TRANSPORTATION ELEMENT

GOALS, OBJECTIVES, AND POLICIES

GOAL 1: The City of Cape Coral shall provide its residents with an efficient, balanced and safe motorized and non-motorized transportation system, which is both economical and in accord with future land use and environmental goals.

Objective 1.1: All of the City's road network within the Urban Services Infill, Transition and Reserve Areas will meet level of service standards as adopted by the City in Policy 1.1.1.

Policy 1.1.1: The City hereby adopts the following peak hour, peak season Level of Service Standards for the following facilities:

a) Del Prado Boulevard (Cape Coral Parkway to SR 78) - LOS E
Del Prado Boulevard (SR 78 to US 41) - LOS D

b) State Road 78 (Pine Island Road) West of Del Prado Boulevard - LOS C
State Road 78 (Pine Island Road) East of Del Prado Boulevard - LOS D

c) Pondella Road - LOS E

d) Hancock Bridge Parkway (City Limits to Del Prado Boulevard) - LOS E

e) Cape Coral Parkway (Cape Coral Bridge to Pelican Boulevard) - LOS E

f) Burnt Store Road/ Veterans Parkway Corridor - LOS E

g) All other local, collector, and arterial roadways - LOS D

h) All other limited access facilities - LOS D

i) All other roads within City jurisdictions - LOS D

Policy 1.1.2: Existing and future traffic circulation demands will be met within the next five years by undertaking the projects shown in Figure 21of this Transportation Element.

Policy 1.1.3: The City will amend the comprehensive plan in the event that changing development patterns or community needs make the improvements referenced in Policy 1.1.2 unnecessary.

Policy 1.1.4: The City will amend its land use and development regulations in accordance with s.163.3202, Florida Statutes to preserve through traffic capacity,

minimize energy consuming delays and interruptions to the flow of arterial and collector traffic on the street system by:

a) Controlling driveway access.

b) Providing sufficient distance between land access and expressway interchanges.

c) Spacing intersections on arterials and collectors for efficient traffic signal operation.

d) Encouraging the concentration of commercial and industrial development to control and minimize the number of points of access to arterial road systems.

e) Restricting private driveway access to the expressway system.

f) Installing, or continuing in operation, traffic control devices only when a demonstrated need is established through appropriate engineering studies and when warranted, as defined and specified in the Florida Manual of Traffic Control Devices.

g) Eliminating or minimizing roadway designs which lead to hazardous conditions by implementing the Engineering Design Standards. Such standards shall address the topics of:

1) Access control

2) Site access design

3) Geometric design

4) Traffic signals

5) Construction zones

6) Emergency access lanes

7) Transit facilities

8) Noise

9) Striping and signing

10) Street lights and utilities

11) Parking

Policy 1.1.5: Traffic demands created by proposed development will be reviewed for consistency with the Comprehensive Plan and level-of-service standards as referenced in Policy 1.1.1.

Policy 1.1.6: A proposed development shall be determined concurrent for transportation if any of the following conditions are met:

a) At the time a development order or building permit is issued, the necessary transportation facilities and services are in place or under actual construction; or

b) A development order or building permit is issued subject to the condition that the necessary transportation facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than three (3) years after issuance of a building permit. The required transportation facilities and services shall be provided for in the Capital Improvements Element; or

c) At the time a development order or building permit is issued, the necessary transportation facilities and services are the subject of a binding executed agreement which requires the necessary transportation facilities and services to serve the new development to be in place or under actual construction no more than three (3) years after the issuance of a building permit; or

d) At the time a development order or building permit is issued, the necessary transportation facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than three (3) years after issuance of a building permit.

Policy 1.1.7: New development, redevelopment and infill development projects located within the City of Cape Coral Downtown CRA Transportation Concurrency Exception Area (TCEA) may be exempt from transportation concurrency requirements, so long as said new development, redevelopment or infill development opts to mitigate impacts to transportation levels of service through the strategies described Policy 14.5 of the Future Land Use Element of this comprehensive plan. New development, redevelopment and infill development projects that do not choose to mitigate transportation concurrency impacts in such manner shall be subject to all applicable transportation concurrency requirements. Whether or not a project agrees to mitigate its transportation impacts through the strategies identified in Future Land Use Policy 14.5, or opts to be subject to

standard transportation concurrency requirements, all projects shall be subject to concurrency review for the purpose of assessing the transportation impacts of the proposed development.

Policy 1.1.8: If a proposed development is determined not concurrent for transportation, the applicant may choose to satisfy the transportation concurrency requirement(s) by making a proportionate fair-share contribution pursuant to the Proportionate Fair-Share Ordinance adopted by the City. This provision does not apply to Developments of Regional Impact (DRIs) or developments exempted by law from meeting transportation concurrency requirements.

Policy 1.1.9: For the purposes of issuing a development order or building permit, a proposed urban redevelopment project located within the Urban Services Infill Area, as identified on the Future Land Use Map, shall not be subject to concurrency requirements of Policy 1.1.6 for up to one hundred ten (110) percent of the transportation impact generated by the previously existing development. A previously existing development is the actual previous built use which was occupied and active within one (1) year of the date of application for a development order or building permit for the proposed redevelopment project.

Policy 1.1.10: For the purpose of issuing a development order or building permit, a proposed development may be deemed to have a de minimis impact and not subject to concurrency requirements of Policy 1.1.6 only if all of the following conditions are met:

a) Development proposal is for an increase in density or intensity less than or equal to two (2) times the density or intensity of the existing development, or for the development of a vacant parcel of land, residential development proposal is for a density of less than four (4) dwelling units per acre, or for non-residential uses the proposal is for an intensity of less than 0.1 floor area ratio; and

b) The Transportation impact of the proposed development does not exceed 0.1 percent of the maximum service volume at the adopted level-of-service standard for the peak hour of the affected transportation facility; and

c) If the affected transportation facility does not meet adopted level-of-service standards, the cumulative total transportation impact from the de minimis exemption does not exceed three (3) percent of the maximum service volume of the adopted level-of-service standard.

d) The proposed development does not exceed the adopted level-of-service standard of a designated hurricane evacuation route.

Policy 1.1.11: Notwithstanding Policy 1.1.8 and Policy 1.1.9, all new development proposals that generate three hundred (300) or more cumulative trips in the peak hour

shall submit a traffic impact study (TIS) in accordance with the City of Cape Coral Engineering Design Standards.

Policy 1.1.12: If deemed necessary to meet concurrency requirements for transportation facilities, the City shall revise the Comprehensive Plan to implement any or all of the following programs in accordance with s. 163.3180, Florida Statutes and Rule 9J-5.0055:

a) Transportation Concurrency Management System

b) Transportation Concurrency Management Areas

c) Transportation Concurrency Exception Areas

Policy 1.1.13: The City will set priorities annually to make efficient use of existing capacity of transportation facilities before investing in additional facilities, by implementing the City's annual budget.

Policy 1.1.14: Proposed projects will be evaluated in an ongoing process by the City and ranked in order of priority according to the following guidelines:

a) Projects addressing future peak hour level of service deficiencies as defined by Chapter 14-94, Florida Administrative Code.

b) Projects involving existing conditions by procedures outlined in the current Highway Capacity Manual and/or the Florida Department of Transportation's 2002 Quality/Level of Service Handbook and subsequent updates.

c) Both of the above are to incorporate safety considerations by use of benefit cost ratios.

Policy 1.1.15: The City will continue the Traffic Operations Program to Increase Capacity and Safety (TOPICS) to improve signal timing, signing, marking, channelization, and other traffic control measures. This program, which ranks prospective projects' capacity and safety impacts on a benefit cost ratio basis, shall be budgeted and implemented within a two year time frame after approval.

Policy 1.1.16: Priority setting for annual road resurfacing projects will be based on engineering studies that take into consideration among other factors: pavement conditions along 4-lane roadways, population densities, and whether utilities are in place. Arterial and Collector roadways under municipal jurisdiction will be given priority for resurfacing over local streets.

Policy 1.1.17: The City will continue to implement the Engineering Design Standards which establish standards set forth in the State of Florida Manual of Uniform Standards

for Design Construction and Maintenance for Street and Highways. All new roads will be constructed and maintained according to these standards.

Policy 1.1.18: The long range traffic circulation map, Figure 22, shall be derived primarily through the use of the Lee County Metropolitan Planning Organization's (MPO) travel demand forecast models and shall reflect the MPO's 2030 Financially Feasible Plan, roadways identified in the Florida Department of Transportation's 2025 Florida Transportation Plan, and other locally designated needs.

Policy 1.1.19: The City shall assure through the annual budgeting process that adequate funds are dedicated for the operation and maintenance of the City's existing transportation network.

Policy 1.1.20: The City shall provide adequate funding for operation and maintenance of Cape Coral's transportation network to provide for a safe and efficient transportation system.

Policy 1.1.21: The City of Cape Coral's transportation planning and improvement programs shall be based upon two planning horizons: (1) a short term planning horizon, based upon the Five-year Schedule of Capital Improvements; and, (2) a long term planning horizon, based upon the Future Land Use Element's long term horizon year (2030).

Objective 1.2: The City shall ensure the availability of rights-of-way for the construction of arterial and collector roadways and transportation projects to meet the projected travel demand by 2030.

Policy 1.2.1: The City will, by 2010, adopt an "Official Thoroughfare Map" identifying future rights-of-way (at buildout) based upon the Transportation Element and the Future Land Use Element of the Comprehensive Plan.

Policy 1.2.2: As indicated in the City's Engineering and Design standards, the City adopts the following minimum right of way requirements for new roadway construction. Right-of-way width reductions may be justified in specific instances as stated in the Uniform Manual of Minimum Standards.

6 Lane Rural Section 206 feet

6 Lane Urban Section 120 feet

6 Lane Urban Section Limited 100 feet

4 Lane Urban Section 100 feet

Local Section 60 feet (swale drainage)

50 feet (curb and gutter)

Alleys 20 feet

Policy 1.2.3: The City will establish and implement a comprehensive process of advance acquisition and protection of right-of-way on corridors identified and designated for advance acquisition on the City Thoroughfare Map. This right-of-way protection and acquisition is required to insure compliance with level of service standards established by Policy 1.1.1.

Objective 1.3: Level-of-service standards, roadway capacity, and safety shall be enhanced through the implementation of access management plans for major roadways.

Policy 1.3.1: The Florida Department of Transportation's Access Management Plan for SR 78 (Pine Island Road) shall be implemented through revisions to the City of Cape Coral Land Use and Development Regulations and Engineering Design Standards for properties located along SR 78 (Pine Island Road). These revisions include, but are not limited to:

a) Establishing minimum driveway connection spacing.

b) Establishing spacing of full and directional median openings.

c) Establishing a program for the construction of a parallel access road system.

d) Requiring, when feasible, cross-access easements to allow interconnection between abutting properties fronting SR-78.

Policy 1.3.2: Access management measures shall be implemented along Del Prado Boulevard from SR 78 (Pine Island Road) to US 41. These measures shall include, but are not limited to:

a) Establishing driveway connection spacing.

b) Establishing spacing of full and directional median openings.

c) Establishing a program for the construction of a parallel access road system.

Policy 1.3.3: The Burnt Store Road-Veterans Parkway-Colonial Boulevard Bi-County Study shall be implemented through revisions to the City of Cape Coral Land Use and Development Regulations and Engineering Design Standards for properties located adjacent to Burnt Store Road and Veterans Parkway. These revisions include, but are not limited to:

a) Establishing minimum driveway connection spacing.

b) Establishing spacing of full and directional median openings.

c) Establishing a program for the construction of parallel access roadways as needed.

Policy 1.3.4: Joint driveways shall be encouraged for properties located along Cape Coral's divided arterials and collectors. The joint driveways shall be designed to operate in a safe and efficient manner.

Policy 1.3.5: Circular driveways or driveways with a turnaround area shall be required for properties located along Cape Coral's divided arterials and collectors.

Policy 1.3.6: As a means of implementing access management controls such as rear access roads, frontage roads, or parallel access road systems, the City shall investigate the feasibility of establishing Municipal Services Benefit or Taxing Units (MSBU or MSTU).

Objective 1.4: Ground transportation times between Cape Coral and the Southwest Florida International Airport shall be maintained or improved beyond their 2006 levels, both by ensuring that roads within the City's jurisdiction and control maintain the level of service standards specified in the Transportation Element; and by working with the Lee County Metropolitan Planning Organization and neighboring jurisdictions to support road improvements that would act to reduce travel times between the City and the airport.

Policy 1.4.1: Road improvements within the City of Cape Coral will be made, in accordance with the Transportation and Capital Improvements Elements, to maintain access routes to the Southwest Florida International Airport.

Policy 1.4.2: The City will monitor the implementation of the Transit Element developed as part of the 2030 Lee County MPO Long Range Transportation Plan that includes expansion of existing transit routes and future consideration of a express service to the Southwest Florida International Airport.

Objective 1.5: Continue to implement and improve a program of mass transit and paratransit services, in coordination with Lee County Transit (Lee Tran), based upon existing and proposed major trip generators and attractors, safe and convenient mass transit terminals, and accommodation of the special needs of the transportation disadvantaged within the Urban Services Infill, Transition and Reserve Areas as recommended in the Transit Element developed as part of the 2030 Lee County MPO Long Range Transportation Plan.

Policy 1.5.1: The City will support, the transit program included in the adopted Lee County MPO 2030 Long Range Transportation Plan, and will also request that, at a minimum, present levels of County transit service to and from Cape Coral be maintained by Lee County Transit (Lee Tran).

Policy 1.5.2: The Transit Element of the Lee County MPO's 2030 Long Range Transportation Plan contains plans for both improved and additional transit service for the residents of the City of Cape Coral. The City will review such planned service and, within one (1) year of the adoption of the City of Cape Coral 2030 Comprehensive Plan, will determine whether to request further service expansions and/or improvements, and if necessary, will investigate the feasibility of reimbursing the County for its share of the subsidy associated with that improved or expanded service.

Policy 1.5.3: The City will continue to participate through the Lee County MPO in the implementation of a dedicated funding source to support transit service in Lee County.

Policy 1.5.4: The City will continue to assist Lee Tran in the development of its Park & Ride Program, by providing requested population and demographic information, assisting efforts to obtain permission to use parking lots for this program, and assisting in the development of public information.

Policy 1.5.5: The City will, in coordination with Lee County, continue to monitor transit fare structures to ensure that rates remain affordable for the transit dependent, and will object to Lee Tran in writing if fares increase beyond an affordable level.

Policy 1.5.6: If, in the future, the City of Cape Coral begins to maintain and improve its own mass transit system, the City will amend this Comprehensive Plan through the plan amendment process to establish a level of service standard for the City's mass transit system.

Policy 1.5.7: The City shall provide incentives for the assembly of land, mixed use developments, and shall promote development within all areas of the City in such a manner as to support the efficient and economical provision of public transit service.

Policy 1.5.8: The City shall encourage, through the Planned Development Project (PDP) process the provision of transit shelters and other amenities along existing mass transit routes.

Policy 1.5.9: The City shall, in conjunction with Lee County Transit; continue to promote the use and benefits of public transit.

GOAL 2: The City of Cape Coral will provide its residents with diverse travel choices in order to ensure mobility, sustain environmental quality, reduce energy consumption, and increase the quality of life for Cape Coral's citizens.

Objective 2.1: The City will continue to implement specific, non-motorized transportation policies and programs within the Urban Services Infill and Transition Areas, which will eventually result in the establishment of regularly maintained and improved bicycle and pedestrian facilities throughout the City of Cape Coral.

Policy 2.1.1: The City will continue to implement, in conjunction with other local governments and the private sector, a network of sidewalks and bikeways connecting residential, commercial and industrial areas within the Urban Services Infill and Transition Areas.

Policy 2.1.2: The City shall continue to pursue funding for the construction of facilities to promote pedestrian and bicycle travel through the provisions of the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Policy 2.1.3: The City shall continue to promote increased bicycle/pedestrian safety awareness in Cape Coral.

Policy 2.1.4: All new collector and arterial roadways shall be designed and constructed to include sidewalks and/or bicycle lanes to safely accommodate bicycle and pedestrian traffic. Bicycle and/or pedestrian facilities should be provided when feasible as a part of road widening, reconstruction, or resurfacing projects.

Policy 2.1.5: The City shall continue to require new development to incorporate design elements to accommodate and protect bicyclists and pedestrians.

Policy 2.1.6: The City shall attend and participate in the Lee County Bicycle and Pedestrian Advisory Committee.

Policy 2.1.7: Prioritization of road projects shall take into consideration the extent to which the facilities being prioritized would contribute to the connectivity of the bicycle/pedestrian network.

Policy 2.1.8: The City shall encourage the planning and development of interconnecting pedestrian/bike facilities between developments.

Policy 2.1.9: The City shall coordinate the design and construction of pedestrian and bicycle facilities between projects as well as with other entities.

Objective 2.2: The City shall continue to implement policies and programs designed to decrease the number of single occupancy vehicle miles traveled per capita, to increase the occupancy rate of all vehicles, and to decrease the per capita consumption of non-renewable fossil fuels.

Policy 2.2.1: The City will participate with the Florida Department of Transportation, Lee County Metropolitan Planning Organization, other local governments, and the private sector in the implementation of transportation demand management programs designed to ensure the efficient use of existing road space, to conserve energy, and to reduce peak hour vehicle use in congested areas. The program shall include, but shall not be limited to the following:

1) Employer-based variable work hours.

2) City government variable work hours.

3) Employer-based carpool programs.

4) Provision of high-occupancy vehicle lanes in congested areas, including bridges.

5) Peak-hour congestion pricing on toll bridges.

6) Telecommuting.

Policy 2.2.2: The City shall cooperate with Lee County in the implementation of any plan(s) that will assist in reducing peak hour congestion on the Cape Coral and Midpoint Bridges.

Policy 2.2.3: Through the Planned Development Project (PDP) process and other site plan review procedures, the City shall require new development to accommodate public transit, bicycles, pedestrians, and other alternative transportation modes in the project's site design.

Policy 2.2.4: Within one year of adoption of this plan, the City shall develop an action plan for the implementation of transportation demand management policies and programs within the City of Cape Coral.

Policy 2.2.5: As new transportation technologies evolve, the City shall pursue the implementation of such technologies that increase the efficiency of operation of the City's transportation network. These technologies may include but are not limited to hybrid vehicles, the use of propane/natural gas/grain fuels, in-vehicle navigation systems, telecommuting equipment, and other, as yet unforeseen, advances in transportation technology.

Policy 2.2.6: In order to promote bicycling, walking, and other alternative modes of transportation, the City shall provide incentives for the development of mixed use projects, commercial activity centers and alternative subdivision design and lot layouts.

Policy 2.2.7: The City shall discourage new strip style commercial development through efforts to promote the concentration of commercial development at the nodes of major intersections.

Policy 2.2.8: By 2010 or earlier, the City shall adopt a neighborhood traffic calming program. This program shall identify guidelines for roadway design, traffic operations, land use decisions, and site design to encourage a safe mix of automobiles, bicycles, and pedestrians.

Policy 2.2.9: City owned parking lots shall be considered for use as park and ride lots. Use of City-owned parking lots as park and ride lots shall be based on financial feasibility, compatibility with surrounding land uses, and efficiency of service, among other factors.

Policy 2.2.10: The City shall investigate the feasibility of providing park and ride lots at intersections of major arterial and collector roadways.

Policy 2.2.11: The City shall pursue federal funding through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) for the planning and development of intermodal facilities.

Objective 2.3: In order to promote the economic viability of Downtown Cape Coral, the City of Cape Coral shall establish the Downtown CRA Transportation Concurrency Exception Area (Downtown TCEA). Establishment of the TCEA will enhance the ability of the City to undertake the following activities:

- Urban redevelopment;
- Urban infill development;
- Increasing retail and commercial services, as well as employment opportunities within the Downtown Area, thereby reducing the City's reliance on travel across bridges to reach such land uses;
- Providing residents of, and visitors to, the Downtown Area with a variety of transportation choices and opportunities including automotive, pedestrian, bicycle and transit;
- The creation and implementation of desirable urban design and form in the Downtown Area;
- The creation of a broader mix of residential and non residential uses in the Downtown Area;
- Implementing streetscaping and landscaping improvements in the Downtown Area; and
- Increasing comfort, safety and convenience for pedestrian, bicycle and transit users in the Downtown Area.

Policy 2.3.1: New development, redevelopment and infill development projects located within the City of Cape Coral Downtown Transportation Concurrency Exception Area (Downtown TCEA) may elect to be exempt from transportation concurrency requirements through implementation of the mitigation strategies described in Policy 14.5 of the Future Land Use Element. New development, redevelopment and infill

development projects that do not choose to mitigate transportation concurrency impacts in such manner shall be subject to all applicable transportation concurrency requirements. Whether or not a project elects to mitigate its transportation impacts through the strategies identified in Future Land Use Policy 14.5, or elects to be subject to standard transportation concurrency requirements, all projects shall be subject to concurrency review for the purpose of assessing the transportation impacts of the proposed development.

GOAL 3: The City shall assure the availability of transportation services to all citizens of Cape Coral with a special consideration for the elderly and handicapped.

Objective 3.1: Transportation services for the transportation disadvantaged shall be maintained at, or improved beyond, 2006 levels.

Policy 3.1.1: To facilitate use of transit by the elderly and handicapped persons, the City will:

1) Provide sidewalks with curb cuts and accessible transit stops or shelters.

2) Support the Transportation Disadvantaged Service provided by Lee County.

3) Continue to subsidize the City's mini-bus service.

Policy 3.1.2: The City will continue to provide mini-bus service to the transportation disadvantaged population of Cape Coral. This mini-bus service shall enable the elderly and handicapped the opportunity for recreation, shopping, and non-emergency medical appointments.

Policy 3.1.3: The City will continue to provide information to the public regarding bus routes and services. The Department of Parks and Recreation will be directly involved in all coordination efforts with other agencies.

Policy 3.1.4: The City will periodically seek grants and other non-ad valorem revenues to finance the expansion of the existing City mini-bus service.

Policy 3.1.5: All City of Cape Coral transportation services and facilities shall meet all requirements of the Federal Americans with Disabilities Act.

Policy 3.1.6: The City shall maintain adequate funding to assure the operation and maintenance of the City's mini-bus service in a safe and efficient manner.

GOAL 4: The City transportation system will emphasize safety and aesthetics.

Objective 4.1: The City will increase the amount and variety of landscaping and will undertake other beautification projects along the City's transportation network.

Policy 4.1.1: The City will implement criteria within the City of Cape Coral Land Use and Development Regulations for landscaping and signs along all arterials and collectors and will continue to implement a program to landscape and maintain median strips and rights of way.

Policy 4.1.2: The City will assure that all landscaping and beautification projects placed within the right-of-way will not pose any danger to the traveling public by ensuring that such projects adhere to the City Engineering Design Standards.

Policy 4.1.3: The City will continue to explore methods for preserving corridor open space and enhancing landscaping along the City's four-lane divided roadways. The City will seek to implement, where feasible, wider setbacks, improved lot layouts, enhanced landscaping, and increased open space for improved corridor access, aesthetic purposes, enhancement of housing values within the roadway corridors, and the provision of newer, safer facilities for cycling, walking, and running.

Policy 4.1.4: The City will actively seek public/private partnerships with local businesses, civic organizations, neighborhood associations, and other groups in order to beautify Cape Coral's transportation network.

Objective 4.2: Emergency evacuation times from the City of Cape Coral shall meet or exceed regional evacuation standards, as determined by the Southwest Florida Regional Planning Council.

Policy 4.2.1: The City will provide, or support the provision of, adequate roadway capacity for emergency evacuation through its road improvement, concurrency management and development review programs.

Policy 4.2.2: By 2010, the City will have worked toward improving its emergency evacuation clearance times through the widening of Pine Island Road (SR 78), the four-laned extension of DeNavarra Parkway to U.S. 41, and the connection of Jacaranda Parkway and Averill Boulevard to North Del Prado Boulevard.

Policy 4.2.3: The City will continue to maintain or improve existing emergency evacuation times, as determined by the 2001 Regional Hurricane Evacuation Study Update prepared by the Southwest Florida Regional Planning Council.

Policy 4.2.4: All new development shall be reviewed to assure that the capacity and operation of emergency evacuation routes will be maintained or improved.

Policy 4.2.5: New road construction and road reconstruction of routes shall be reviewed to assure that they are designed to minimize the potential flooding of the route during

hurricane evacuations. Special emphasis shall be placed on roads designated as hurricane evacuation routes identified in this Plan.

Policy 4.2.6: Emergency evacuation route designation and maintenance shall be coordinated with the Southwest Florida Regional Planning Council and Lee County Emergency Management.

Objective 4.3: The City shall implement continuous roadway safety enhancements to maintain a steady or reduced number of traffic crashes per vehicle miles of travel.

Policy 4.3.1: The City Traffic Engineer will, as an ongoing process, conduct traffic engineering studies of hazardous and congested locations and take appropriate corrective actions. Funding for the immediate implementation of measures to address serious hazards will be programmed annually.

Policy 4.3.2: The City shall assure that its transportation safety policies and requirements continue to be enforced. Such policies and requirements shall include, but may not be limited to:

- The provision of safe and convenient on-site traffic flow and parking for both motorized and non-motorized vehicles;

- The provision of safe and convenient access to major arterials for high-density residential developments; and,

- The implementation of traffic controls and access management provisions that direct through traffic onto major arterials and collectors and, which discourage through traffic from low-density residential areas.

Policy 4.3.3: The City shall continue to implement, and shall continually improve, the programmed maintenance and replacement of all stop, street name, and traffic control signs.

Policy 4.3.4: The City of Cape Coral Department of Public Works shall establish and implement criteria for the installation of street lights in such a manner as to provide for the establishment of a safe transportation network. In establishing such criteria, priorities for the installation of street lights shall include, at a minimum:

(1) Areas experiencing significant residential and/or commercial development;

(2) Intersections or roadway links experiencing high traffic volumes and/or having an increased potential for accidents;

(3) The installation of approach and intersection lighting at signalized and multiway stop intersections for the enhanced safety of both motorized and non-motorized vehicles at night.

(4) Establishing adequate street lighting on both existing major commercial corridors and new commercial corridors, as they develop.

In implementing the street lighting program, the Department of Public Works will, if feasible, seek alternative funding sources. Such funding sources may include, but may not be limited to, safety grants, private donations, and municipal services benefit units (MSBUs).

Policy 4.3.5: The City shall implement a median curbing installation program to mitigate related roadway safety hazard and to protect landscaped medians. Priority locations for safety related median curbing shall be based on technical criteria established by the City's Traffic Engineer and shall conform to national, state, and local standards.

Policy 4.3.6: The City shall continue to promote a safe and efficient roadway operation during construction through compliance with the basic traffic control requirements for construction and maintenance work. Such requirements shall conform to the U.S. Department of Transportation publication "Manual on Uniform Traffic Control Devices" (MUTCD).

GOAL 5: The City's transportation system will be an integrated and coordinated part of the county, regional, and state transportation system.

Objective 5.1: All planning for traffic circulation, mass transit and paratransit systems, as well as planning for any potential seaport or airport facilities, will be coordinated with the City of Cape Coral Future Land Use Map, the Florida Department of Transportation (FDOT) 2025 Florida Transportation Plan, the Lee County Metropolitan Planning Organization 2030 Long Range Transportation Plan, and the plans of neighboring jurisdictions.

Policy 5.1.1: The City Public Works Department in conjunction with the Department of Community Development will annually review the FDOT Five Year Work Program in order to update the Comprehensive Plan if necessary.

Policy 5.1.2: The City Public Works Department in conjunction with the Department of Community Development will annually review, for compatibility with this element, the transportation plans and programs of Lee and Charlotte County as they are amended in the future.

Policy 5.1.3: The City will participate fully in County-wide transportation planning, including the Metropolitan Planning Organization (MPO). Toward this end the City will implement its own computer modeling capabilities, by maintaining within the Department of Public Works and the Department of Community Development the ability to utilize the Florida Standard Urban Transportation Modeling Structure (FSUTMS).

Policy 5.1.4: The City, through participation in the Lee County Metropolitan Planning Organization (MPO) will coordinate with Lee County the correction of any deficiencies on County maintained roadways within the City of Cape Coral.

Policy 5.1.5: The City will coordinate with the Florida Department of Transportation the correction of any deficiencies on State maintained roadways within the City of Cape Coral.

Policy 5.1.6: In the unlikely event that the City of Cape Coral should consider approval of a proposed airport or seaport facility, the City will not issue development permits for any such facility without requesting comments from the Lee County Port Authority, the Lee County Metropolitan Planning Organization, the Southwest Florida Regional Planning Council and the Florida Department of Transportation. Permits will not be issued until the comment period expires or until comments are received and reviewed.

Policy 5.1.7: The City will coordinate all matters concerning seaport and airport facilities with the Lee County Port Authority, the Lee County Metropolitan Planning Organization, the Southwest Florida Regional Planning Council and the Florida Department of Transportation. The coordination shall include, but not necessarily be limited to notifying these agencies of any seaport or airport proposals, staff discussions and meetings relative to the proposed facilities, and formal communications relative to specific proposals.

Policy 5.1.8: The City will coordinate any aviation/airport planning with the Continuing Florida Aviation System Planning Process (CFASSP).

Policy 5.1.9: Any future mass transit or mini-bus service plans for the City of Cape Coral shall be consistent with the goals, objectives and policies set forth in the other elements of the Comprehensive Plan, specifically the Future Land Use and Conservation and Coastal Management Elements. These plans shall also be consistent and coordinated with the Lee County Metropolitan Planning Organization 2030 Long Range Transportation Plan, the Lee County Transit Development Plan and Transportation Disadvantaged Program, and the Florida Department of Transportation 2025 Florida Transportation Plan.

GOAL 6: The transportation network shall promote and encourage positive economic development throughout the City.

Objective 6.1: The City's industrial, commercial and professional job opportunities and tax base shall increase over 2006 levels.

Policy 6.1.1: The City shall continue to support and promote the construction of the Burnt Store Road/Veterans Parkway Corridor, the widening of SR 78 (Pine Island Road) from Chiquita Boulevard to Burnt Store Road, the DeNavarra Boulevard Extension to US 41, and the extension of Del Prado Boulevard from US 41 to an

interchange with I-75 to promote efficient movement of vehicles and goods throughout the region, and to promote economic growth and development within Cape Coral.

Policy 6.1.2: The City's transportation network shall be designed and implemented to enhance economic development opportunities without jeopardizing land use and environmental goals contained within the Comprehensive Plan.