



MEMO

To: Laura H. Dodd, AICP, PTP – City of Cape Coral

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Date: May 12th, 2025

RE: Cape Coral Mobility Plan - Key Issues or Initiatives

In October 2024, NUE Urban Concepts was contracted to develop a Mobility Plan and Mobility Fee for the City of Cape Coral. The purpose of the Mobility Plan is to provide a comprehensive vision and blueprint for the City's transportation system to address current and future mobility needs based on existing and future travel demand. The Mobility Plan will guide the City of Cape Coral in transitioning its transportation system from one that is primarily focused on moving cars, to one that is focused on moving people and providing mobility choices, whether they walk, bike, ride transit, drive, or use other mobility devices. The Mobility Plan will serve as the basis for the establishment of a mobility fee system, which will replace the City's existing transportation concurrency and road impact fee system.

1.0 PURPOSE

Per Task 2 'Analysis of Transportation Needs and Funding Strategies' under the scope of the Mobility Plan & Mobility Fee, the purpose of this memo is to provide an summary of key issues facing the City of Cape Coral and relevant initiatives the City is undergoing. These issues will guide the development of the City's Mobility Plan to ensure future transportation investments address existing challenges while accommodating projected growth through 2045.

2.0 DATA COLLECTION & REVIEW

The project team conducted a thorough data collection and review process to gain a deep understanding of the existing conditions in the City of Cape Coral. The project team worked with City staff to obtain a wide range of existing data and local information including studies and strategic plans, policies and regulations, GIS data, grants, travel demand modeling, and stakeholder input. Through this process, valuable insights were uncovered into the current transportation system and land use practices in the City.



The following is a comprehensive list of the data and documentation that was reviewed as part of this process:

- 2023 Cape Coral National Community Survey
- Burnt Store Road Resolution
- Cape Coral Bridge Plan
- Cape Compass 2030 Strategic Plan
- Cape Parkway Grant
- Capital Improvements Program
- Complete Streets Policy
- Community Redevelopment Agency (CRA) Plan
- Development Agreements
- Economic Development Strategic Plan
- East-West Corridor Diplomat Study
- Engineering Design Standards
- Evacuation Route Plan
- Finance and Funding Data
- GIS Data
- Interactive Growth Model Results
- LeeTran Transit Development Plan (TDP)
- MidCape District
- Lee County Metropolitan Transportation Organization (MPO) Long Rang Transportation Plan (LRTP), Needs & Cost Feasible Plans
- Multimodal Transportation Master Plan
- Pine Island Road District
- Planned Developments
- Planned Major Road Resurfacing
- Projected Growth: Population & Employment Data
- Projected Growth: Vehicles Miles Traveled
- Roundabout Grant
- South Cape Parking Plan
- SR-78 Corridor Vision Plan
- Safe Streets for All Project List
- Urban Land Institute Advisory Services Panel Report
- Urban Service Area Districts

In addition to reviewing existing data and resources, the project team held two (2) stakeholder focus group meetings with: 1) Planning & Development staff, and 2) Community Redevelopment Agency (CRA) & Economic Development staff. Both focus groups provided the project team with valuable insights into the City's land use practices, future development, and ongoing or planned transportation infrastructure projects.



Lastly, the project team developed a Traffic Characteristics Data Report (**Appendix A**) . The report contains roadway characteristics information for all arterial and collector roads within the City of Cape Coral including road name, to/from streets, functional classification, maintaining entity, FDOT context classification, travel lanes, speed limit, segment length, lane miles, and level of service (LOS) standard. The report also contains existing traffic data including Average Annual Daily Traffic (AADT) , Vehicle Miles of Travel (VMT) , and Vehicles Miles of Capacity (VMC) .

A growth rate of 2.0% was extracted from the Florida Department of Transportation (FDOT) District 1 Regional Planning Model (D1RPM) and used in the City of Cape Coral Multimodal Transportation Master Plan to project future AADT, VMT, and VMC for the Mobility Plan horizon year of 2045. These projections were then used to identify future transportation deficiencies and roadway capacity needs.

3.0 KEY ISSUES OR INITIATIVES

This section outlines the City’s key issues and initiatives that will guide the development of a comprehensive Mobility Plan for the City of Cape Coral.

3.1 CONNECTIVITY CONSTRAINTS

While the City of Cape Coral’s unique character brings many benefits to its residents, employees, and visitors, from a mobility perspective several of its unique characteristics also create significant connectivity challenges across its 120 square miles:

1. Over 400 miles of canals create dead-end and looped streets, forcing traffic onto arterial corridors that are limited in capacity (ULI, 2022).
2. The Caloosahatchee River creates a barrier to regional travel. Regionally, the Caloosahatchee River has seven (7) crossings: Cape Coral Bridge, Midpoint Memorial Bridge, US 41, Edison Bridge, I-75, SR 31, and Broadway Street Bridge (Cape Coral Evacuation Route Study, 2024); however, only two (2) of these crossings provide direct connections to the City of Cape Coral. This challenge is exacerbated by the fact that 57% of the City’s resident labor force (nearly 58,000 workers) leave Cape Coral daily to work elsewhere.
3. Cape Coral’s pre-determined development pattern of low-density, single-family housing combined with the canal system creates a disorienting street network that increases travel distances, generates unnecessary vehicle miles traveled, and concentrates traffic onto limited arterial roads where congestion routinely occurs.
4. Despite an extensive canal network there is limited access to water mobility options or pedestrian boardwalks that could provide a modal shift removing some trip miles.



3.2 Emergency Evacuation Capacity

The Cape Coral Evacuation Route Study (2024) highlights serious concerns about evacuation efficiency that the Mobility Plan should seek to address:

- 2045 evacuation times for Category 5 storms estimated at 67 hours for Cape Coral and 73 hours for Lee County.
- Major bottlenecks are identified at:
 - Caloosahatchee River bridge crossings
 - Pine Island Bridge
 - I-75 northbound through Charlotte County
 - US 41 north of Pine Island Road
 - SR 78 between US 41 and SR 31
 - SR 80 between I-75 and Broadway Street (Alva)
 - Del Prado Boulevard between Diplomat Parkway and Hancock Bridge Parkway
 - Veterans Parkway
- 205 critical facilities are located within evacuation zones, including 25 first responder facilities.
- The proposed I-75/Del Prado Boulevard Interchange could reduce evacuation times by 13.5 hours for Lee County and 12.5 hours for Cape Coral.
- The most effective improvement scenario (Del Prado Interchange + Midpoint Memorial Bridge widening + CR 951 Extension) could reduce evacuation times by 19.5 hours for Lee County and 18 hours for Cape Coral.

3.3 Roadways with Critical Capacity Issues

Several key corridors in Cape Coral face roadway capacity issues currently or will be operating over capacity by the Mobility Plan horizon year of 2045. The Traffic Characteristics Data Report (**Appendix A**), was used to determine existing and future volume to capacity (V/C) ratios for all arterial and collector roads in the City. Roadways with a V/C ratio greater than 0.85 in 2045 were flagged for potential capacity improvements (**Map A**).

Cape Coral Parkway (City): Agualinda Boulevard to Del Prado Boulevard

- In the past, Cape Coral Parkway has served as South Cape’s “main street” and commercial corridor with many restaurants and retail located along the corridor.
- Since the Complete Street reconstruction of 47th Terrace, the “main street” atmosphere has transitioned to 47th Terrace.



- Plans to 6-lane Cape Coral Parkway are underway and anticipate construction by 2026, which will further solidify the corridor as a thoroughfare for vehicles rather than a pedestrian retail corridor.
- Lies within Zone AE flood hazard area with significant vulnerability to storm surge and flooding.
- Traffic volumes exceed capacity, particularly at intersections with Del Prado Blvd and Coronado Pkwy.
- CRA allocating \$170,450 for Cape Coral Parkway Street Light Retrofit (CRA Project Progress Report, 2024).
- Decorative lighting project underway with \$160,000 budget.
- Serves as primary east-west evacuation route for the South Cape area.
- Contains the highest auto and pedestrian injuries and fatalities on a City roadway. It is identified on the State High Injury Network for dangerous intersections, segment incidents, auto fatalities, and vulnerable user fatalities.

Pine Island Road (SR 78) (State): Chicquita Boulevard to NE 24th Avenue

- Principal east-west arterial and evacuation route for Pine Island and Matlacha residents.
- Westernmost two miles widened from two to four lanes, with additional capacity needed.
- Proposed full widening to 3 lanes per direction from Burnt Store Road to I-75 could improve evacuation times.
- Growth and Development Along Pine Island Road: The Pine Island Road corridor is a focal point for future development, with ongoing transportation planning efforts considering its capacity to support residential and commercial growth. The PD&E study is evaluating roadway improvements to accommodate increasing demand and ensure the corridor remains functional as development continues.
- Traffic Flow and Intersection Challenges: Key intersections along Pine Island Road, including the US 41 junction, play a crucial role in overall traffic movement and evacuation efficiency. The PD&E study assesses potential safety and capacity improvements along the corridor, recognizing the need to address congestion and enhance traffic operations in high-volume areas.



Del Prado Boulevard (County/City): US 41 to Cape Coral Boulevard

- Key north-south arterial with congestion between Diplomat Parkway and Hancock Bridge Parkway during evacuations
- Proposed I-75 interchange would provide significant evacuation improvements
- Functions as commercial corridor requiring multimodal improvements

Additional roadways that are projected to be over capacity in 2045 include:

- 24th Avenue: Kismet Parkway East to SR 78 (Pine Island Road)
- Santa Barbara Boulevard: Jacaranda East to Nicholas Parkway
- Veterans Parkway: SR 78 (Pine Island Road) to Del Prado Boulevard
- Chicquita Boulevard: SR 78 (Pine Island Road) to southern terminus of Chicquita Boulevard
- Skyline Boulevard: SR 78 (Pine Island Road) to Veterans Parkway
- Skyline Boulevard: Gleason Parkway to Cape Coral Parkway
- Trafalgar Parkway: Surfside Boulevard to Chicquita Boulevard
- Country Club Boulevard: Viscaya Parkway to Veterans Parkway
- Viscaya Parkway: County Club Road to Del Prado Boulevard
- Hancock Bridge Parkway: Del Prado Boulevard to City Limits
- SE 24th Avenue: Viscaya Parkway to SE 15th Terrace

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3.4 Roadway Capacity Constraints

Cape Coral's road network faces mounting capacity challenges as population growth outpaces infrastructure expansion. Several critical corridors currently experience significant congestion during peak hours, negatively impacting mobility, safety, and evacuation capabilities. In addition, the Cape Coral Economic Development Strategic Plan projects an absorption of approximately 500 acres of real estate annually, which will further stress the existing transportation network.

- **Cape Coral Parkway:** Cape Coral Parkway represents the most severe capacity constraint in the City. Current traffic volumes on Cape Coral Parkway exceed 50,000 vehicles per day, with congestion at major intersections with Del Prado Boulevard and Coronado Parkway. The corridor currently operates at Level of Service (LOS) F (V/C 1.06) during peak periods, well below the City's LOS D standard. Though there is currently a plan to widen this road to 6 lanes, the volume to capacity (V/C) ratio in 2045 is still estimated to be roughly 0.96 - still a failing grade. This demonstrates the need for modal shifts particularly in the Downtown South Cape area.
- **Pine Island Road (SR 78):** Despite recent widening of the westernmost two miles, segments east of Chiquita Boulevard regularly experience congestion, particularly at intersections with Santa Barbara Boulevard and Del Prado Boulevard. Daily traffic volumes exceed 35,000 vehicles. Even if this corridor is widened to 6-lanes in the future, it is still projected to operate over capacity. At 6-lanes, the right-of-way will be built out and the City will need to explore alternative options for directing trips away from this corridor.
- **Del Prado Boulevard:** The segment between Pine Island Road and Hancock Bridge Parkway carries over 38,000 vehicles daily with LOS E conditions during peak periods. This north-south arterial serves as a critical evacuation route but experiences significant capacity constraints.
- **Veterans Parkway:** The approach to the Midpoint Memorial Bridge carries over 32,000 vehicles daily, with severe congestion during evacuation events. The Cape Coral Evacuation Route Study (2024) identified this corridor as a major bottleneck during evacuation scenarios.
- **Santa Barbara Boulevard:** This north-south arterial experiences capacity constraints particularly at intersections with Cape Coral Parkway, Veterans Parkway, and Pine Island Road, with peak hour intersection delays averaging 2-4 minutes.



3.4 Intersections with Critical Capacity Issues

Cape Coral's transportation network includes several high-congestion intersections that function as bottlenecks during peak periods. These intersections experience recurring capacity issues due to high traffic volumes, limited turning capacity, and outdated signal timing. Major problem intersections include:

- **Cape Coral Parkway & Del Prado Boulevard**
 - Exceeds 60,000 daily vehicles entering
 - Peak hour delays of 180+ seconds per vehicle
 - Queue spillback affects adjacent intersections
 - Critical for evacuation but highly congested
- **Pine Island Road & Del Prado Boulevard**
 - 55,000+ daily entering vehicles
 - LOS F operations during morning and evening peaks
 - Limited turn lane storage causing mainline blockage
 - Functions as key node for commercial activity
- **Veterans Parkway & Santa Barbara Boulevard**
 - 48,000+ daily entering vehicles
 - Significant turning movement conflicts
 - Critical for east-west mobility
- **Del Prado Boulevard & Hancock Bridge Parkway**
 - Identified as evacuation bottleneck in Cape Coral Evacuation Route Study
 - Serves as primary access to Midpoint Memorial Bridge
 - Morning peak LOS E/F conditions
 - Limited turn lane capacity
- **Pine Island Road & Chiquita Boulevard**
 - Serves growing NW Cape Coral population



- Exceeds capacity during seasonal peaks
- Limited east-west alternative routes
- Critical for evacuation of Pine Island residents
- **Cape Coral Parkway & Chiquita Boulevard**
 - Growing congestion with SW Cape development
 - Limited turn lane capacity
 - Significant pedestrian conflicts
 - Peak hour delays averaging 90+ seconds

3.5 Multimodal Deficiencies

Cape Coral faces significant challenges in supporting more diverse mobility options despite having policies like the Complete Streets Policy (Resolution 124-15) that encourages planning, designing, and constructing infrastructure for alternative transportation modes. Largely due to its pre-platted nature, the transportation system heavily favors personal vehicles, with a significant lack of facilities that accommodate alternative modes. While 80% of Cape Coral’s residents drive to work, the City is seeing a growing demand for multimodal needs as the City’s population continues to grow and subsequent travel demand places strain on the existing vehicular roadway system. As demand for multimodal travel grows, the lack of safe and connected multimodal infrastructure creates urgent safety concerns for vulnerable road users that must be addressed.

The following summarizes key issues and initiatives by transportation mode:

Walking

- Limited Walkability
 - The City’s low-density, auto-oriented spatial design reduced walkability.
 - Key services (e.g. retail, jobs, schools) are often spread out and not easily accessible by foot.
 - The lack of mixed-use development discourages walkable as a viable transportation mode.
- Lack of Sidewalk Connectivity
 - Many neighborhoods lack continuous sidewalks.
 - Sidewalks are mainly located on collector and arterial roads.
 - Sidewalks are often disconnected, making it difficult for pedestrians to walk safely and efficiently between destinations.



- Pedestrian Safety Concerns
 - High crash rates involving pedestrians.
 - Pedestrian crashes did not significantly improve from 2012 to 2023.
 - Pedestrian crashes occur most commonly along Cape Coral Parkway, Del Prado Boulevard, and Pine Island Road.
- Barriers at Intersections and Road Crossings
 - Many intersections are designed primarily for vehicles, with wide crossings and limited pedestrian refuge areas.
 - Long wait times at signalized intersections discourage walking.
 - Lack of midblock crossing for pedestrians encourage illegal, unsafe crossing at undesignated locations.
- Aging Infrastructure
 - Where sidewalks do exist, many are narrow, damaged, or lack ADA compliance.
- Sidewalk Gaps Along Major Corridors Including:
 - Miramar Street (currently under construction with CDBG and CRA funding - \$413,200)
 - Cape Coral Parkway (incomplete pedestrian network)
 - Pine Island Road (pedestrian infrastructure gaps)
 - Burnt Store Road (limited pedestrian facilities)
- Only 33% of arterial roads, 27% of major collectors, 7% of minor collectors, and 6% of local roads contain sidewalks.
- The City has allocated \$216,818 for the SE 47th Street Area CRA Improvement Project to enhance streetscape with trees, concrete, and pavers (CRA Project Progress Report, 2024).

Bicycling

- Only 21% of Cape Coral residents rated the ease of travel by bicycle as excellent or good, compared to the national benchmark of 48% (ULI, 2022)
- Limited Bicycle Infrastructure
 - Lack of protected bicycle facilities on major corridors.
 - Only eight (8) dedicated bicycle routes city-wide including conventional, on-street bike lanes, shared ride3walks, sidewalks, and multi-use paths.
 - Lack of bicycle parking city-wide.
 - Since 2016, only five (5) miles of bike lanes have been added to the existing bicycle network.
 - Only 11% of arterial roads, 24% of major collectors, 25% of minor collectors, and less than 1 of local roads contain bike lanes.



- **Poor Network Connectivity**
 - The existing bicycle network is fragmented.
 - Where bike lanes exist, they are often not part of a larger, cohesive network.
 - The city’s street grid was not designed with bicyclists in mind, leading to network gaps.
 - Canals and limited bridge crossings create physical barriers, further fragmenting the bicycle network and forcing long detours.
 - The network doesn’t adequately connect cyclists to key destinations like schools, parks, shopping centers, and employment areas.

- **Bicyclist Safety Concerns**
 - High crash rates involving bicyclists.
 - Bicycle crashes did not significantly improve from 2012 to 2023.
 - 2021 and 2022 had the most crashes with 68 each year.
 - Bicyclists are often forced to share high-speed arterial roads with vehicles due to limited bike-only infrastructure.
 - Low bicycle usage means some drivers are not accustomed to sharing the road with bicyclists, leading to unsafe interactions.
 - Bicycle crashes most often occur along Cape Coral Parkway, Pine Island Road, and Del Prado Boulevard.
 - Bicyclists often face conflict points with vehicles turning at intersections and driveways, especially where infrastructure doesn’t separate modes.
 - Cyclists often face conflict points with vehicles turning at intersections and driveways, especially where infrastructure doesn’t separate modes.

- **Wayfinding**
 - There is a lack of signage or wayfinding systems to guide bicyclists along safe or preferred routes.

Transit

- Cape Coral does not have municipal bus system.
- Cape Coral is served by eight (8) LeeTran bus routes, but transit service is sparse and limited in coverage, providing service only to Southeast and Northeast Cape.
- Southwest and Northwest neighborhoods have no mass transit options despite projected growth.
- Many areas of the city lack convenient access to bus stops, often requiring long walks to reach the nearest route.
- Bus routes run infrequently, often with headways of an hour or more, making transit inconvenient for time-sensitive travel; This deters use, especially for work commutes or errands that require flexibility.



- Transit routes often require multiple transfers, and few direct connections exist between major destinations like employment centers, schools, and commercial areas.
- Many bus stops lack basic amenities, such as:
 - Shelters or benches
 - Lighting
 - Real-time schedule information
- Public perception of transit is often negative, seen as slow, unreliable, or unsafe.
- Cape Coral’s low-density and spread-out land use makes transit less viable and efficient.

Water-Based Transportation

- Despite having over 400 miles of canals, water-based transportation remains underdeveloped.
- The Bimini Basin Mooring Field project (\$497,331) is in planning stages.

Micromobility

The City’s extensive road network lacks dedicated micromobility infrastructure such as protected bike lanes, shared micromobility parking zones, e-scooter corrals, or charging stations. Wide arterial roads with high vehicle speeds create hostile environments for e-bikes and scooters, while disconnected sidewalks and lack of shade trees make personal mobility devices impractical for many trips. Navigation challenges stemming from the canal system and disorienting street patterns further complicate route-finding for micromobility users, particularly visitors unfamiliar with the area. Though the Economic Development Strategic Plan acknowledges the potential for micromobility to enhance connectivity and reduce vehicle trips, implementation lags with only 21% of residents rating bicycle travel favorably, compared to the national benchmark of 48%, revealing a significant gap between policy intent and actual infrastructure provision. Despite these challenges, the City is anecdotally seeing an increase in the use of micromobility devices as they become a necessary alternative due to increasing traffic congestion.

Mobility on Demand

Following the success of the LeeTran Mobility on Demand program ‘Ultra’ in Lehigh Acres and Bonita Springs, the City of Cape Coral has been identified in the LeeTran Transit Development Plan (TDP) as one of the communities that will receive future Ultra service. While service in Cape Coral was initially slated to begin in 2024, in Spring 2025 it is in the initial programming phase.

A detailed analysis of existing conditions for multimodal travel can be found in the City of Cape Coral Multimodal Transportation Master Plan.



Multimodal Priority Projects

The City of Cape Coral Multimodal Transportation Master Plan outlines five (5) Priority Projects to immediately begin addressing key issues for multimodal travel.

Priority Project #1: Mobility Plan and Mobility Fee

Priority Project #2: Corridor Planning Studies

- Dipolmat Parkway
- SE 47th Terrace
- Cape Coral Parkway
- Del Prado Boulevard
- Old Burnt Store Road

Priority Project #3: Areawide Local Roadway Speed Limit Study

Priority Project #4: Micromobility Feasibility Study & Pilot Program

Priority Project #5: South Cape Mobility Hub Planning Study

Project recommendations from the Multimodal Transportation Master Plan will be incorporated into the Mobility Plan to serve as part of the basis for the Mobility Fee.

3.6 Growth-Infrastructure Mismatch

Cape Coral faces rapid population growth with infrastructure lagging behind:

- Population projected to increase from 222,039 (2025) to almost 300,000 (2045), a 35% increase. (Interactive Growth Model Phase I (IGM)).
- Housing units expected to grow from 103,809 (2025) to 135,107 (2045) (Cape Coral Evacuation Route Study, 2024).
- 75% of growth forecasted for Cape Coral by 2040 will be north of Pine Island Road. By 2040 this area will add over 17,000 housing units and 46,000 permanent residents.
- 56.5% of resident workforce (58,000 workers) currently commutes outside Cape Coral daily (Cape Coral Economic Development Strategic Plan, 2024)
- Metro Forecasting Models' Interactive Growth Model (2024) projects:
 - Impervious surface increase of 1,034 acres between 2025-2030.
 - Significant development in North Cape requiring new transportation infrastructure.
 - A need for 3.6 million square feet of commercial building area by 2030.
 - Well-planned commercial centers in the North Cape are paramount in managing congestion and encouraging mobility options, requiring the City to ensure that land



is available in the right locations and is zoned appropriately. For example, two neighborhood commercial centers on Diplomat Parkway could reduce VMT by 1.2 million miles annually.

- A need for the City to monitor the aggregate and spatial availability of commercial land use allocation, particularly north of Pine Island Road.

Major Planned Developments, Infrastructure Projects, and Development Opportunities

The following is a selection of major planned developments and infrastructure projects in the pipeline, and development opportunities for the City of Cape Coral (**Map B**).

- **Academic Village**
 - Located at the northwest corner of Kismet Parkway East and Del Prado Boulevard.
 - RFP for vision plan is being issues by Procurement in Spring 2025.
- **Burnt Store Road District:**
 - County, limited access facility; Limited access resolution will need to be amended to provide for new access along the corridor as City development comes online.
 - 300 acres of City-owned property.
 - One property proposed for executive airport
 - Zoned for mixed-use and commercial development along the entire corridor (Ordinance 12-22); No single-family, or stand-alone residential structures allowed.
 - Focus area for new commercial activity.
 - RFP being drafted in Spring 2025 for a vision of the best and highest use.
 - Multimodal facilities needed to connect to Crystal Lake Park
 - City utilities will be expanded to the area in 2026.
- **Old Burnt Store Road:** Plans to widen to 2-lanes with multimodal north of Kismet Parkway West and traffic calming; Roundabouts planned at the intersection of Kismet Parkway West and Tropicana Parkway West.
- **Bimini East:**
 - City demolition project of 43 parcels (18.73 acres) located at the southwest quadrant of Cape Coral Parkway and Coronado Parkway in the CRA's Bimini Basin District. Site being prepared for future City development.
 - 49% of demolition completed in Spring 2025.
 - Roads and utilities will be vacated and RFP will be issues to develop the best vision
 - May include secondary access point on Miramar Street and Coronado Parkway.
- **Bimini West (Bimini Square):**
 - Mixed-use multi-family development with 190 residential units, 47,000 sq. ft. medical office space for Lee Health, 7,500 sq. ft. waterfront restaurant, 27 boat slips, 3,000 sq ft. Omelet House restaurant, 625 stall parking garage (125 public parking spaces). Under construction in 2025.



- **Bimini Basin Moring Field:** Mooring field at Bimini Basin with ancillary improvements at Four Freedoms Park including new seawall, dinghy dock, pump out station, and modular facility.
- **Cape Coral Parkway:** Planned for widening to 6-lanes by the end of 2025.
- **Coral Grove:**
 - Located along Pine Island Road adjacent to the German American Social Club.
 - Mixed use proposal for multifamily and retail (outdoor mall with apartments).
 - Building permits are being reviewed in Spring 2025.
 - New Walmart proposed across from Coral Grove.
 - FDOT in discussions about intersection upgrades at Saddlewood Lane.
 - Development will require connections to Pine Island Road and El Dorado Blvd
 - Two new school proposals in this immediate area.
- **Crystal Lake:** Park currently under construction in northwest Cape Coral including a multi-use path, fitness stations, restrooms, picnic shelters, beach, food truck area, and kayak and boat launch ramps.
- **Golf Course Redevelopment & Golf Course Loop:**
 - Old golf course slated for redevelopment as regional park.
 - County Club Boulevard from Wildwood Parkway to Palm Tree Boulevard slated for landscaping and lane repurposing with installation of a buffered bike lane.
- **Hudson Creek:**
 - Proposed Planned Unit Development (PUD) on the east side of Burnt Store Road seeking approval for 3,500 dwelling units and 270,000 square feet of non-residential uses.
 - Primary access on Burnt Store Road, with secondary access on Wilmington
 - Development has an ordinance stipulating access points and right-of-way conveyance to the City for which they will receive road impact fee credits.
- **Old Bank**
 - Located at the southeast corner of Cape Coral Parkway East and Waikiki Avenue.
 - Future development opportunity
 - Potential to connect adjacent canal to this property to open up waterfront access for commercial development.
- **Pine Island Road District:** Land use designation encourages mixed-use development and includes such uses as retail, office, warehouse, light manufacturing, institutional, larger scale commercial retail, and government uses. Multi-family residential dwelling units are permitted up to the development cap of 8,615 dwelling units. No single-family or duplexes are permitted.



- **Seven Islands Development:**
 - Mixed-use development in Northwest Cape Coral along Old Burnt Store Road.
 - Development will contain significant single- and multi-family residential (including fish houses), hotel with resort-style man-made beach/pool, amphitheater, food trucks, and recreational activities.
 - Development will serve as a city-wide attraction/destination.
 - Development is pursuing boat activity and golf carts as forms of transportation.
 - Project is in the planning and design stages.

- **Slip Away Park**
 - Park will include food trucks, open tiki bar, and pavilion.
 - Under construction in Spring 2025 and slated to open in Fall 2025.

- **SR 78 (Pine Island Road)**
 - Undergoing Preliminary Engineering & Design (PD&E).
 - Slated for widening to 6-lanes; however, even after widening is projected to operate over capacity.

- **The Cove at 47th:** 327 residential units with 18,000 sq. ft. of retail and 525 space parking garage (125 reserved for public use).

- **Veterans Museum**
 - Future development opportunity
 - Developer owns a significant amount of land between Chester Street and Lennard Street

- **Victory Park:**
 - Planned mixed-use development along Pine Island Road, Corbett Road, and Diplomat Parkway East.
 - Will include medical and academic/university land uses, light industrial park, and ancillary uses to Lee Health.
 - Traffic Impact Analysis (TIA) requested from the City with minimum 2 mile area of influence.
 - Funding from the State for the build-out of Phase 1 stipulates that the roads built must be conveyed to the City.

Other developments of note include (Map B):

- La Vida: single- and multi-family housing development
- The Pinnacle: Mixed-use development
- Bella Vida: Single-family housing development
- Village at Entrada: Single-family housing development



3.8 Climate Resilience Challenges

Cape Coral's transportation network, while expanding to meet the needs of its growing population, remains critically vulnerable to climate threats that jeopardize both daily mobility and emergency operations. The city's infrastructure reflects a significant need for modernization, with traffic signals mounted on span wires rather than mast arms, limited use of modern roundabouts, and roadway elevations that leave critical corridors susceptible to flooding. Transportation infrastructure faces significant climate vulnerabilities:

- Cape Coral Parkway corridor lies within Zone AE flood hazard area (Cape Coral Parkway Corridor Resiliency Planning Study).
- Storm surge vulnerabilities affect critical evacuation routes.
- The number of 100°F+ days increased from 25 to 76 annually over 30 years pointing to the need for shade trees to create a cohesive tree canopy and other landscaping to combat the heat island effect.
- Nearly \$24 million in flood insurance premiums paid in 2020 across 33,429 active policies (ULI, 2022).
- The Cape Coral Climate Change Vulnerability Assessment (2016) identified:
 - Increased flood risk to transportation infrastructure
 - Heat impacts on pavements and expansion joints which can be lessened through the implementation of tree shading
 - Stormwater capacity issues during heavy rainfall events

3.9 Funding and Implementation Constraints

Cape Coral's transportation network shows evidence of funding constraints for multimodal improvements. While the City adopted a Complete Streets policy in 2015, the available documents reveal limited financial commitments toward comprehensive implementation. The Community Redevelopment Agency (CRA) progress report from November 2024 shows that out of 21 active projects, only a few directly address multimodal transportation needs.

The Miramar Street Sidewalks project has a budget of \$413,200, and the SE 47th Street Area CRA Improvement Project allocates \$216,818 for streetscape improvements. These localized investments, while valuable, represent a small portion of the CRA's overall project portfolio, which totals over \$16 million. The City's infrastructure priorities appear to focus predominantly on other needs, with significant funding directed toward parking improvements (\$2.5+ million), wastewater improvements (\$21.95 million), and development-oriented projects.



The CRA is actively implementing numerous projects including:

- Vincennes Boulevard Parking (\$659,591)
- 4813 Vincennes Street Public Parking (\$371,020)
- Big John's Parking Lot Improvements (\$1,560,082)
- Country Club Boulevard Median Landscaping (\$800,000)
- Palm Tree Blvd. Median Landscaping (\$1,334,961)
- SE 47th St Area CRA Improvement Project (\$216,818)
- Miramar Street Sidewalks (\$413,200)
- Wastewater System Improvements (\$21.95 million)
- Bimini Basin Mooring Field (\$497,331)
- SE 47th Terrace Fire Department Fire Connections (\$126,728)
- Old Golf Course Redevelopment
- Bimini East

The City is also seeking to implement several costly initiatives for which funding has not yet been dedicated:

- Total implementation cost for the Economic Development Strategic Plan initiatives: \$281.3 million over 10 years; Critical initiatives identified at \$65.0 million (Cape Coral Economic Development Strategic Plan, 2024).
- The recently adopted Multimodal Transportation Master Plan includes 249 recommendations for infrastructure projects, programs, and policies of which only 30 projects are currently being funded through the City's Capital Improvements Program, Lee County MPO Long Range Transportation Plan Cost Feasible Plan, or the Transportation Improvement Program.
- The proposed I-75/Del Prado Interchange lacks dedicated funding despite its significant evacuation benefits.

Development of a Mobility Plan and Mobility Fee will help with the funding of infrastructure improvements, taking advantage of the high rate of development in Cape Coral to fund these improvements.

3.10 Safety of Users

The Multimodal Transportation Master Plan analyzed safety data from Signal4 Analytics between 2012 and 2022 for all transportation modes in Cape Coral. The analysis found that the City had a 229% increase in total crashes per 1,000 people from 2012 to 2022. This increase is larger compared to other cities in Florida including Tampa, Punta Gorda, Orlando, Fort Myers, and Daytona. Cape Coral also had the largest percentage increase in bicycle and pedestrian fatalities from 2012 to 2022. Intersection crashes were the top emphasis area in 2012. Distracted driving was the top emphasis area in 2022, followed by intersections.



Serious hazards exist, particularly for pedestrian and bicycle travel due to the lack of dedicated facilities to support these travel modes. This is particularly an issue in the northern half of the city where sidewalks and bike facilities are very uncommon. Bicycle and pedestrian crashes most often occur along the City's major arterial roads including Cape Coral Parkway, Pine Island Road, and Del Prado Boulevard. All three of these corridors here identified through the City's Safe Streets for All (SS4A) Study as part of the High Injury Network (HIN). Through the SS4A Planning Study, the City has developed a Preliminary Project List including road diets and lane repurposing, buffered bike lanes, neighborhood greenways and traffic calming, sidewalks and sidepath, midblock crossings, and intersection improvements to address safety on Cape Coral's roadways.

3.11 Commitment to Mobility Change

Traditional regulatory frameworks commonly used over the last several decades, including transportation concurrency and road impact fees, are now widely recognized to have had unintended consequences on the built environment and quality of life in Florida and throughout the United States. These unintended consequences namely manifest in the form of burdensome traffic congestion and road safety hazards, and the City of Cape Coral is no exception.

In Cape Coral, negative regulatory impacts have been exacerbated by the City's pre-platted spatial design, where low-density, high 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.

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.

While the City of Cape Coral was originally established as a largely residential, suburban community to Fort Meyers, it has now grown to the 8th largest city in Florida by population and the 3rd largest by land mass. As its population booms, Cape Coral's leadership now 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 a self-sustaining city with economic vitality.



The Cape Coral Interactive Growth Model estimates that the City will need approximately 1,200 more acres of commercial land and 200 additional acres of industrial development by buildout, to achieve a land use balance that is necessary to keep pace with population growth and see economic vitality. The Mobility Plan and Mobility Fee will complement other City initiatives to pair land use with transportation to reduce vehicle miles traveled, improve accessibility to key destinations and daily needs, enhance safety, encourage the use of alternative transportation modes – all of which are also crucial to promoting economic development and meeting the needs of future residents.

4.0 Conclusion

The City of Cape Coral faces a complex web of transportation and mobility challenges rooted in its unique geography, pre-platted development pattern, and rapid population growth. Key issues include limited connectivity due to over 400 miles of canals, constrained evacuation routes, insufficient multimodal infrastructure, and a growing mismatch between infrastructure capacity and future development demands. The City's current reliance on personal vehicles is problematic with high crash rates and limited options for walking, biking, or using transit. Climate vulnerabilities and funding limitations further exacerbate these issues. The Mobility Plan and Mobility Fee represent a pivotal shift toward a more integrated, people-focused transportation system. This initiative aims to diversify mobility options, enhance safety, support resiliency, and promote economic growth by aligning transportation investments with strategic land use planning. By prioritizing multimodal improvements and smarter growth strategies, Cape Coral can transition from a suburban commuter city to a vibrant, self-sustaining urban center.



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Appendix A: Traffic Characteristics Report

Map A: Roadways with Critical Capacity Issues

Map B: Major Developments



Appendix A:

Traffic Characteristics Data Report

CITY OF CAPE CORAL TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Median	Travel Lanes	Speed Limit	Length (mi)	Lane Miles	LOS Standard	AADT	Year of Count	Count Source	Daily Capacity	Growth Factors	2025 AADT	2025 VMT	2025 VMC	2045 AADT	2045 VMT	2045 VMC	2025 V/C	2045 V/C
ACADEMY BLVD	SE 32nd St	SE 26th St	Major Collector	City	C3C	Yes	2	35	0.80	1.60	D	1,510	2024	City	20,507	2.00%	1,540	1,230	16,410	2,290	1,830	16,410	0.07	0.11
AGUALINDA BLVD	El Dorado Pkwy	Beach Pkwy	Major Collector	City	C3C	Yes	2	35	1.67	3.34	D	5,910	2024	City	20,507	2.00%	6,030	10,070	34,250	8,960	14,960	34,250	0.29	0.44
AGUALINDA BLVD	Beach Pkwy	SW 32nd St	Major Collector	City	C3C	No	4	35	1.40	5.60	D	5,790	2024	City	32,940	2.00%	5,910	8,270	46,120	8,780	12,290	46,120	0.18	0.27
ANDALUSIA BLVD	SR-78	Tropicana Pkwy	Major Collector	City	C3C	Yes	4	45	0.33	1.32	D	13,280	2024	City	34,587	2.00%	13,550	4,470	11,410	20,130	6,640	11,410	0.39	0.58
ANDALUSIA BLVD	Tropicana Pkwy	Diplomat Pkwy E	Major Collector	City	C3C	Yes	4	45	1.22	4.88	D	5,210	2024	Placer.ai	24,705	2.00%	5,310	6,480	30,140	7,900	9,640	30,140	0.21	0.32
ANDALUSIA BLVD	Diplomat Pkwy E	N of Kismet Pkwy	Major Collector	City	C3C	Yes	4	45	1.24	4.96	D	5,380	2024	City	32,940	2.00%	5,490	6,810	40,850	8,150	10,110	40,850	0.17	0.25
ANDALUSIA BLVD	Jacaranda Pkwy E	Duran Pkwy	Major Collector	City	C3R	No	2	45	2.02	4.04	D	7,770	2024	City	20,160	2.00%	7,930	16,020	40,720	11,780	23,800	40,720	0.39	0.58
ARCHER PKWY	SE 26th St	Retunda Pkwy	Minor Collector	City	C3C	Yes	2	35	1.11	2.22	D	4,160	2024	City	20,507	2.00%	4,240	4,710	22,760	6,310	7,000	22,760	0.21	0.31
AVERILL BLVD	Del Prado Blvd	S Gator Cir	Major Collector	City	C3C	Yes	4	35	0.46	1.84	D	1,770	2024	City	32,940	2.00%	1,810	830	15,150	2,680	1,230	15,150	0.05	0.08
BEACH PKWY W	Surfside Blvd	Agualinda Blvd	Major Collector	City	C3C	Yes	2	35	0.65	1.30	D	4,430	2024	City	20,507	2.00%	4,520	2,940	13,330	6,710	4,360	13,330	0.22	0.33
BEACH PKWY W	Agualinda Blvd	Chiquita Blvd	Major Collector	City	C3C	Yes	4	40	0.65	2.60	D	4,430	2024	City	32,940	2.00%	4,520	2,940	21,410	6,710	4,360	21,410	0.14	0.20
BOLADO PKWY	Del Prado Blvd S	SE 20th Ave	Minor Collector	City	C3C	Yes	2	35	0.60	1.20	D	1,190	2024	City	15,624	2.00%	1,210	730	9,370	1,800	1,080	9,370	0.08	0.12
BOLADO PKWY	SE 21st Ave	SE 24th Ave	Major Collector	City	C3C	Yes	2	35	0.36	0.72	D	1,190	2024	City	15,624	2.00%	1,210	440	5,620	1,800	650	5,620	0.08	0.12
BURNT STORE RD S	SW Pine Island Rd	NW 14 St	Principal Arterial	County	C3C	Yes	4	50	3.76	15.04	E	16,440	2024	Placer.ai	38,430	2.00%	16,770	63,060	144,500	24,920	93,700	144,500	0.44	0.65
BURNT STORE RD S	NW 14 St	Delliah Dr	Principal Arterial	County	C3C	Yes	4	50	1.92	7.68	E	15,620	2024	Placer.ai	36,600	2.00%	15,930	30,590	70,270	23,670	45,450	70,270	0.44	0.65
BURNT STORE RD N	Delliah Dr	Vincent Ave	Principal Arterial	County	C2-Rural	No	2	55	4.98	9.96	E	14,800	2024	Placer.ai	28,500	2.00%	15,100	75,200	141,930	22,430	111,700	141,930	0.53	0.79
CALOOSA PKWY	NW 47th Ave	Burnt Store Rd	Minor Collector	City	C3C	No	2	30	1.32	2.64	D	270	2024	City	15,624	2.00%	280	370	20,620	410	540	20,620	0.02	0.03
CAPE CORAL PKWY W	Sands Blvd	Agualinda Blvd	Minor Arterial	City	C3C	Yes	2	40	0.45	0.90	D	3,550	2024	Placer.ai	19,530	2.00%	3,620	1,630	8,790	5,380	2,420	8,790	0.19	0.28
CAPE CORAL PKWY W	Agualinda Blvd	Chiquita Blvd S	Minor Arterial	City	C3C	Yes	4	40	1.09	4.36	D	35,140	2024	City	24,705	2.00%	35,840	39,070	26,930	53,260	58,050	26,930	1.45	2.16
CAPE CORAL PKWY W	Chiquita Blvd S	Skyline Blvd	Principal Arterial	City	C3C	Yes	6	40	0.99	5.94	D	36,940	2024	City	54,100	2.00%	37,680	37,300	53,560	55,990	55,430	53,560	0.70	1.03
CAPE CORAL PKWY W	Skyline Blvd	Pelican Blvd	Principal Arterial	City	C3C	Yes	6	45	0.51	3.06	D	39,540	2024	City	54,100	2.00%	40,330	20,570	27,590	59,930	30,560	27,590	0.75	1.11
CAPE CORAL PKWY W	Pelican Blvd	Santa Barbara Blvd	Principal Arterial	City	C3C	Yes	6	45	0.51	3.06	E	35,880	2024	City	54,100	2.00%	36,600	18,670	27,590	54,380	27,730	27,590	0.68	1.01
CAPE CORAL PKWY E	Santa Barbara Blvd	Palm Tree Blvd	Principal Arterial	City	C3C	Yes	6	40	0.51	3.06	E	41,960	2024	City	54,100	2.00%	42,800	21,830	27,590	63,600	32,440	27,590	0.79	1.18
CAPE CORAL PKWY E	Palm Tree Blvd	Coronado Pkwy	Principal Arterial	City	C3C	Yes	6	40	0.50	3.00	E	36,480	2024	City	54,100	2.00%	37,210	18,610	27,050	55,290	27,650	27,050	0.69	1.02
CAPE CORAL PKWY E	Coronado Pkwy	Del Prado Blvd	Principal Arterial	City	C4	Yes	4	35	0.87	3.48	E	40,170	2024	City	42,840	2.00%	40,970	35,640	37,270	60,880	52,970	37,270	0.96	1.42
CEITUS PKWY	Old Burnt Store Rd	Burnt Store Rd	Major Collector	City	C3R	Yes	2	35	1.10	2.20	D	1,840	2024	City	16,128	2.00%	1,880	2,070	17,740	2,790	3,070	17,740	0.12	0.17
CEITUS PKWY	Burnt Store Rd S	El Dorado Boulevard S	Major Collector	City	C3R	Yes	4	45	0.88	3.52	D	5,250	2024	City	33,570	2.00%	5,360	4,720	29,540	7,960	7,000	29,540	0.16	0.24
CEITUS TER	Nelson Rd	Chiquita Blvd	Minor Collector	City	C3C	No	2	25	0.94	1.88	D	770	2024	City	15,624	2.00%	790	740	14,690	1,170	1,100	14,690	0.05	0.07
CHIQUITA BLVD S	Southern Terminus	Cape Coral Pkwy	Major Collector	City	C3C	Yes	4	35	1.37	5.48	D	29,760	2024	City	34,587	2.00%	30,360	41,590	47,380	45,110	61,800	47,380	0.88	1.30
CHIQUITA BLVD S	Cape Coral Pkwy	Veterans Memorial Pkwy	Principal Arterial	City	C3C	Yes	4	35	3.05	12.20	D	29,950	2024	City	38,430	2.00%	30,550	93,180	117,210	45,390	138,440	117,210	0.79	1.18
CHIQUITA BLVD S	Veterans Memorial Pkwy	SR 78/Pine Island Rd	Principal Arterial	City	C3C	Yes	4	45	2.17	8.68	D	29,800	2024	City	38,430	2.00%	30,400	65,970	83,390	45,170	98,020	83,390	0.79	1.18
CHIQUITA BLVD N	SR-78/Pine Island Rd	Diplomat Pkwy	Minor Arterial	City	C3C	Yes	4	45	3.00	12.00	D	15,390	2024	City	32,940	2.00%	15,700	47,100	98,820	23,330	69,990	98,820	0.48	0.71
CHIQUITA BLVD N	Diplomat Pkwy	Kismet Pkwy W	Minor Arterial	City	C3C	Yes	4	45	1.02	4.08	D	7,500	2024	City	32,940	2.00%	7,650	7,800	33,600	11,370	11,600	33,600	0.23	0.35

CITY OF CAPE CORAL TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Median	Travel Lanes	Speed Limit	Length (mi)	Lane Miles	LOS Standard	AADT	Year of Count	Count Source	Daily Capacity	Growth Factors	2025 AADT	2025 VMT	2025 VMC	2045 AADT	2045 VMT	2045 VMC	2025 V/C	2045 V/C	
CHIQUITA BLVD N	Kismet Pkwy W	Jacaranda Pkwy	Minor Arterial	City	C3C	No	2	40	1.01	2.02	D	3,060	2024	City	15,624	2.00%	3,120	3,150	15,780	4,640	4,690	15,780	0.20	0.30	
COMMERCE CREEK BLVD	SR-78	Diplomat Pkwy	Minor Collector	City	C3C	No	2	30	0.40	0.80	D	1,520	2024	City	15,624	2.00%	1,550	620	6,250	2,300	920	6,250	0.10	0.15	
CORNWALLIS PKWY	Del Prado Blvd	SE 22nd Place	Major Collector	City	C3C	Yes	2	35	0.90	1.80	D	1,180	2024	City	15,624	2.00%	1,200	1,080	14,060	1,790	1,610	14,060	0.08	0.11	
CORONADO PKWY	Yacht Club	El Dorado Pkwy	Major Collector	City	C3C	Yes	4	30	1.04	4.16	D	2,600	2024	City	32,940	2.00%	2,650	2,760	34,260	3,940	4,100	34,260	0.08	0.12	
CORONADO PKWY	El Dorado Pkwy	Cape Coral Pkwy	Minor Arterial	City	C3C	Yes	4	35	0.66	2.64	D	6,640	2024	City	32,940	2.00%	6,770	4,470	21,740	10,060	6,640	21,740	0.21	0.31	
CORONADO PKWY	Cape Coral Pkwy	Del Prado Blvd S	Minor Arterial	City	C3C	Yes	4	35	1.49	5.96	D	7,850	2024	City	32,940	2.00%	8,010	11,930	49,080	11,900	17,730	49,080	0.24	0.36	
COUNTRY CLUB BLVD	Palm Tree Blvd	Wildwood Pkwy	Minor Arterial	City	C3C	Yes	4	35	1.87	7.48	D	6,710	2024	City	32,940	2.00%	6,840	12,790	61,600	10,170	19,020	61,600	0.21	0.31	
COUNTRY CLUB BLVD	Wildwood Pkwy	Veterans Pkwy	Minor Arterial	City	C3C	Yes	4	40	1.43	5.72	D	12,690	2024	City	34,587	2.00%	12,940	18,500	49,460	19,230	27,500	49,460	0.37	0.56	
COUNTRY CLUB BLVD	Veterans Pkwy	Nicholas Pkwy W	Minor Arterial	City	C3C	Yes	4	35	1.66	6.64	D	20,980	2024	City	34,587	2.00%	21,400	35,520	57,410	31,800	52,790	57,410	0.62	0.92	
COUNTRY CLUB BLVD	Nicholas Pkwy	Viscaya Pkwy	Minor Arterial	City	C3C	Yes	4	35	0.61	2.44	D	23,070	2024	City	34,587	2.00%	23,530	14,350	21,100	34,970	21,330	21,100	0.68	1.01	
CULTURAL PARK BLVD S	Nicolas Pkwy E	NE Pine Island Rd	Minor Arterial	City	C3C	Yes	4	40	2.00	8.00	D	7,400	2024	City	34,587	2.00%	7,550	15,100	69,170	11,220	22,440	69,170	0.22	0.32	
DE NAVARRA PKWY	E Gator Cir	Del Prado Blvd	Major Collector	City	C3C	Yes	4	40	1.23	4.92	D	6,560	2024	City	32,940	2.00%	6,690	8,230	40,520	9,940	12,230	40,520	0.20	0.30	
DE NAVARRA PKWY	Del Prado Blvd N	Playa Del Sol Blvd	Major Collector	City	C3C	Yes	4	40	1.60	6.40	D	6,930	2024	City	32,940	2.00%	7,070	11,310	52,700	10,500	16,800	52,700	0.21	0.32	
DEL PRADO BLVD S	Coronado Pkwy	Cape Coral Pkwy	Major Collector	City	C3C	Yes	2	30	1.39	2.78	D	3,390	2024	City	19,530	2.00%	3,460	4,810	27,150	5,140	7,140	27,150	0.18	0.26	
DEL PRADO BLVD S	Cape Coral Pkwy	SE 28th St	Principal Arterial	County	C3C	Yes	6	45	2.62	15.72	E	30,410	2024	Placer.ai	54,100	2.00%	31,020	81,270	141,740	46,090	120,760	141,740	0.57	0.85	
DEL PRADO BLVD S	SE 28th St	Veterans Memorial Pkwy	Principal Arterial	County	C3C	Yes	6	45	0.48	2.88	E	52,060	2024	Placer.ai	54,100	2.00%	53,100	25,490	25,970	78,910	37,880	25,970	78,910	0.98	1.46
DEL PRADO BLVD S	Veterans Memorial Pkwy	SE 21st Ln	Principal Arterial	County	C3C	Yes	6	45	0.31	1.86	E	57,530	2024	Placer.ai	54,100	2.00%	58,680	18,190	16,770	87,200	27,030	16,770	87,200	1.08	1.61
DEL PRADO BLVD S	SE 21st Ln	Hancock Bridge Pkwy	Principal Arterial	County	C3C	Yes	6	45	2.74	16.44	E	45,750	2024	Placer.ai	54,100	2.00%	46,670	127,880	148,230	69,340	189,990	148,230	0.86	1.28	
DEL PRADO BLVD N	Hancock Bridge Pkwy	NE Pine Island Rd	Principal Arterial	County	C3C	Yes	6	45	1.09	6.54	E	37,810	2024	Placer.ai	54,100	2.00%	38,570	42,040	58,970	57,310	62,470	58,970	0.71	1.06	
DEL PRADO BLVD N	NE Pine Island Rd	Diplomat Pkwy E	Principal Arterial	City	C3C	Yes	6	45	1.03	6.18	D	33,700	2024	Placer.ai	56,805	2.00%	34,370	35,400	58,510	51,080	52,610	58,510	0.61	0.90	
DEL PRADO BLVD N	Diplomat Pkwy E	Kismet Pkwy	Principal Arterial	City	C3C	Yes	6	45	1.03	6.18	D	28,490	2024	Placer.ai	56,805	2.00%	29,060	29,930	58,510	43,180	44,480	58,510	0.51	0.76	
DEL PRADO BLVD N	Kismet Pkwy	Garden Blvd	Principal Arterial	City	C3C	Yes	4	50	2.07	8.28	D	35,920	2024	City	38,430	2.00%	36,640	75,840	79,550	54,440	112,690	79,550	0.95	1.42	
DEL PRADO BLVD N	Garden Blvd	US 41	Principal Arterial	City	C3C	Yes	4	50	1.36	5.44	D	33,450	2024	City	38,430	2.00%	34,120	46,400	52,260	50,700	68,950	52,260	0.89	1.32	
DIPLOMAT PKWY W	Burnt Store Rd	El Dorado Blvd N	Minor Arterial	City	C3C	Yes	4	45	0.97	3.88	D	3,810	2024	City	32,940	2.00%	3,890	3,770	31,950	5,770	5,600	31,950	0.12	0.18	
DIPLOMAT PKWY W	El Dorado Blvd N	Chiquita Blvd N	Minor Arterial	City	C3C	Yes	4	45	1.11	4.44	D	4,990	2024	City	32,940	2.00%	5,090	5,650	36,560	7,560	8,390	36,560	0.15	0.23	
DIPLOMAT PKWY W	Chiquita Blvd N	Nelson Rd N	Minor Arterial	City	C3C	Yes	4	45	1.01	4.04	D	9,520	2024	City	24,705	2.00%	9,710	9,810	24,950	14,430	14,570	24,950	0.39	0.58	
DIPLOMAT PKWY W	Nelson Rd N	Santa Barbara Blvd	Minor Arterial	City	C3C	Yes	4	45	1.00	4.00	D	8,520	2024	City	24,705	2.00%	8,690	8,690	24,710	12,910	12,910	24,710	0.35	0.52	
DIPLOMAT PKWY E	Santa Barbara Blvd	Andalusia Blvd	Minor Arterial	City	C3C	Yes	4	45	1.06	4.24	D	9,540	2024	City	24,705	2.00%	9,730	10,310	26,190	14,460	15,330	26,190	0.39	0.59	
DIPLOMAT PKWY E	Andalusia Blvd	Del Prado Blvd	Minor Arterial	City	C3C	Yes	4	45	0.94	3.76	D	15,960	2024	City	34,587	2.00%	16,280	15,300	32,510	24,190	22,740	32,510	0.47	0.70	
DIPLOMAT PKWY E	Del Prado Blvd	NE 24th Ave	Minor Arterial	City	C3C	Yes	4	45	1.04	4.16	D	9,920	2024	City	34,587	2.00%	10,120	10,520	35,970	15,040	15,640	35,970	0.29	0.43	
DIPLOMAT PKWY E	NE 24th Ave	N Cleveland Ave	Minor Arterial	City	C3C	Yes	4	45	1.63	6.52	D	10,890	2024	City	32,940	2.00%	11,110	18,110	53,690	16,510	26,910	53,690	0.34	0.50	
DURDEN PKWY W	Old Burnt Store Rd	Burnt Store Rd	Major Collector	City	C3C	No	2	30	0.98	1.96	D	1,270	2024	City	15,624	2.00%	1,300	1,270	15,310	1,920	1,880	15,310	0.08	0.12	
DURDEN PKWY E	Andalusia Blvd	Garden Blvd	Major Collector	City	C3R	No	2	40	1.83	3.66	D	6,720	2024	City	22,400	2.00%	6,850	12,540	40,990	10,190	18,650	40,990	0.31	0.45	

CITY OF CAPE CORAL TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Median	Travel Lanes	Speed Limit	Length (mi)	Lane Miles	LOS Standard	AADT	Year of Count	Count Source	Daily Capacity	Growth Factors	2025 AADT	2025 VMT	2025 VMC	2045 AADT	2045 VMT	2045 VMC	2025 V/C	2045 V/C
EL DORADO BLVD S	Celtus Pkwy	Embers Pkwy	Major Collector	City	C3C	Yes	4	45	0.76	3.04	D	4,920	2024	City	24,705	2.00%	5,020	3,820	18,780	7,460	5,670	18,780	0.20	0.30
EL DORADO BLVD N	Embers Pkwy W	Tropicana Pkwy W	Major Collector	City	C3C	Yes	4	45	2.05	8.20	D	5,210	2024	City	24,705	2.00%	5,310	10,890	50,650	7,900	16,190	50,650	0.22	0.32
EL DORADO BLVD N	Tropicana Pkwy W	Kismet Pkwy W	Major Collector	City	C3C	Yes	4	45	2.05	8.20	D	5,020	2024	City	24,705	2.00%	5,120	10,500	50,650	7,610	15,600	50,650	0.21	0.31
EL DORADO BLVD N	Kismet Pkwy W	NW 30th St	Major Collector	City	C3C	Yes	2	45	0.26	0.52	D	3,040	2024	City	21,700	2.00%	3,100	810	5,640	4,610	1,200	5,640	0.14	0.21
EL DORADO BLVD N	NW 30th St	Jacaranda Pkwy W	Major Collector	City	C3C	No	2	45	0.74	1.48	D	370	2024	City	21,700	2.00%	380	280	16,060	560	410	16,060	0.02	0.03
EL DORADO PKWY W	SW 28th Pl	SW 14th Ave	Major Collector	City	C3C	Yes	2	35	1.95	3.90	D	1,180	2024	City	20,507	2.00%	1,200	2,340	39,990	1,790	3,490	39,990	0.06	0.09
EL DORADO PKWY W	SW 12th Pl	SW 1st Ct	Major Collector	City	C3C	Yes	2	35	1.44	2.88	D	1,270	2024	City	15,624	2.00%	1,300	1,870	22,500	1,920	2,760	22,500	0.08	0.12
EL DORADO PKWY E	Bayside Ct	Coronado Pkwy	Major Collector	City	C3C	Yes	2	35	1.08	2.16	D	4,770	2024	City	15,624	2.00%	4,870	5,260	16,870	7,230	7,810	16,870	0.31	0.46
EMBERS PKWY	Old Burnt Store Rd	Burnt Store Rd	Major Collector	City	C3C	Yes	2	35	0.99	1.98	D	1,740	2024	City	20,507	2.00%	1,770	1,750	20,300	2,640	2,610	20,300	0.09	0.13
EMBERS PKWY	Burnt Store Rd	Ei Dorado Blvd S	Minor Arterial	City	C3C	Yes	4	45	1.02	4.08	D	4,280	2024	City	24,705	2.00%	4,370	4,460	25,200	6,490	6,620	25,200	0.18	0.26
EMBERS PKWY	Ei Dorado Blvd S	Chiquita Blvd S	Minor Arterial	City	C3C	Yes	4	45	1.02	4.08	D	11,880	2024	City	24,705	2.00%	12,120	12,360	25,200	18,010	18,370	25,200	0.49	0.73
EMBERS PKWY	Chiquita Blvd S	Nelson Rd S	Minor Arterial	City	C3C	Yes	4	45	1.02	4.08	D	14,200	2024	City	32,940	2.00%	14,480	14,770	33,600	21,520	21,950	33,600	0.44	0.65
EVEREST PKWY/SHELBY PKWY	Del Prado Blvd S	Del Prado Blvd S	Major Collector	City	C3C	Yes	2	35	1.45	2.90	D	1,250	2024	City	15,624	2.00%	1,280	1,860	22,650	1,890	2,740	22,650	0.08	0.12
EVEREST PKWY	Del Prado Blvd S	Horton Park	Major Collector	City	C3C	Yes	2	35	1.67	3.34	D	2,860	2024	City	15,624	2.00%	2,920	4,880	26,090	4,330	7,230	26,090	0.19	0.28
FOUR MILE COVE PKWY	Del Prado Blvd S	SE 21st Ct	Major Collector	City	C3C	No	2	30	0.81	1.62	D	4,140	2024	City	15,624	2.00%	4,220	3,420	12,660	6,270	5,080	12,660	0.27	0.40
GARDEN BLVD	NE 33rd St	De Navarra Pkwy	Major Collector	City	C3C	No	2	40	0.71	1.42	D	4,050	2024	City	15,624	2.00%	4,130	2,930	11,090	6,140	4,360	11,090	0.26	0.39
GARDEN BLVD	De Navarra Pkwy	Durden Pkwy	Major Collector	City	C3C	No	2	40	1.06	2.12	D	3,180	2024	City	15,624	2.00%	3,240	3,430	16,560	4,820	5,110	16,560	0.21	0.31
GATOR CIR	Vogiantzis Pkwy	De Navarra Pkwy	Major Collector	City	C3C	Yes	4	35	2.04	8.16	D	1,170	2024	City	36,600	2.00%	1,190	2,430	74,660	1,770	3,610	74,660	0.03	0.05
GATOR CIR	De Navarra Pkwy	Vogiantzis Pkwy	Major Collector	City	C3C	Yes	4	35	1.96	7.84	D	3,770	2024	City	36,600	2.00%	3,850	7,550	71,740	5,710	11,190	71,740	0.11	0.16
GLEASON PKWY	Surfside Rd	Gleason Pkwy/Oasis Blvd	Major Collector	City	C3C	Yes	2	35	0.69	1.38	D	2,420	2024	City	15,624	2.00%	2,470	1,700	10,780	3,670	2,530	10,780	0.16	0.23
GLEASON PKWY	Chiquita Blvd S	Skyline Blvd	Minor Arterial	City	C3C	Yes	4	40	0.99	3.96	D	10,410	2024	City	32,940	2.00%	10,620	10,510	32,610	15,780	15,620	32,610	0.32	0.48
GLEASON PKWY	Skyline Blvd	Santa Barbara Blvd	Minor Arterial	City	C3C	Yes	4	35	1.04	4.16	D	1,610	2024	City	32,940	2.00%	1,640	1,710	34,260	2,440	2,540	34,260	0.05	0.07
GULFSTREAM PKWY	NW 44th Ave	Burnt Store Rd	Major Collector	City	C3C	Yes	2	30	1.48	2.96	D	2,800	2024	City	15,624	2.00%	2,860	4,230	23,120	4,240	6,280	23,120	0.18	0.27
HANCOCK BRIDGE PKWY	Santa Barbara Blvd	Del Prado Blvd S	Minor Arterial	City	C3C	Yes	4	45	2.07	8.26	E	18,630	2024	Placer.ai	34,644	2.00%	19,000	39,250	71,570	28,240	58,340	71,570	0.55	0.82
HANCOCK BRIDGE PKWY	Del Prado Blvd S	Orange Grove Blvd	Minor Arterial	City	C3C	Yes	4	45	1.06	4.24	E	19,450	2024	Placer.ai	34,587	2.00%	19,840	21,030	36,660	29,480	31,250	36,660	0.57	0.85
HANCOCK CREEK BLVD	CR 78A/Pondella Rd	SR-78/Pine Island Rd	Major Collector	City	C3C	Yes	2	30	0.58	1.16	D	3,700	2024	City	20,507	2.00%	3,770	2,190	11,890	5,610	3,250	11,890	0.18	0.27
JACARANDA PKWY W	Old Burnt Store Rd	NW 46th Ave	Major Collector	City	C3C	Yes	2	30	0.70	1.40	D	1,810	2024	City	15,624	2.00%	1,850	1,300	10,940	2,740	1,920	10,940	0.12	0.18
JACARANDA PKWY W	Ei Dorado Blvd N	Chiquita Blvd N	Major Collector	City	C3R	No	2	30	1.04	2.08	D	440	2024	City	22,400	2.00%	450	470	23,300	670	700	23,300	0.02	0.03
JACARANDA PKWY E	Santa Barbara Blvd	Averill Blvd	Major Collector	City	C3C	Yes	2	35	2.27	4.54	D	4,760	2024	City	15,624	2.00%	4,860	11,030	35,470	7,210	16,370	35,470	0.31	0.46
KAMAL PKWY	Santa Barbara Blvd	Veterans Memorial Pkwy	Major Collector	City	C3C	Yes	2	35	0.77	1.54	D	4,650	2024	City	20,507	2.00%	4,740	3,650	15,790	7,050	5,430	15,790	0.23	0.34
KISMET PKWY W	Old Burnt Store Rd	Burnt Store Rd	Major Collector	City	C3C	No	2	35	1.48	2.96	D	4,490	2024	City	15,624	2.00%	4,580	6,780	23,120	6,810	10,080	23,120	0.29	0.44
KISMET PKWY W	Ei Dorado Blvd N	Chiquita Blvd N	Minor Arterial	City	C3C	Yes	4	45	1.02	4.08	D	5,400	2024	City	24,705	2.00%	5,510	5,620	25,200	8,180	8,340	25,200	0.22	0.33
KISMET PKWY W	Chiquita Blvd N	Nelson Rd	Minor Arterial	City	C3C	Yes	4	45	1.01	4.04	D	3,820	2024	City	24,705	2.00%	3,900	3,940	24,950	5,790	5,850	24,950	0.16	0.23

CITY OF CAPE CORAL TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Median	Travel Lanes	Speed Limit	Length (mi)	Lane Miles	LOS Standard	AADT	Year of Count	Count Source	Daily Capacity	Growth Factors	2025 AADT	2025 VMT	2025 VMC	2045 AADT	2045 VMT	2045 VMC	2025 V/C	2045 V/C
KISMET PKWY W	Nelson Rd	Santa Barbara Blvd N	Minor Arterial	City	C3C	Yes	4	45	1.00	4.00	D	6,020	2024	City	24,705	2.00%	6,140	6,140	24,710	9,120	9,120	24,710	0.25	0.37
KISMET PKWY E	Santa Barbara Blvd N	Andalusia Blvd N	Minor Arterial	City	C3C	Yes	4	45	0.93	3.72	D	4,730	2024	City	24,705	2.00%	4,820	4,480	22,980	7,170	6,670	22,980	0.19	0.29
KISMET PKWY E	Andalusia Blvd N	Del Prado Blvd N	Minor Arterial	City	C3C	Yes	4	45	1.06	4.24	D	4,860	2024	City	32,940	2.00%	4,960	5,260	34,920	7,370	7,810	34,920	0.15	0.22
KISMET PKWY E	Del Prado Blvd N	NE 24th Ave	Minor Arterial	City	C3C	Yes	4	45	1.04	4.16	D	6,680	2024	City	32,940	2.00%	6,810	7,080	34,260	10,120	10,520	34,260	0.21	0.31
MIRAMAR ST	Del Prado Blvd S	Coronado Pkwy	Major Collector	City	C3C	No	2	30	0.87	1.74	D	5,350	2024	City	15,624	2.00%	5,460	4,750	13,590	8,110	7,060	13,590	0.35	0.52
MOHAWK PKWY	Chiquita Blvd S	Skyline Blvd	Major Collector	City	C3C	Yes	4	40	0.99	3.96	D	5,780	2024	City	34,587	2.00%	5,900	5,840	34,240	8,760	8,670	34,240	0.17	0.25
MOHAWK PKWY	Skyline Blvd	Pelican Blvd	Major Collector	City	C3C	Yes	2	40	0.52	1.04	D	3,080	2024	City	20,507	2.00%	3,140	1,630	10,660	4,670	2,430	10,660	0.15	0.23
NE 10TH TER	Del Prado Blvd N	NE 24th Ave	Minor Collector	City	C3C	No	2	30	1.14	2.28	D	3,850	2024	City	15,624	2.00%	3,930	4,480	17,810	5,840	6,660	17,810	0.25	0.37
NE 16TH PL	NE 10th Ter	Diplomat Pkwy E	Minor Collector	City	C3C	No	2	30	0.74	1.48	D	1,270	2024	City	15,624	2.00%	1,300	960	11,560	1,920	1,420	11,560	0.08	0.12
NE 19TH PL	NE 6th St	CR 78A/Pondella Rd	Minor Collector	City	C3C	No	2	30	0.32	0.64	D	4,780	2024	City	15,624	2.00%	4,880	1,560	5,000	7,240	2,320	5,000	0.31	0.46
NE 24TH AVE	Pine Island Rd	Kismet Pkwy E	Major Collector	City	C3C	No	2	40	1.44	2.88	D	9,410	2024	City	15,624	2.00%	9,600	13,820	22,500	14,260	20,530	22,500	0.61	0.91
NE 2ND PL	SR-78/Pine Island Rd	Tropicana Pkwy W	Minor Collector	City	C3C	No	2	30	0.91	1.82	D	1,710	2024	City	15,624	2.00%	1,740	1,580	14,220	2,590	2,360	14,220	0.11	0.17
NE 6TH ST	Del Prado Blvd	NE 25th Ave	Minor Collector	City	C3C	No	2	30	1.19	2.38	D	2,660	2024	City	15,624	2.00%	2,710	3,220	18,590	4,030	4,800	18,590	0.17	0.26
NE 7TH PL	Kismet Pkwy E	Jacaranda Pkwy E	Minor Collector	City	C3C	No	2	30	1.05	2.10	D	3,070	2024	City	15,624	2.00%	3,130	3,290	16,410	4,650	4,880	16,410	0.20	0.30
SW PINE ISLAND RD	Matlacha Blvd	Burnt Store Rd S	Principal Arterial	County	C3C	No	2	50	1.33	2.66	C	15,890	2024	City	15,300	2.00%	16,210	21,560	20,350	24,080	32,030	20,350	1.06	1.57
SW PINE ISLAND RD	Burnt Store Rd S	Chiquita Blvd S	Principal Arterial	FDOT	C3C	Yes	4	50	2.04	8.16	C	17,260	2024	City	32,235	2.00%	17,610	35,920	65,760	26,160	53,370	65,760	0.55	0.81
SW PINE ISLAND RD	Chiquita Blvd S	Santa Barbara Blvd	Principal Arterial	FDOT	C3C	Yes	4	50	2.24	8.95	C	41,100	2024	City	32,235	2.00%	41,920	93,820	72,140	62,290	139,410	72,140	1.30	1.93
NE PINE ISLAND RD	Santa Barbara Blvd	Del Prado Blvd N	Principal Arterial	FDOT	C3C	Yes	4	55	2.31	9.24	C	49,590	2024	City	32,235	2.00%	50,580	116,840	74,460	75,160	173,620	74,460	1.57	2.33
NE PINE ISLAND RD	Del Prado Blvd N	Hancock Crk Blvd	Principal Arterial	FDOT	C3C	Yes	4	55	2.68	10.72	D	35,340	2024	City	38,430	2.00%	36,050	96,610	102,990	53,560	143,540	102,990	0.94	1.39
NE PINE ISLAND LN	NE 4th Ave	NE 15th Ave	Minor Collector	City	C3C	No	2	30	1.59	3.18	D	2,250	2024	City	15,624	2.00%	2,300	3,660	24,840	3,410	5,420	24,840	0.15	0.22
NE VAN LOON LN	NE 2nd Pl	Cultural Park Blvd S	Minor Collector	City	C3C	No	2	30	0.66	1.32	D	1,510	2024	City	15,624	2.00%	1,540	1,020	10,310	2,290	1,510	10,310	0.10	0.15
NELSON RD	SW 2nd Ter	Tropicana Pkwy W	Major Collector	City	C3C	Yes	4	40	1.38	5.52	D	13,230	2024	City	32,940	2.00%	13,490	18,620	45,460	20,050	27,670	45,460	0.41	0.61
NELSON RD	Tropicana Pkwy W	Kismet Pkwy W	Major Collector	City	C3C	Yes	4	45	2.06	8.24	D	6,190	2024	City	24,705	2.00%	6,310	13,000	50,890	9,380	19,320	50,890	0.26	0.38
NELSON RD	Kismet Pkwy W	Wilmington Pkwy	Major Collector	City	C3C	Yes	4	45	0.87	3.48	D	5,900	2024	City	24,705	2.00%	6,020	5,240	21,490	8,940	7,780	21,490	0.24	0.36
NICHOLAS PKWY	Embers Pkwy	SR-78	Minor Arterial	City	C3C	Yes	4	45	0.46	1.84	D	26,060	2024	City	32,940	2.00%	26,580	12,230	15,150	39,500	18,170	15,150	0.81	1.20
NICHOLAS PKWY	SR-78	Country Club Blvd	Minor Arterial	City	C3C	Yes	4	45	2.51	10.04	D	17,790	2024	City	34,587	2.00%	18,150	45,560	86,810	26,960	67,670	86,810	0.52	0.78
NW 1ST PL	Nicholas Pkwy NW	NW 3rd Ln	Minor Collector	City	C3C	No	2	30	1.06	2.12	D	1,260	2024	City	15,624	2.00%	1,290	1,370	16,560	1,910	2,020	16,560	0.08	0.12
NW DOUGLAS PKWY	NW Douglas Cir	Santa Barbara Blvd	Minor Collector	City	C3C	No	2	30	0.91	1.82	D	1,260	2024	City	15,624	2.00%	1,290	1,170	14,220	1,910	1,740	14,220	0.08	0.12
OASIS BLVD	Beach Pkwy	Gleason Pkwy	Major Collector	City	C3C	Yes	2	35	1.22	2.44	D	3,180	2024	City	15,624	2.00%	3,240	3,950	19,060	4,820	5,880	19,060	0.21	0.31
OLD BURNT STORE RD N	Celtus Pkwy	Gulfstream Pkwy	Major Collector	City	C3C	Yes	2	35	2.58	5.16	D	1,370	2024	City	20,507	2.00%	1,400	3,610	52,910	2,080	5,370	52,910	0.07	0.10
OLD BURNT STORE RD N	Gulfstream Pkwy	NW 48th Ter	Major Collector	City	C3C	No	2	45	4.77	9.54	D	2,710	2024	City	19,530	2.00%	2,760	13,170	93,160	4,110	19,600	93,160	0.14	0.21
ORCHID BLVD	Del Prado Blvd	SE 46th St	Major Collector	City	C3C	Yes	2	30	0.49	0.98	D	920	2024	City	15,624	2.00%	940	460	7,660	1,390	680	7,660	0.06	0.09
PALACO GRANDE PKWY	Del Prado Blvd	SE 22nd Pl	Major Collector	City	C3C	Yes	2	35	0.86	1.72	D	1,340	2024	City	20,507	2.00%	1,370	1,180	17,640	2,030	1,750	17,640	0.07	0.10

CITY OF CAPE CORAL TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Median	Travel Lanes	Speed Limit	Length (mi)	Lane Miles	LOS Standard	AADT	Year of Count	Count Source	Daily Capacity	Growth Factors	2025 AADT	2025 VMT	2025 VMC	2045 AADT	2045 VMT	2045 VMC	2025 V/C	2045 V/C
PALM TREE BLVD	Cape Coral Pkwy	Country Club Blvd	Major Collector	City	C3C	Yes	2	35	2.07	4.14	D	7,840	2024	City	20,507	2.00%	8,000	16,560	42,450	11,880	24,590	42,450	0.39	0.58
PELICAN BLVD	El Dorado Pkwy W	Cape Coral Pkwy	Major Collector	City	C3C	Yes	2	35	0.94	1.88	D	6,570	2024	City	20,507	2.00%	6,700	6,300	19,280	9,960	9,360	19,280	0.33	0.49
PELICAN BLVD	Cape Coral Pkwy	Gleason Pkwy	Major Collector	City	C3C	Yes	2	35	2.05	4.10	D	6,030	2024	City	20,507	2.00%	6,150	12,610	42,040	9,140	18,740	42,040	0.30	0.45
RAMSEY BLVD	N Gator Cir	Durden Pkwy	Major Collector	City	C3C	Yes	4	35	0.20	0.80	D	4,170	2024	City	34,587	2.00%	4,250	850	6,920	6,320	1,260	6,920	0.12	0.18
ROSE GARDEN RD	SW 57th St	El Dorado Pkwy W	Major Collector	City	C3C	Yes	2	35	1.50	3.00	D	3,250	2024	City	20,507	2.00%	3,320	4,980	30,760	4,930	7,400	30,760	0.16	0.24
SANDS BLVD	El Dorado Pkwy W	Beach Pkwy W	Major Collector	City	C3C	Yes	2	35	1.67	3.34	D	2,770	2024	City	20,507	2.00%	2,830	4,730	34,250	4,200	7,010	34,250	0.14	0.20
SANTA BARBARA BLVD	Cape Coral Pkwy	Gleason Pkwy	Principal Arterial	City	C3C	Yes	4	45	2.05	8.20	D	18,980	2024	City	36,600	2.00%	19,360	39,690	75,030	28,770	58,980	75,030	0.53	0.79
SANTA BARBARA BLVD	Gleason Pkwy	Veterans Memorial Pkwy	Principal Arterial	City	C3C	Yes	6	45	0.81	4.86	D	29,800	2024	City	56,805	2.00%	30,400	24,620	46,010	45,170	36,590	46,010	0.54	0.80
SANTA BARBARA BLVD	Veterans Memorial Pkwy	Nicholas Pkwy W	Principal Arterial	City	C3C	Yes	6	45	1.94	11.64	D	25,700	2024	City	56,805	2.00%	26,210	50,850	110,200	38,950	75,560	110,200	0.46	0.69
SANTA BARBARA BLVD	Nicholas Pkwy	SW Pine Island Rd	Principal Arterial	City	C3C	Yes	6	45	1.35	8.10	D	30,480	2024	City	54,100	2.00%	31,090	41,970	73,040	46,200	62,370	73,040	0.57	0.85
SANTA BARBARA BLVD N	SW Pine Island Rd	Tropicana Pkwy W	Minor Arterial	City	C3C	Yes	4	45	1.02	4.08	D	20,500	2024	City	32,940	2.00%	20,910	21,330	33,600	31,070	31,690	33,600	0.63	0.94
SANTA BARBARA BLVD N	Tropicana Pkwy W	Diplomat Pkwy W	Minor Arterial	City	C3C	Yes	4	45	1.05	4.20	D	13,980	2024	City	24,705	2.00%	14,260	14,970	25,940	21,190	22,250	25,940	0.58	0.86
SANTA BARBARA BLVD N	Diplomat Pkwy	Jacaranda Pkwy	Major Collector	City	C3C	Yes	4	45	0.97	3.88	D	16,300	2024	City	24,705	2.00%	16,630	16,130	23,960	24,710	23,970	23,960	0.67	1.00
SANTA BARBARA BLVD N	Jacaranda Pkwy E	Wilmington Pkwy	Major Collector	City	C3C	No	2	40	1.43	2.86	D	7,270	2024	City	15,624	2.00%	7,420	10,610	22,340	11,020	15,760	22,340	0.47	0.71
SAVONA PKWY W	Chiquita Blvd S	Agualinda Blvd	Major Collector	City	C3C	Yes	4	40	0.66	2.64	D	6,820	2024	City	24,705	2.00%	6,960	4,590	16,310	10,340	6,820	16,310	0.28	0.42
SAVONA PKWY	SE 21st Pl	Del Prado Blvd	Major Collector	City	C3C	Yes	2	35	0.78	1.56	D	2,780	2024	City	15,624	2.00%	2,840	2,220	12,190	4,210	3,280	12,190	0.18	0.27
SE 16TH PL	Veterans Memorial Pkwy	Four Mile Cove Pkwy	Minor Collector	City	C3C	No	2	30	0.67	1.34	D	3,820	2024	City	15,624	2.00%	3,900	2,610	10,470	5,790	3,880	10,470	0.25	0.37
SE 16TH PL	Coral Point Dr	SE 13th St	Minor Collector	City	C3C	No	2	30	0.43	0.86	D	2,720	2024	City	15,624	2.00%	2,770	1,190	6,720	4,120	1,770	6,720	0.18	0.26
SE 16TH PL	SE 12th Ter	Hancock Bridge Pkwy	Minor Collector	City	C3C	No	2	30	1.54	3.08	D	1,280	2024	City	15,624	2.00%	1,310	2,020	24,060	1,940	2,990	24,060	0.08	0.12
SE 17TH AVE	Del Prado Blvd	Veterans Pkwy	Major Collector	City	C3C	No	2	30	0.35	0.70	D	6,220	2024	City	15,624	2.00%	6,340	2,220	5,470	9,430	3,300	5,470	0.41	0.60
SE 24TH AVE	SE 15th Ter	Viscaya Pkwy	Major Collector	City	C3C	Yes	2	30	0.82	1.64	D	9,100	2024	FDOT	15,624	2.00%	9,470	7,770	12,810	14,070	11,540	12,810	0.61	0.90
SE 24TH AVE	Viscaya Pkwy	Hancock Bridge Pkwy	Major Collector	City	C3C	Yes	4	40	1.18	4.72	D	9,410	2024	City	24,705	2.00%	9,600	11,330	29,150	14,260	16,830	29,150	0.39	0.58
SE 46TH LN	Coronado Pkwy	Del Prado Blvd	Minor Collector	City	C3C	No	2	30	0.87	1.74	D	2,780	2024	City	15,624	2.00%	2,840	2,470	13,590	4,210	3,660	13,590	0.18	0.27
SE 47TH TER	Palm Tree Blvd	Coronado Pkwy	Major Collector	City	C3C	No	2	30	0.50	1.00	D	9,360	2024	City	15,624	2.00%	9,550	4,780	7,810	14,190	7,100	7,810	0.61	0.91
SE 47TH TER	Coronado Pkwy	Del Prado Blvd	Major Collector	City	C3C	No	2	25	0.87	1.74	D	5,320	2024	City	19,530	2.00%	6,040	5,250	16,990	8,970	7,800	16,990	0.31	0.46
SE 4TH PL	SE 47th Ter	Country Club Blvd	Minor Collector	City	C3C	No	1	30	0.19	0.19	D	2,260	2024	City	11,718	2.00%	2,310	440	2,230	3,430	650	2,230	0.20	0.29
SE 5TH AVE	SE 47th Ter	Country Club Blvd	Minor Collector	City	C3C	No	2	30	0.22	0.44	D	2,300	2024	City	15,624	2.00%	2,350	520	3,440	3,490	770	3,440	0.15	0.22
SE 7TH ST	Santa Barbara Blvd	Cultural Park Blvd	Minor Collector	City	C3C	No	2	30	0.96	1.92	D	780	2024	City	15,624	2.00%	800	770	15,000	1,180	1,130	15,000	0.05	0.08
SE 8TH PL	SE 9th Ter	Hancock Bridge Pkwy	Minor Collector	City	C3C	No	2	30	1.15	2.30	D	2,350	2024	City	15,624	2.00%	2,400	2,760	17,970	3,560	4,090	17,970	0.15	0.23
SE 8TH ST	Santa Barbara Blvd	Cultural Park Blvd	Minor Collector	City	C3C	No	2	30	0.96	1.92	D	2,960	2024	City	15,624	2.00%	3,020	2,900	15,000	4,490	4,310	15,000	0.19	0.29
SE 8TH TER	SE 8th Pl	Del Prado Blvd	Minor Collector	City	C3C	No	2	30	1.02	2.04	D	1,630	2024	City	15,624	2.00%	1,660	1,690	15,940	2,470	2,520	15,940	0.11	0.16
SE 9TH ST	Cultural Park Blvd	Viscaya Pkwy	Minor Collector	City	C3C	No	2	30	0.55	1.10	D	4,350	2024	City	15,624	2.00%	4,440	2,440	8,590	6,590	3,620	8,590	0.28	0.42
SE SANTA BARBARA PL	SE 25th Ln	SE 17th St	Minor Collector	City	C3C	No	2	30	1.11	2.22	D	1,380	2024	City	15,624	2.00%	1,410	1,570	17,340	2,090	2,320	17,340	0.09	0.13

CITY OF CAPE CORAL TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Median	Travel Lanes	Speed Limit	Length (mi)	Lane Miles	LOS Standard	AADT	Year of Count	Count Source	Daily Capacity	Growth Factors	2025 AADT	2025 VMT	2025 VMC	2045 AADT	2045 VMT	2045 VMC	2025 V/C	2045 V/C
SKYLINE BLVD	El Dorado Pkwy	Cape Coral Pkwy	Major Collector	City	C3C	Yes	2	35	0.93	1.86	D	2,860	2024	City	15,624	2.00%	2,920	2,720	14,530	4,330	4,030	14,530	0.19	0.28
SKYLINE BLVD	Cape Coral Pkwy	Gleason Pkwy	Minor Arterial	City	C3C	Yes	4	45	2.05	8.20	D	20,240	2024	City	32,940	2.00%	20,640	42,310	67,530	30,680	62,890	67,530	0.63	0.93
SKYLINE BLVD	Gleason Pkwy	Veterans Memorial Pkwy	Minor Arterial	City	C3C	Yes	4	30	1.00	4.00	D	10,210	2024	City	32,940	2.00%	10,410	10,410	32,940	15,470	15,470	32,940	0.32	0.47
SKYLINE BLVD	Veterans Memorial Pkwy	Trafalgar Pkwy	Minor Arterial	City	C3C	Yes	4	45	1.10	4.40	D	26,200	2024	City	34,587	2.00%	26,720	29,390	38,050	39,710	43,680	38,050	0.77	1.15
SKYLINE BLVD	Trafalgar Pkwy	Pine Island Rd	Minor Arterial	City	C3C	Yes	4	45	1.42	5.68	D	26,700	2024	City	32,940	2.00%	27,230	38,670	46,770	40,470	57,470	46,770	0.83	1.23
SURFSIDE BLVD	Beach Pkwy W	Gleason Pkwy	Major Collector	City	C3C	Yes	2	35	1.28	2.56	D	3,710	2024	City	21,700	2.00%	3,780	4,840	27,780	5,620	7,190	27,780	0.17	0.26
SURFSIDE BLVD	Gleason Pkwy	Veterans Memorial Pkwy	Major Collector	City	C3C	Yes	2	35	1.47	2.94	D	7,500	2024	City	21,532	2.00%	7,650	11,250	31,650	11,370	16,710	31,650	0.36	0.53
SURFSIDE BLVD	Veterans Memorial Pkwy	Trafalgar Pkwy	Major Collector	City	C3C	Yes	4	45	1.07	4.28	D	6,160	2024	City	32,940	2.00%	6,280	6,720	35,250	9,340	9,990	35,250	0.19	0.28
SW 10TH ST	Chiquita Blvd S	Skyline Blvd	Minor Collector	City	C3C	No	2	30	0.97	1.94	D	2,310	2024	City	15,624	2.00%	2,360	2,290	15,160	3,500	3,400	15,160	0.15	0.22
SW 12TH AVE	Rose Garden Dr	El Dorado Pkwy W	Major Collector	City	C3C	Yes	2	35	0.28	0.56	D	940	2024	City	15,624	2.00%	960	270	4,370	1,420	400	4,370	0.06	0.09
SW 16TH PL	El Dorado Pkwy W	SW 49th Ter	Minor Collector	City	C3C	No	2	30	0.76	1.52	D	600	2024	City	15,624	2.00%	610	460	11,870	910	690	11,870	0.04	0.06
SW 20TH AVE	SW 32nd St	Veterans Memorial Pkwy	Major Collector	City	C3C	No	2	30	0.97	1.94	D	6,550	2024	City	15,624	2.00%	6,680	6,480	15,160	9,930	9,630	15,160	0.43	0.64
SW 20TH AVE	Veterans Memorial Pkwy	Pine Island Rd	Major Collector	City	C3C	No	2	30	2.10	4.20	D	5,600	2024	City	19,530	2.00%	5,710	11,990	41,010	8,490	17,830	41,010	0.29	0.43
SW 26TH ST	Skyline Blvd	Santa Barbara Blvd	Minor Collector	City	C3C	No	2	30	1.25	2.50	D	1,640	2024	City	19,530	2.00%	1,670	2,090	24,410	2,490	3,110	24,410	0.09	0.13
SW 28TH ST	Chiquita Blvd	Skyline Blvd	Minor Collector	City	C3C	No	2	30	1.00	2.00	D	2,080	2024	City	15,624	2.00%	2,120	2,120	15,620	3,150	3,150	15,620	0.14	0.20
SW 32ND ST	Surfside Blvd	Chiquita Blvd	Minor Collector	City	C3C	No	2	30	1.78	3.56	D	1,450	2024	City	15,624	2.00%	1,480	2,630	27,810	2,200	3,920	27,810	0.09	0.14
SW SANTA BARBARA PL	Trafalgar Pkwy	Nicholas Pkwy W	Minor Collector	City	C3C	No	2	30	0.67	1.34	D	1,810	2024	City	15,624	2.00%	1,850	1,240	10,470	2,740	1,840	10,470	0.12	0.18
TRAFALGAR PKWY	Surfside Blvd	Chiquita Blvd S	Major Collector	City	C3C	Yes	2	35	1.00	2.00	D	9,820	2024	City	15,624	2.00%	10,020	10,020	15,620	14,880	14,880	15,620	0.64	0.95
TRAFALGAR PKWY	Chiquita Blvd S	Skyline Blvd	Minor Arterial	City	C3C	Yes	4	45	0.98	3.92	D	9,130	2024	City	34,587	2.00%	9,310	9,120	33,900	13,840	13,560	33,900	0.27	0.40
TRAFALGAR PKWY	Skyline Blvd	Santa Barbara Blvd	Minor Arterial	City	C3C	Yes	4	45	1.06	4.24	D	10,070	2024	City	32,940	2.00%	10,270	10,890	34,920	15,260	16,180	34,920	0.31	0.46
TROPICANA PKWY W	Old Burnt Store Rd	Burnt Store Rd	Major Collector	City	C3C	Yes	2	35	1.18	2.36	D	2,580	2024	City	15,624	2.00%	2,630	3,100	18,440	3,910	4,610	18,440	0.17	0.25
TROPICANA PKWY W	Burnt Store Rd	El Dorado Blvd N	Minor Arterial	City	C3C	Yes	4	45	1.00	4.00	D	4,420	2024	City	24,705	2.00%	4,510	4,510	24,710	6,700	6,700	24,710	0.18	0.27
TROPICANA PKWY W	El Dorado Blvd N	Chiquita Blvd	Minor Arterial	City	C3C	Yes	4	45	1.02	4.08	D	8,390	2024	City	32,940	2.00%	8,560	8,730	33,600	12,720	12,970	33,600	0.26	0.39
TROPICANA PKWY W	Chiquita Blvd	Nelson Rd	Minor Arterial	City	C3C	Yes	4	40	1.01	4.04	D	10,110	2024	City	32,940	2.00%	10,310	10,410	33,270	15,320	15,470	33,270	0.31	0.46
TROPICANA PKWY W	Nelson Rd	Santa Barbara Blvd N	Minor Arterial	City	C3C	Yes	4	45	1.01	4.04	D	13,670	2024	City	32,940	2.00%	13,940	14,080	33,270	20,720	20,930	33,270	0.42	0.63
TROPICANA PKWY E	Santa Barbara Blvd N	Andalusia Blvd	Minor Arterial	City	C3C	Yes	4	45	1.09	4.36	D	11,630	2024	City	32,940	2.00%	11,860	12,930	35,900	17,630	19,220	35,900	0.36	0.54
VAN BUREN PKWY	Burnt Store Rd	El Dorado Blvd	Major Collector	City	C3C	Yes	4	45	0.99	3.96	D	1,660	2024	City	24,705	2.00%	1,690	1,670	24,460	2,520	2,490	24,460	0.07	0.10
VETERANS MEMORIAL PKWY	SW Pine Island Rd	Surfside Blvd	Principal Arterial	County	C3C	Yes	4	50	2.84	11.36	E	23,840	2024	Placer.ai	38,430	2.00%	24,320	69,070	109,140	36,130	102,610	109,140	0.63	0.94
VETERANS MEMORIAL PKWY	Surfside Blvd	Chiquita Blvd S	Principal Arterial	County	C3C	Yes	4	50	1.01	4.04	E	36,160	2024	Placer.ai	38,430	2.00%	36,880	37,250	38,810	54,810	55,360	38,810	0.96	1.43
VETERANS MEMORIAL PKWY	Chiquita Blvd S	Skyline Blvd	Principal Arterial	County	C3C	Yes	4	50	1.01	4.04	E	47,120	2024	Placer.ai	38,430	2.00%	48,060	48,540	38,810	71,420	72,130	38,810	1.25	1.86
VETERANS MEMORIAL PKWY	Skyline Blvd	Santa Barbara Blvd	Principal Arterial	County	C3C	Yes	4	50	1.06	4.24	E	55,890	2024	Placer.ai	38,430	2.00%	57,010	60,430	40,740	84,710	89,790	40,740	1.48	2.20
VETERANS MEMORIAL PKWY	Santa Barbara Blvd	Country Club Blvd	Principal Arterial	County	C3C	Yes	6	50	1.12	6.72	E	62,470	2024	Placer.ai	56,805	2.00%	63,720	71,370	63,620	94,680	106,040	63,620	1.12	1.67
VETERANS MEMORIAL PKWY	Country Club Blvd	Del Prado Blvd S	Principal Arterial	County	C3C	Yes	6	50	0.96	5.76	E	69,040	2024	Placer.ai	56,805	2.00%	70,420	67,600	54,530	104,640	100,450	54,530	1.24	1.84

CITY OF CAPE CORAL TRAFFIC CHARACTERISTICS DATA

Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Median	Travel Lanes	Speed Limit	Length (mi)	Lane Miles	LOS Standard	AADT	Year of Count	Count Source	Daily Capacity	Growth Factors	2025 AADT	2025 VMT	2025 VMC	2045 AADT	2045 VMT	2045 VMC	2025 V/C	2045 V/C
VINCENNES BLVD	Cape Coral Pkwy	Coronado Pkwy	Minor Collector	City	C3C	Yes	4	30	0.54	2.16	D	3,150	2024	City	32,940	2.00%	3,210	1,730	17,790	4,770	2,580	17,790	0.10	0.15
VINCENNES ST	Miramar St	Cape Coral Pkwy	Minor Collector	City	C4	No	2	30	0.13	0.26	D	2,490	2024	City	15,840	2.00%	2,540	330	2,060	3,770	490	2,060	0.16	0.24
VISCAYA PKWY	Country Club Blvd	Del Prado Blvd S	Minor Arterial	City	C3C	Yes	4	45	0.55	2.20	D	19,730	2024	Placer.ai	34,587	2.00%	20,120	11,070	19,020	29,900	16,450	19,020	0.58	0.86
VISCAYA PKWY	Del Prado Blvd S	SE 24th Ave	Minor Arterial	City	C3C	Yes	4	40	1.03	4.12	D	15,110	2024	City	32,940	2.00%	15,410	15,870	33,930	22,900	23,590	33,930	0.47	0.70
VOGIANTZIS PKWY	Andalusia Blvd	W Gator Cir	Major Collector	City	C3C	Yes	4	40	0.44	1.76	D	310	2024	City	32,940	2.00%	320	140	14,490	470	210	14,490	0.01	0.01
WILMINGTON PKWY	Chiquita Blvd N	Santa Barbara Blvd N	Major Collector	City	C3C	Yes	4	45	2.28	9.12	D	6,100	2024	City	32,940	2.00%	6,220	14,180	75,100	9,250	21,090	75,100	0.19	0.28
YUCATAN PKWY	Old Burnt Store Rd	Burnt Store Rd	Major Collector	City	C3C	Yes	2	35	1.01	2.02	D	1,760	2024	City	15,624	2.00%	1,800	1,820	15,780	2,670	2,700	15,780	0.12	0.17

Source: Traffic data provided by Florida Department of Transportation (FDOT), City of Cape Coral and Placer.ai. LOS Standards based on City of Cape Coral Comprehensive Plans and Lee County's Comprehensive Plan. Daily Capacity based on FDOT Generalized Service Tables. Growth factors based on FDOT District One Regional Planning Model (D1RPM). 2025 AADT projected from base year of traffic count multiplied by the annual application of the model growth factor. VMT is length x AADT. VMC is length x Daily Capacity. 2050 AADT and VMT derived by applying growth rates.

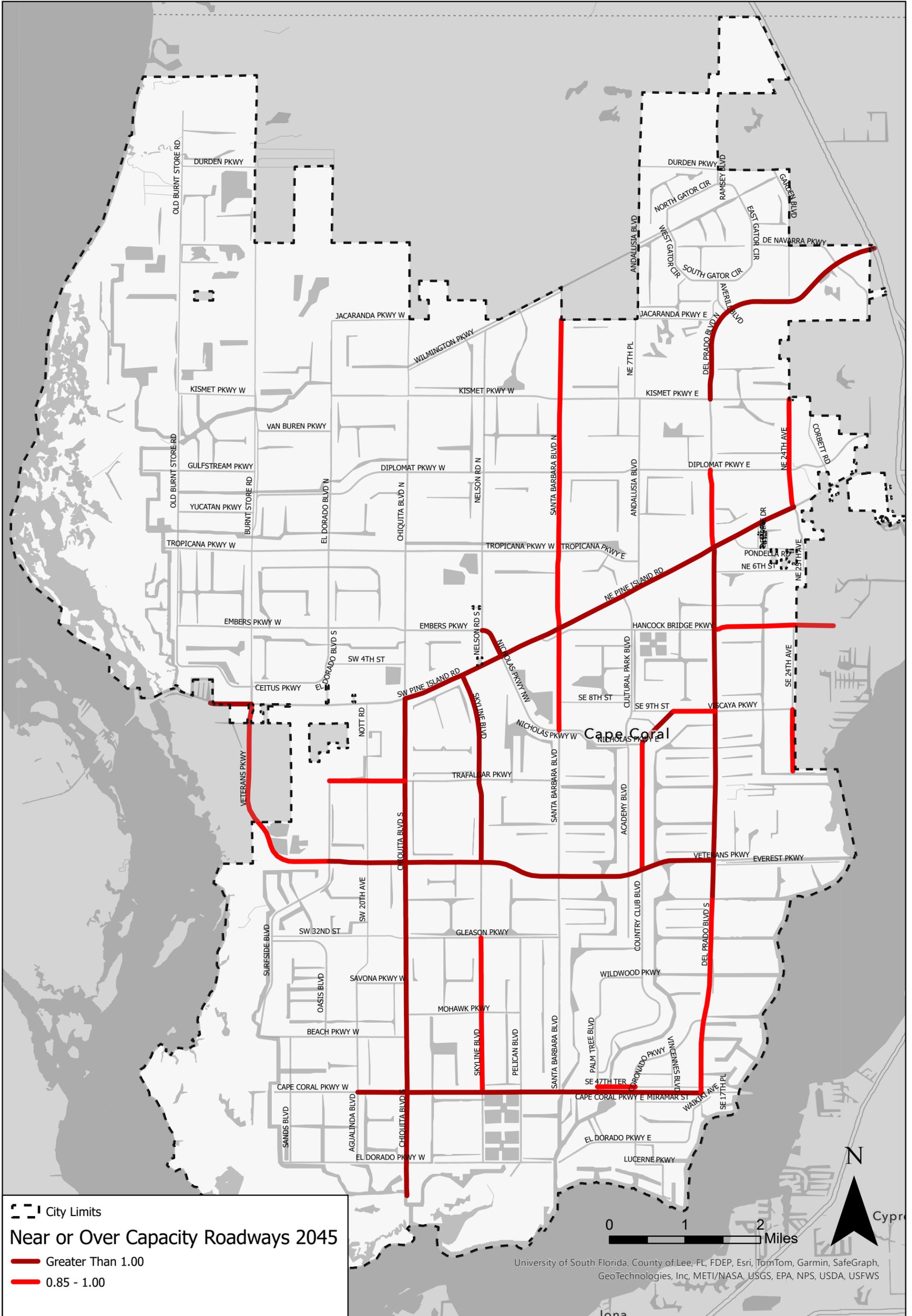
Map A:

**Roadways with Critical
Capacity Issues**



CAPE CORAL MOBILITY

2045 Near or Over Capacity Roadways



MAP B:

Major Developments

