circulators and Commercial Connector Bus Routes.
890	Paid Parking Program	Conduct a planning-level study to assess the feasibility of attracting private developers to build structured parking facilities using a paid parking model. The study should evaluate pricing strategies, revenue potential, and integration with smart technologies to enhance efficiency and user experience. It will also explore how reinvested parking revenues can support broader mobility improvements, strengthening the case for developer investment.
895	Pedestrian Lighting Upgrade Program	This program will initiate a citywide lighting analysis and develop standards for street, park, and collector road lighting. The City will work with Lee County Electric Cooperative (LCEC) through a franchise agreement to upgrade existing lighting infrastructure to improve pedestrian mobility, leveraging FPL poles where possible. Collaboration with FDOT and Lee County will also be sought to enhance lighting on state and county roads, improving safety and visibility across the city.
900	Residential Traffic Calming Ordinance	This ordinance will allow residents to petition for traffic calming measures in their neighborhoods. Upon request, the City and the police department will conduct speed studies to assess traffic conditions. The ordinance will establish clear guidelines and processes for determining the feasibility of implementing measures such as speed humps, curb extensions, and other traffic-calming interventions.

MOBILITY PROGRAMS · CITY OF CAPE CORAL MOBILITY PLAN

ID	PROGRAM NAME	DESCRIPTION
905	Residential Traffic Calming Program	The program will allocate funding for implementing traffic calming measures in residential areas based on requests and speed studies. The program will prioritize areas with significant speeding concerns and will aim to improve neighborhood safety by reducing vehicle speeds and improving the quality of life for residents.
910	Parking Management Program	Establish a Parking Program that oversees and manages shared parking, employee parking, and valet parking in the South Cape CRA/Downtown Area. The program should establish a system to track and manage shared parking agreements through a CRA-maintained shared parking matrix that evaluates demand during both daytime and nighttime operations. The program should also designate specific spaces for employee parking, reserving prime spots near businesses for customers to promote turnover and increase revenue potential. Additionally, valet parking services should be introduced at strategic locations and events to improve convenience and enhance the overall parking experience.
915	TDM: Discounted Ride-Share Rides	Offer discounted ride-sharing rides within specific zones of the city during peak traffic hours or special events to encourage residents to leave their cars at home. The cost is based on the event permit fees.
920	TDM: Parking Education and Digital Engagement	The Parking Education and Digital Engagement entails the development of a public website dedicated to parking education and information dissemination. This website aims to serve as a centralized hub offering comprehensive guidance on parking regulations, permit applications, and responsible parking practices. Interactive tools will help users locate parking, calculate fees, and access real-time availability information. The website will host educational resources, facilitate user feedback, and promote digital engagement through social media and newsletters. By creating this user-friendly platform, the project aims to enhance public understanding, encourage responsible parking habits, and improve urban mobility within the community. If the City so chooses, the website could also house an interactive map visualizing shared parking agreements.
925	TDM: Shared Mobility Program	Develop a shared mobility program that identifies appropriate locations for equipment, service areas, regulations for operations, and solicits vendors for shared bicycle and/or scooter systems. Such a Shared Mobility Program complements parking management efforts, reduces traffic pressure, curbs emissions, and ultimately enhances urban mobility while ensuring an efficient and interconnected transportation ecosystem. Successful implementation necessitates collaboration among local government, transit authorities, mobility providers, and community stakeholders to continually refine and improve the program's impact.
930	Sidewalk Plan	Construct up to 50 miles of 5' to 6' wide sidewalks along arterial, collector, and local streets throughout the City.
935	Wayfinding Program	This program will develop a citywide, cohesive wayfinding system to enhance multimodal connectivity. It will include the installation of clear signage, maps, and markers to guide pedestrians, cyclists, and drivers to key destinations. The wayfinding system will improve navigation for residents and visitors, supporting the city's goals of increased walkability and transportation accessibility.
940	Debt Service	This program goes to retire the provision of new road capacity to accommodate new growth where the revenue source pledged was the City's road impact fees, which are being replaced by mobility fees.

[End of Mobility Programs Plan]

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