

TRANSPORTATION

GOAL

To provide an efficient, safe, and responsive City transportation system consistent with environmental and land use goals.

OBJECTIVE 1 – BALANCED TRANSPORTATION SYSTEM

To meet the transportation needs of the incorporated area through a safe, convenient, and energy efficient multi-modal system of roadway, rail, air, boating, public transportation, and bicycle and pedestrian facilities.

Policy 1.1) Balanced Travel Modes. The transportation system will be examined for ways and means in which more balance between the modes can be achieved.

Action 1.1.1) The City will encourage the Lee County Metropolitan Planning Organization (Lee MPO) to improve this balance.

Action 1.1.2) Support the continued operation of the downtown multimodal transportation center (MMTC) to provide a link between modes of passenger transportation including, but not necessarily limited to, public and private buses, taxis, transportation network companies, airport limousines, paratransit, Fort Myers' Trolleys, the AMTRAK shuttle buses, cars, and bicycles.

Policy 1.2) Public Transit. Additional transit routes and increased ridership will be promoted and public transportation friendly land uses in designated public transportation corridors will be encouraged.

Action 1.2.1) The City will encourage the Lee MPO and Lee Tran to increase ridership and add routes when appropriate using vehicles that can accommodate bicycles.

Standard 1.2.1.1) Encourage Lee TRAN to increase the number of transit trips per capita within the City of Fort Myers.

Action 1.2.2) The City will continue to allow high-density residential development, where appropriate, within commercial districts if such mix of uses can encourage walking, biking, and the use of public transportation as options to reduce vehicular trips.

Action 1.2.3) Policies for trolleys in downtown Fort Myers are provided under Objective 10.

Policy 1.3) Bicycle Facilities. Create a network of bicycle facilities to link residential areas with activity centers, the riverfront, parks, schools, trails, and destinations outside the City, using guidance from the *Bicycle and Pedestrian Plan (City of Fort Myers, 2007)* and other professional sources. The City intends to update the 2007 plan during 2020 to seek and prioritize new opportunities for improving bicycle and pedestrian facilities throughout the city.

Action 1.3.1) Bicycle facilities shall be provided whenever a new arterial or collector road is built and, when feasible, where additional lanes are added to existing arterial or collector roads.

- (a) Adult bicyclists can often share the main travel lanes, especially when the street geometry has been designed to keep most vehicles from exceeding a speed of 25 miles per hour (regardless of the posted or legal speed limit).
- (b) On streets that are designed for higher speeds, most bicyclists prefer bicycle facilities with greater separation from than conventional bike lanes. Separated bicycle facilities can take various forms, for instance:
 - i. **Buffered bike lanes**, which provide additional marked buffer space between the bike lane and adjoining travel lanes and/or parking lanes.
 - ii. **Cycle tracks**, which are exclusive bicycle lanes that are adjacent to but physically separated from travel lanes, parking lanes, and sidewalks through the use of a curb, median, row of parked cars, etc.
 - iii. **Multi-use paths**, which are further from the roadway and can be shared with pedestrians.

Action 1.3.2) The City will regularly maintain and sweep city-maintained bicycle facilities including on-street bike lanes and designated bike-friendly streets.

Action 1.3.3) Design, construction, and reconstruction of intersections along arterial and collector routes shall address bicycle needs. Whenever possible, this shall include consideration of traffic-actuated traffic signals that are sensitive to bicycles; bike boxes that provide a designated area at the head of a traffic lane at a signalized intersection, which provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase; separated bicycle facilities that run alongside a roadway separated from automobile traffic by a physical barrier, such as parked cars, bollards, a landscaped buffer, or a curb; and other bicycle network safety features such as buffered bike lanes.

Action 1.3.4) Identify corridors for off-road bicycle paths such as railroad and drainage canal right of ways.

Action 1.3.5) The City will provide trip-end facilities for bicycles at its facilities, including at least one bicycle space for each 30 parking spaces. The Land Development Code requires larger private parking facilities to provide one bicycle space for each 20 parking spaces.

Action 1.3.6) Policies for bicycle facilities in downtown Fort Myers are provided under Objective 10.

Policy 1.4) Pedestrian Facilities. Create a network of pedestrian facilities to link residential areas with the riverfront and activity centers, particularly those that are pedestrian intensive, such as schools, recreation sites, and commercial areas. This network will ultimately include sidewalks on both sides of all public street segments that connect to two or more other streets (thus excluding non-network streets such as short loops and dead-end streets). Network and non-network streets were mapped in the report *Sidewalks in Fort Myers* prepared for the City in 2007.

Action 1.4.1) Continue to budget monies in the Capital Improvements for sidewalk improvements to network streets, using the following priorities:

- (a) Streets within a half mile of schools and parks, as measured by walking distance, are the highest priority; then
- (b) All collector and arterial streets, plus local streets between a half-mile and one mile of schools and parks; then
- (c) All other network streets.

Action 1.4.2) Continue to coordinate with the School District of Lee County to update a priority list of sidewalk needs near schools located within the city and explore opportunities to improve access between schools and the City's bicycle and pedestrian network.

Action 1.4.3) Develop a program for intersection improvements to aid pedestrian mobility.

Action 1.4.4) Implement section 134-73 of the Code of Ordinances of the City of Fort Myers requiring sidewalks on all new streets.

Standard 1.4.4.1) Require existing sidewalks adjacent to the property line to be in good condition before certificates of occupancy are issued for new or remodeled existing buildings.

Action 1.4.5) Maintain Section 134-73 of the Code of Ordinances of the City of Fort Myers that places the burden of maintenance (and liability) of sidewalks on the property owners adjacent to said sidewalk.

Action 1.4.6) Policies for pedestrian facilities in downtown Fort Myers are provided under Objective 10.

Policy 1.5) Everyday Biking/Walking. Create an environment that promotes bicycling or walking to work/school and other utilitarian trips such as shopping.

Action 1.5.1) Sidewalks that are shaded encourage year-round bicycling and walking. Street trees (rows of regularly spaced trees in the right-of-way) can provide this shade and also calm the speed and behavior of drivers. Street trees should be planted by City or private organizations, using appropriate species as defined by the City and considering these priorities as proposed in the *East Fort Myers Revitalization & Redevelopment Plan* (2010):

- (a) Major streets that are heavily used for biking and walking, plus trails, are the highest priorities; then
- (b) Other collector and arterial streets, plus local streets that connect neighborhoods, schools, and parks; then
- (c) Other local streets.

Policy 1.6) Waterways. Suitable commercial marina sites will be promoted for areas adjacent to waterways.

Action 1.6.1) The City will incorporate provisions for marinas in the Land Development Code.

Action 1.6.2) Policies for waterways in downtown Fort Myers are provided under Objective 10.

Policy 1.7) Freight. The City will promote intermodal terminals and access to aviation, rail and seaport facilities.

Action 1.7.1) Provide appropriate assistance to maintain railroad facilities that travel through and are in use within the City.

Action 1.7.2) Provide assistance to private railroad companies to provide for a rail/truck intermodal transfer terminal by:

- (a) Making property available, for lease or purchase, in the City Industrial Park;
- (b) Encouraging local freight and trucking firms to develop a working relationship with the Seminole Gulf Railroad; and,
- (c) Assisting any potential developers of an intermodal freight terminal with permitting.

Action 1.7.3) Policies for future transportation uses of the CSX/Seminole Gulf rail corridor are provided in Policies 6.4, 6.5, and 6.6 of this element and Policy 3.6 and Action 3.6.1 of the future land use element.

Policy 1.8) Safety. Safety for all modes of transportation is of paramount importance on the transportation system.

Action 1.8.1) The City will consider traffic circulation safety in the Land Development Code.

Policy 1.9) Off-Street Parking. The City will re-examine the number of private parking spaces that the Land Development Code (LDC) requires for each new development and will identify approaches that avoid requiring more private parking spaces than needed to meet future demands. These approaches may include any or all of the following:

- (a) Where appropriate, reduce the minimum number of off-street parking spaces that the LDC requires for new development and redevelopment.
- (b) Eliminate the requirement in the Downtown SmartCode that every downtown development must provide its own off-street parking lot.
- (c) Authorize shared off-street parking lots through joint-use agreements between businesses that have different peak operating periods or surplus parking spaces.
- (d) Encourage developers to request a deviation from the minimum number of off-street parking spaces if LDC standards would require parking lots with more spaces than necessary for a proposed development.
- (e) Seek opportunities to provide park-and-ride lots and to provide shared on-street parking spaces within city rights-of-way (see Action 3.7.4).

OBJECTIVE 2 — ROAD CAPACITY

To maintain and provide adequate transportation system capacity to meet present and anticipated future traffic needs, coordinated with the future land use map and existing and proposed population, housing, and employment patterns, and protecting existing and future rights-of-way.

Policy 2.1) The City will codify its transportation regulations, design standards, internal procedures, and funding priorities and make them easily available to the public and to landowners.

Action 2.1.1) Requirements for development approvals will be described in the Land Development Code. These requirements apply to private landowners and developers and to City facilities such as public buildings, parks, and recreation centers.

Action 2.1.2) Standards and technical specifications for the design and construction of City transportation facilities, and for private transportation facilities to the extent required by the Land Development Code, will be set forth in the City's *Design and Construction Standards Manual* and its *Complete Streets Guidelines* (see Policy 3.1).

Action 2.1.3) The City's *Public Works Management Practices Manual* will continue to document internal operational procedures for traffic operations and will be continually updated to address latest technologies associated with traffic signals, roundabouts, traffic calming, etc. on public streets.

Policy 2.2) Network Capacity. The City will provide a roadway network that features a level of redundancy that can be achieved with a denser network of interconnected streets, rather than by achieving high capacities on individual collector and arterial streets that are spaced farther apart.

Policy 2.3) Funding Priorities. Roadways, where necessary, will be added or adjusted to the optimal widths and laneage after consideration of complete-street strategies and multi-modal opportunities.

Action 2.3.1) The City will include transportation projects and construction costs within its five-year Capital Improvements Plan in accordance with the policies of this Comprehensive Plan and within the extent of anticipated revenue sources.

Policy 2.4) New and Expanded Corridors. New roadway corridors will be provided when justified by need, where feasible, and when existing corridors cannot meet the need. The healthy functioning of cities and commerce is hindered by limited-access freeways and by major roads that restrict travel to a single direction. Freeways should be the very last resort in cities of all sizes.

Action 2.4.1) New corridor construction will be incorporated into the Capital Improvements Program.

Action 2.4.2) Include on the Major Thoroughfare Plan (**Map G**), regional corridors consistent with the Southwest Florida Strategic Regional Policy Plan, the Lee County

Metropolitan Planning Organization's long range transportation plan, and the Florida Transportation Plan.

Action 2.4.3) One-way arterials and collectors should not be constructed; where they currently exist, such streets should be converted to two-way streets wherever possible.

Policy 2.5) New Development. Maintain regulations in the Land Development Code to require new development to have an effective internal traffic circulation network so that the traffic generated by the development does not overload the external network.

Standard 2.5.1.1) Proposed developments shall be built such that each phase provides a traffic circulation network that satisfies the phased traffic generation required for the adopted level of service.

Standard 2.5.1.2) At the discretion of the City, developments may satisfy the adopted Comprehensive Plan's concurrency requirements by entering into a development agreement to pay for or construct a proportionate share of one or more mobility improvements that will benefit a local or regionally significant transportation facility. Transportation projects that qualify for share contributions/pipelining contributions must be approved by the City Engineer and may not include site-related improvements as defined in Lee County's impact fee program. Share contributions may include, but are not necessarily limited to, cash payments, right-of-way, construction, and road impact fee credits, as approved by the City. The approval by the City shall specifically include the timing and date of completion of the proposed transportation improvement, the amount of funding to be approved, the administration of the funds, and the name of the project to be funded. These standards will be implemented through the proportionate fair-share program in the Land Development Code, which shall be updated to comply with all revisions to Chapter 163.3180(5), *Florida Statutes*.

Policy 2.6) Level-of-Service Standards. The City will pursue acceptable level of service standards for its roadways while recognizing that vibrant cities require multi-modal transportation options. During the busiest hours of peak days, traffic cannot always flow freely, and some roads will be unable to achieve desirable levels of service.

Action 2.6.1) The City will obtain traffic counts and intersection studies to determine current service levels.

Action 2.6.2) The City will cooperate with Lee County DOT in undertaking traffic counts within the City.

Action 2.6.3) The City will construct roadways, or make roadway improvements, consistent with adopted level of service (LOS) standards. In addition, the City will require other governmental agencies, having authority to construct roadways and/or roadway improvements within the City, to construct such roadways or improvements consistent with the City's adopted LOS standards. In the Downtown Mobility Area as shown in **Map I**, the City has determined that instead of widening roads to maintain adopted LOS standards, mobility will be enhanced through a coordinated series of measures as described in the Downtown Fort Myers Mobility Plan and summarized under Objective 10;

see also Policy 2.12. This modification will be reflected in chapter 134 of the Land Development Code.

Standard 2.6.3.1) Acceptable levels of service for roadways and intersections within the City of Fort Myers that are non-Florida Intrastate Highway System (FIHS) roads are:

Table 2: Level of Service Standards Non-FIHS Roads

<i>Classification</i>	<i>Peak Hour/Peak Season/Peak Direction</i>
Collector	E
Arterial	E
Limited Access	E

Standard 2.6.3.2) Acceptable levels of service for roadways and intersections within the City of Fort Myers that are Florida Intrastate Highway System (FIHS) roads are:

Table 3: Level of Service Standards FIHS Roads¹

<i>Classification</i>	<i>Peak Hour/Peak Season/Peak Direction</i>
Urbanized	C/D²
Transitioning	C
Rural	B

¹ The City may seek variances to the level of service standards for the FIHS facilities as may be authorized under Florida Statutes. If granted, the level of service standards will be as approved by the Florida DOT in the Order Granting Petition for Variance.

² If any portion of I-75 or an FIHS road is determined to be within an urbanized area over 500,000 people, based on the latest Census by Florida DOT pursuant to applicable rules, then the standard becomes "D" for any such area.

For minimum acceptable levels of service determination, the peak season, peak hour, peak direction condition will be defined as the 100th highest volume hour of the year in the predominant traffic flow direction. The 100th highest hour approximates the typical peak hour during the peak season.

Standard 2.6.3.3) Due to scenic, historic, environmental, aesthetic and/or right-of-way (ROW) characteristic and considerations, the City has determined that certain roadway segments will be deemed "constrained" and, therefore will not be widened. Reduced peak hour levels of service will be accepted on those constrained roads as a trade-off for the preservation of the scenic, historic, environmental, and/or aesthetic character of the community. A maximum volume-to-capacity (V/C) ratio of 1.85 is established for the constrained roads. No building permits will be issued that cause the maximum V/C ratio to be exceeded or that affect the maximum V/C ratio once exceeded. Permits will be issued when capacity enhancements and operational improvements are identified and

committed for implementation that will maintain the V/C ratio on the constrained segment at or below 1.85. Changes made to Table 4 in 2019 will be reflected in chapter 134 of the Land Development Code, along with mitigation changes in Policies 2.11 and 2.12.

Table 4: Constrained Roads Conditions

<i>Roadway</i>	<i>Segment</i>	<i>Constrained Condition</i>
McGregor Blvd.	City Limits to US 41	ROW, Scenic, Historic
US 41	City Limits to Caloosahatchee River	ROW
West First Street	McGregor Blvd. to US 41	ROW, Scenic, Aesthetic
First Street	US 41 to Seaboard Street	ROW, Scenic, Aesthetic
Second Street	Monroe St. to Palm Beach Blvd.	ROW
Colonial Blvd.	McGregor Blvd to Six Mile Cypress Pk	ROW
Dr. Martin Luther King Jr. Blvd.	US 41 to Central Ave.	ROW

Action 2.6.4) For constrained roadways, the City shall give priority to those facilities in capital improvements programming and other operational consideration such as traffic signal optimization, access management, on-street parking and loading restrictions, parallel facilities improvements, and the like.

Standard 2.6.4.1) If LOS standards defined in Action 2.6.3 are exceeded; the developer shall provide the necessary improvements to bring the LOS to the required levels.

Action 2.6.5) For each constrained road, the City will identify operational and capacity enhancement improvements that can be implemented within the context of the constrained roadway system.

Action 2.6.6) The City shall prepare, or use from a professionally recognized source, future level of service analyses based on the most recent edition of the Highway Capacity Manual or an equivalent source.

Standard 2.6.5.1) Level of service analyses should reflect City of Fort Myers, Lee County, Lee MPO or Florida DOT traffic counts and projections.

Policy 2.7) Concurrency Management. New development will not be permitted that causes traffic to exceed the adopted level of service of the roadway system within the City, except for urban redevelopment located within the “Existing Urban Service Area” (as shown on **Map S** and described in Policy 2.4 of the Concurrency Management System Element), or as addressed in Policy 2.11 or Policy 2.12 of this element.

Action 2.7.1) No development will be allowed access to roadways functioning at inadequate levels of service, except as otherwise provided herein.

Action 2.7.2) Traffic impact analyses and levels of service determinations shall be required for all rezoning, site development plan approval, comprehensive plan

amendments that impact traffic, annexations, and concurrency applications. The most current methodologies and criteria reflective of sound engineering and planning practices shall be used.

Standard 2.7.2.1) The requirements and scope of the required traffic impact analysis and statement shall be defined in the City's Land Development Code.

Action 2.7.3) Transportation concurrency will be determined on a roadway segment basis or unless it is a master study approved by the City Council, consistent with the level of service standards identified above, except where the City has designated constrained roads, created transportation concurrency management areas, transportation concurrency exception areas, or long-term transportation management systems.

Action 2.7.4) Transportation concurrency will not be applied to transit facilities such as public transit stations, transit station parking lots, park-and-ride lots, intermodal transfer facilities, air cargo facilities, and aircraft hangars.

Action 2.7.5) Continue participation in the Lee County Road Impact Fee program.

Action 2.7.6) Explore with Lee County the potential for expanding the Road Impact Fee program to broaden allowable expenditures to include alternative modes of travel, including public transit and bicycle and pedestrian facilities, and other mobility improvements.

Action 2.7.7) The concurrency management regulations in the Land Development Code will be amended as necessary to incorporate changes to this element and to state law.

Policy 2.8) Funding for Constrained Roads. Constrained roadways (see Standard 2.6.3.3) shall receive priority for: (a) Mass transit routes; (b) Alternate mode facilities (bicycle/pedestrian); (c) Improvements to alternate or parallel roadways; (d) Traffic operations improvements; (e) Turn lane improvements; and (f) "Soft" improvements such as ridesharing and staggered work-hour programs.

Policy 2.9) Access Management. Land use and traffic circulation patterns will relate to the designated functional classification of each roadway.

Action 2.9.1) Preserve the through-traffic functions of arterials and collectors by maintaining in the Land Development Code provisions for access management, which may include connection separation requirements along principal arterials, minor arterials, major collectors, and minor collectors as designated on **Map F**. These requirements can provide for smooth flow of through traffic, minimize conflicting movements, promote safety for motorists and pedestrians, and allow adequate visibility and sight distance. These requirements will not apply in the Downtown Mobility Area shown in **Map I**.

Action 2.9.2) Implement access management provisions through the site plan review permitting processes.

Standard 2.9.2.1) On-street parking will not be allowed on arterials or collectors, except in the Downtown Mobility Area as shown in **Map I** and as otherwise specifically approved by the entity maintaining those streets. To support local

businesses, on-street parking spaces may be provided near business corridors on nearby local streets that the city determines to have sufficient right-of-way. Chapter 86 of city codes should be modified to incorporate the recommendations for designing and managing on-street parking that were provided in *City of Fort Myers Parking Review (2015)*.

Standard 2.9.2.2) Driveways to single residential buildings of two dwelling units or less on local streets may be spaced closer than the connection spacing requirements specified above for local streets. Where residential lots are proposed for a subdivision on arterial or collector streets, the City may authorize lesser separation distance if joint access agreements are provided to maximize driveway connection separation distances. On local streets, where frontage dimensions of existing platted commercial or industrial lots do not accommodate required connection separation distances, the City will assign the access point(s) to accommodate spacing and safety concerns.

Standard 2.9.2.3) The minimum connection separation standards in the Land Development Code do not apply to roads determined by the City of Fort Myers City Council and / or the Lee County Board of County Commissioners to be controlled access roads with designated access points. Access on those roadways are identified on an access management plan. Those roads may include, but are not limited to, the following:

County Roadways

- (a) Treeline Avenue
- (b) Summerlin Road
- (c) Six Mile Cypress Parkway

City Roadways

- (a) Veronica S. Shoemaker Boulevard
- (b) Winkler Avenue (US 41 to Six Mile Cypress Parkway)
- (c) Forum Boulevard

Standard 2.9.2.4) Access for all uses located on County roads within the City limits shall comply with the connection separation standards in the Lee County Land Development Code.

Standard 2.9.2.5) Access for all uses located on State highways / roadways within the City limits shall comply with the Florida Department of Transportation's connection spacing requirements.

Action 2.9.3) Preserve the local access function of local streets through development review using standards in the Land Development Code.

Action 2.9.4) Re-establish the local access function of local, single-family, streets through public improvements utilizing Transportation System Management measures.

Action 2.9.5) Encourage local traffic to utilize Ortiz Avenue, Six Mile Cypress Parkway, Treeline Avenue, Forum Boulevard, and Veronica S. Shoemaker Boulevard for local trips instead of Interstate 75.

Policy 2.10) Private Streets. Residential streets may be retained as private roads provided a homeowners association or other entity is established to maintain said facilities. Signage and pavement markings shall conform to the latest MUTCD standards.

Action 2.10.1) The City will adopt and enforce standards for construction and repair of private roads and related drainage facilities.

Policy 2.11) Mitigation on Constrained Roads. All development impacting constrained roads, or roads in any transportation concurrency management or exception area that may be established by the City, shall mitigate their traffic impacts.

Action 2.11.1) Mitigation shall be proposed in the traffic impact statement and may include direct physical improvements or indirect improvements of an equal monetary value as deemed warranted by the City Engineer.

Action 2.11.2) The developer shall provide the necessary improvements to mitigate the development's impacts.

Policy 2.12) Mitigation Downtown. Development or redevelopment taking place in the Downtown Mobility Area, as shown in **Map I**, is exempt from any concurrency requirement that would otherwise prohibit or restrict development based on inadequate levels of service on roadways. This exemption will ensure that development or redevelopment that otherwise carries out key city goals and policies can proceed. The City of Fort Myers has determined that, instead of widening roads to enhance mobility in downtown Fort Myers, mobility will be enhanced through a coordinated series of measures as described in the Downtown Fort Myers Mobility Plan and summarized under Objective 10.

OBJECTIVE 3 — COMPLETE STREETS

To become a premier walking and cycling city, known for its safe, accessible, appealing and interconnected Complete Streets that equitably accommodate everyone's daily mobility needs.

Policy 3.1) Vision and Initial Activities. The City will establish and maintain a Complete Streets program that creates an interconnected network of streets, sidewalks, and paths that safely serve users of all ages and abilities and that fully integrate neighborhoods with shopping, employment, and civic features.

Action 3.1.1) In 2020, the City intends to adopt, by resolution, a work program titled *Ten Steps to Complete Streets in Fort Myers* that will describe in greater detail the steps the City will take to carry out the Complete Streets objective, policies, and actions in this comprehensive plan. The *Ten Steps* publication will replace the original Complete Streets policy resolution that had been adopted by the City Council in 2011.

Action 3.1.2) In 2020, the City intends to update and adopt, by resolution, *Complete Streets Guidelines* to provide a local supplement to state and national best practices on street networks, on the design and operation of streets and sidewalks, and on optimal relationships between street design and community design.

Action 3.1.3) The City will amend the Land Development Code as needed to implement the Complete Streets program, for instance adjusting the following traffic circulation requirement in chapter 134:

- (a) Reference the *Complete Streets Guidelines* and other best practices for designing streets so they will apply to streets being built by developers and to streets that will be maintained by the City.
- (b) Modify the street standards in article 2 of chapter 134 that conflict with Complete Streets policies and actions in this element and the *Complete Streets Guidelines*.

Action 3.1.4) The City will amend the transportation portion of the City's *Design and Construction Standards Manual* to become consistent with the Complete Streets program as defined by the policies and action under Objective 3 and supplemented by *Ten Steps to Complete Streets in Fort Myers* and the *Complete Streets Guidelines*. The City will amend its *Public Works Management Practices Manual* in the same manner.

Action 3.1.5) The City will consider expanding the mandate and membership of its Bicycle Pedestrian Advisory Board so that it may provide advice to the City Council and staff on improving coordination between land-use and transportation planning and on implementing the Complete Streets program (see Action 3.10.1 for details).

Policy 3.2) All Modes and All Users. The best Complete Streets accommodate “all modes”— including walking, bicycling, cars, trucks, and public transit — on streets that are safe for “all users,” including the most vulnerable: children, older adults, and those with disabilities.

Action 3.2.1 The City will strive to achieve a fatality-free transportation system that allows travel by any mode without fear of serious crashes or other incidents; to move toward that goal, the City will actively participate in Florida DOT's holistic Target Zero program.

Policy 3.3) All Projects and All Phases. The City's Complete Streets program will be integrated into everyday operations and procedures and will apply to all transportation-related projects including new construction, reconstruction, retrofits, rehabilitation, and reallocation of pavement on existing streets whenever feasible.

Action 3.3.1) The City will design, construct, operate, and maintain facilities for pedestrians, bicyclists, motorists, and public transit in all projects; possible exceptions are described in Policy 3.4. Public input will be solicited and Complete Streets principles will be incorporated at the earliest possible points in the planning and design process.

Action 3.3.2) The City will strive to plan and design new streets and improve existing streets to support all potential users while minimizing negative impacts on neighborhoods and the natural environment. The City will require that new streets created by developers achieve these same goals.

Action 3.3.3) When allocating resources, the City will give special attention to areas with deteriorated or discontinuous facilities or without adequate facilities.

Action 3.3.4) The City will also implement its Complete Streets program through its participation with the Lee County Metropolitan Planning Organization and Florida DOT, through cooperation with neighboring cities and counties and the Lee County School District, through participation in the Lee County Transit Development Plan, and through involvement with businesses, non-profit organizations, and local residents.

Policy 3.4) Exceptions. Every street is different; some cannot be ideal for all types of travel. While the City will continually seek to provide the greatest accessibility for everyone, there will be streets that cannot accommodate all travel modes.

Action 3.4.1) The City will identify facility types where travel modes should be separated, such as the following:

- (a) Where pedestrians and bicyclists are prohibited by law from using a facility.
- (b) Where motorized vehicles, motorized bicycles, or motorized scooters should be prohibited, such as urban plazas, cycle tracks, and trails.

Action 3.4.2) The City will maintain a transparent system to document unusual or extraordinary circumstances on particular transportation projects and to identify alternate opportunities to accommodate users that must be excluded on a particular thoroughfare. Such circumstances may include the following:

- (a) Where existing right-of-way does not allow for the accommodation of all users and purchase of additional right-of-way is not feasible.
- (b) Where the cost would be disproportionate to the value provided.
- (c) Where application of the principles would create unreasonable adverse impacts on the environment or on neighboring land uses.
- (d) Where the work is routine maintenance without opportunity or need for design retrofit.

Policy 3.5) Network Connectivity. The City strives to create an interconnected network of streets that will improve travel by providing more direct paths to destinations, reducing delays, and creating redundancy of options for all users. A highly connected network will disperse vehicular travel across many streets and intersections, reducing the need to construct overly wide streets and intersections that create barriers to walking and bicycling and increase crash rates and injury severity for all users. A fine-grained network will allow for streets to complement each other, some suited for faster travel and others offering more comfort and safety for bicyclists and pedestrians.

Action 3.5.1) The City will achieve the highest level of connectivity in the local street network, among off-street trails, and throughout the collector/arterial network as shown on **Map F**.

Action 3.5.2) The City will identify and fill gaps across existing pedestrian and bicycle facilities, with special attention to schools, parks, civic uses, shopping, and connections to local and regional trail networks.

Action 3.5.3) Wherever possible, the City will improve the connectivity of the local street and trail network:

- (a) Seek opportunities to convert one-way streets to two-way streets or develop unused rights-of-way to improve connectivity for pedestrians, bicyclists, motorists, and public transit.
- (b) Avoid closing or vacating existing or platted streets except under extreme circumstances; amend article IV of chapter 130 of the Land Development Code to reflect this priority in the criteria for vacating streets.
- (c) New development and redevelopment projects should provide interconnected sidewalks, bikeways, and multiuse paths along local street networks that create small blocks.

Policy 3.6) Jurisdiction. The City will work closely with other entities that provide or affect transportation services to carry out the City's Complete Streets program.

Action 3.6.1) The county and state both construct and maintain streets throughout the City; the City urges those entities to follow the City's Complete Streets Guidelines as they design and modify streets and trails within the City.

Action 3.6.2) Private entities construct and sometimes operate streets in the City; the Land Development Code will specify how the Complete Streets program will apply to those streets.

Action 3.6.3) Public rights-of-way are sometimes used by utility companies and other entities in ways that inadvertently hinder pedestrians and bicyclists. Encourage or require those entities to follow the Complete Streets Guidelines and other best practices to minimize or eliminate conflicts.

Action 3.6.4) The School District, Health Department, and the Lee Memorial Health System share common interests in safety and health of local residents. Encourage their involvement in implementing the Complete Streets program.

Policy 3.7) Facility Design. The City will apply current best practices when designing, retrofitting, and maintaining all streets, sidewalks, and paths. Specific design resources are identified in *Ten Steps to Complete Streets in Fort Myers*, the City's *Complete Streets Guidelines*, and recent Florida DOT design standards and publications on Complete Streets.

Action 3.7.1) Streets should be designed to match the desired speed of traffic to provide "self-enforcing" traffic calming. Travel lanes that are wider than necessary, along with intersections with overly large turning radii, encourage drivers to exceed the design speed, endangering themselves and other users of the street (also see Action 5.3.3).

Action 3.7.2) Accommodate pedestrians and bicyclists on all streets and crossings using techniques such as: sidewalks buffered from curbs; highly visible crossings including midblock crossings; street trees for shade; designated slow zones; pedestrian lighting; and shaded transit stops and benches.

Action 3.7.3) Accommodations for bicyclists including additional techniques such as: protected bicycle lanes; separated paths and trails; low-volume slow streets; and special pavement markings and signs.

Action 3.7.4) On-street (parallel) parking may be provided on city streets that the city determines to have sufficient right-of-way where it can reduce the need for repetitive parking spaces on private property and can serve a traffic-calming function, both of which are beneficial to walkable neighborhoods.

Action 3.7.5) Consider design techniques that improve the surrounding area and natural environment, such as: pervious pavement to minimize runoff, distributed detention and infiltration of collected stormwater; and treatment of stormwater runoff to improve water quality.

Policy 3.8) Surrounding Context. The City recognizes that the character and quality of its streets are key factors in keeping neighborhoods desirable and making business districts economically viable.

Action 3.8.1) Before planning and designing new streets or widening existing streets, the City will determine the existing physical context of the surrounding area using Florida DOT's context classifications or a similar system. The Land Development Code and adopted redevelopment plans will then be consulted to determine if the context will be changing. The character of each street will be based on its existing context, or the planned context if change is anticipated, in addition to its role in the overall street network.

Action 3.8.2) The City will design and redesign streets to improve accessibility and safety and contribute to their immediate surroundings and the larger community through landscaping, shade trees, street furniture, public art, etc.

Action 3.8.3) The City will integrate natural features including waterways, preserves, and parks when planning street corridors.

Policy 3.9) Performance Measures. The City will monitor performance measures that assess how successfully the Complete Streets program is being implemented.

Action 3.9.1) Measurable factors will be identified in *Ten Steps to Complete Streets in Fort Myers* and may be updated from time to time. Measurable factors vary by travel mode and may include:

- (a) Service Quality (as experienced by users), such as availability of facilities, level of service, pavement condition, distance between crosswalks along active pedestrian corridors, miles of shaded sidewalks and paths, locations that are particularly stressful to bicyclists and pedestrians, etc.
- (b) Outcomes, such as crash rates, mode splits, travel time, etc.
- (c) Cost Efficiency, such as cost per mile and cost per user.

Action 3.9.2) Baseline data for each factor will be compiled within six months after these Complete Streets policies and actions take legal effect. This data will be published by the City along with maps that identify locations that have proven dangerous to bicyclists and pedestrians.

Action 3.9.3) Within six additional months, benchmarks will be established for each factor to identify desired annual progress for each factor.

Policy 3.10) Ongoing Implementation. The Complete Streets program affects many aspects of city government. Several initial implementation activities are described in Actions 3.1.1, 3.1.2, and 3.1.3; the actions listed below describe additional implementation activities.

Action 3.10.1) Advisory Board. An expanded advisory board (see Action 3.1.5) will provide advice to the City Council and administrative staff on implementing the Complete Streets program. The City Council and the Planning board may appoint liaisons to this board. City and county staff members may be asked to sit on this board in addition to private citizens and representatives from bicycling, disabled, youth/elder groups, and similar advocacy organizations. This advisory board may have other duties as suggested in *Ten Steps to Complete Streets in Fort Myers*.

Action 3.10.2) Facility inventory. The City will create and maintain a comprehensive mapped inventory of all existing and proposed pedestrian and bicycling facilities.

Action 3.10.3) Training. To successfully implement the City's Complete Streets program, the City will develop plans to prioritize, design, and fund training activities. Training for staff and elected/appointed officials will enable them to learn how other communities have successfully accomplished similar goals and to familiarize them with the various city and state Complete Streets programs and best-practice resources that now exist.

Action 3.10.4) Outreach. The City will initiate and collaborate with other agencies and organizations to carry out the Complete Streets program. Potential collaborators include county, regional, and state transportation agencies including Lee Tran (the county public transit agency), Lee Memorial Health System, and the Lee County School District whose students walk and bike to school or use the district's extensive bus network.

OBJECTIVE 4 — DOWNTOWN PARKING

The City will ensure adequate parking within the Downtown Redevelopment Area.

Policy 4.1) The City will provide an adequate number of parking spaces within the Downtown Redevelopment Area.

Action 4.1.1) The City will monitor development within the Downtown Redevelopment Area and together with the Redevelopment Agency will promote additional public and private parking spaces as necessary.

Policy 4.2) Available parking lots and/or garages shall not be concentrated in one area of the Downtown Redevelopment Area.

Action 4.2.1) The potential location of parking lots and/or garages for the Downtown Redevelopment Area shall provide parking for all areas and avoid the concentration of parking in a limited area (i.e. two- or three- block area).

OBJECTIVE 5 — LAND-USE AND TRANSPORTATION PLANNING

To preserve the integrity and quality of residential areas, major activity centers, and recreational and environmental resources.

Policy 5.1) Coordination. Proposed transportation improvements will be coordinated with existing land uses, the Future Land Use Map, and the Lee County Metropolitan Planning Organization's long-range transportation plan.

Action 5.1.1) Changes to the Future Roadway Facilities and Classifications - 2040 (**Map F**) that would change proposed rights-of-way requirements will be developed in accord with adjacent land uses as well as in accord with the City's overall needs.

Action 5.1.2) No new development activities or transportation corridors or improvements will be permitted that would preclude those indicated on the Major Thoroughfare Plan 2040 (**Map G**). Any proposed amendment to the Thoroughfare Plan must be consistent with all Transportation Element policies, actions, and standards as well as other Comprehensive Plan Elements.

Policy 5.2) McGregor Boulevard. Any transportation improvements proposed for McGregor Boulevard shall consider its qualities as a special historic and scenic corridor.

Action 5.2.1) In particular, there shall be no new street connections, road connections, road intersections, or the widening of any existing intersections and no overpasses or underpasses made either with, under, or over McGregor Boulevard or any alteration of the physical dimensions, appearance, or location of this corridor except as follows:

- (a) Bicycle paths, the construction of which does not require the removal of any palm tree;
- (b) Construction by owners of property or easements abutting this corridor of driveways or other such minor entrances and exits to McGregor Boulevard.

Should such construction require the removal of a living palm, the effected palm shall be relocated;

- (c) The ordinary maintenance and repair of the road, provided the physical dimensions and location of the road are preserved;
- (d) Any work that is necessary for the public health or safety as determined by the agency having jurisdiction of the land area surrounding the portion of the road involved;
- (e) The establishment of three-lane turn intersections, if such can be accomplished without the dislocation of immediately bordering palm trees, or can be accomplished by transplanting the effected trees to conform with the revised intersection design;
- (f) Be consistent with the Land Use, Conservation and Coastal Management, Community Appearance, and Historic Preservation Elements; and,
- (g) The establishment of roundabouts at "key" intersections, provided that they can be accomplished without the dislocation of immediately bordering palm trees, or can be accomplished by transplanting the effected trees to conform with the roundabout design.

Policy 5.3) Local Streets. Transportation improvements proposed in or near residential areas will contain appropriate mitigation measures.

Action 5.3.1) Limited access facilities should not force traffic on the existing corridors to seek alternate routes through established residential neighborhoods.

Action 5.3.2) Mitigation measures that will be considered in residential neighborhoods include special traffic control, traffic calming measures, heavy vehicle limitations or prohibitions, additional buffering for noise or aesthetics, and additional pedestrian considerations.

Action 5.3.3) The City will evaluate and, if determined to be feasible, implement traffic calming measures in neighborhoods, which are experiencing excess pass-through traffic and excessive speeds. Such traffic calming measures may include, but are not limited to: street closures, speed humps/tables, roundabouts, and/or increased enforcement, when such measures are feasible and have been approved by the residents of the specific neighborhood. Funding for this program may come from a variety of sources, including but not limited to MSTU/MSBUs, developer contributions, special assessment districts, grants or other sources. Guidance on traffic-calming techniques is available in the *Complete Streets Guidelines* and in the *City-Wide Traffic Calming Plan* (2003 or updated version).

OBJECTIVE 6 — LONG-RANGE PLANNING

To coordinate and obtain the cooperation and active participation of all responsible governments (including the Lee County Metropolitan Planning Organization (Lee MPO), Lee County, and the Florida Department of Transportation) in the implementation of the 2040 Metropolitan Planning Organization's long range transportation plan.

Policy 6.1) Long-Range Transportation Plans. All proposed major transportation improvements within the Lee County Metropolitan Planning Organization 2040 Transportation Plan, including all improvements which extend beyond the limits of the City, will be coordinated with the other affected jurisdictions prior to City approval of the improvement.

Action 6.1.1) Functional Classification Map. **Map F** identifies the functional classification of existing and proposed roads as delineated by the MPO while preparing its 2040 plan. These classifications describe the role of each type of road in the transportation system:

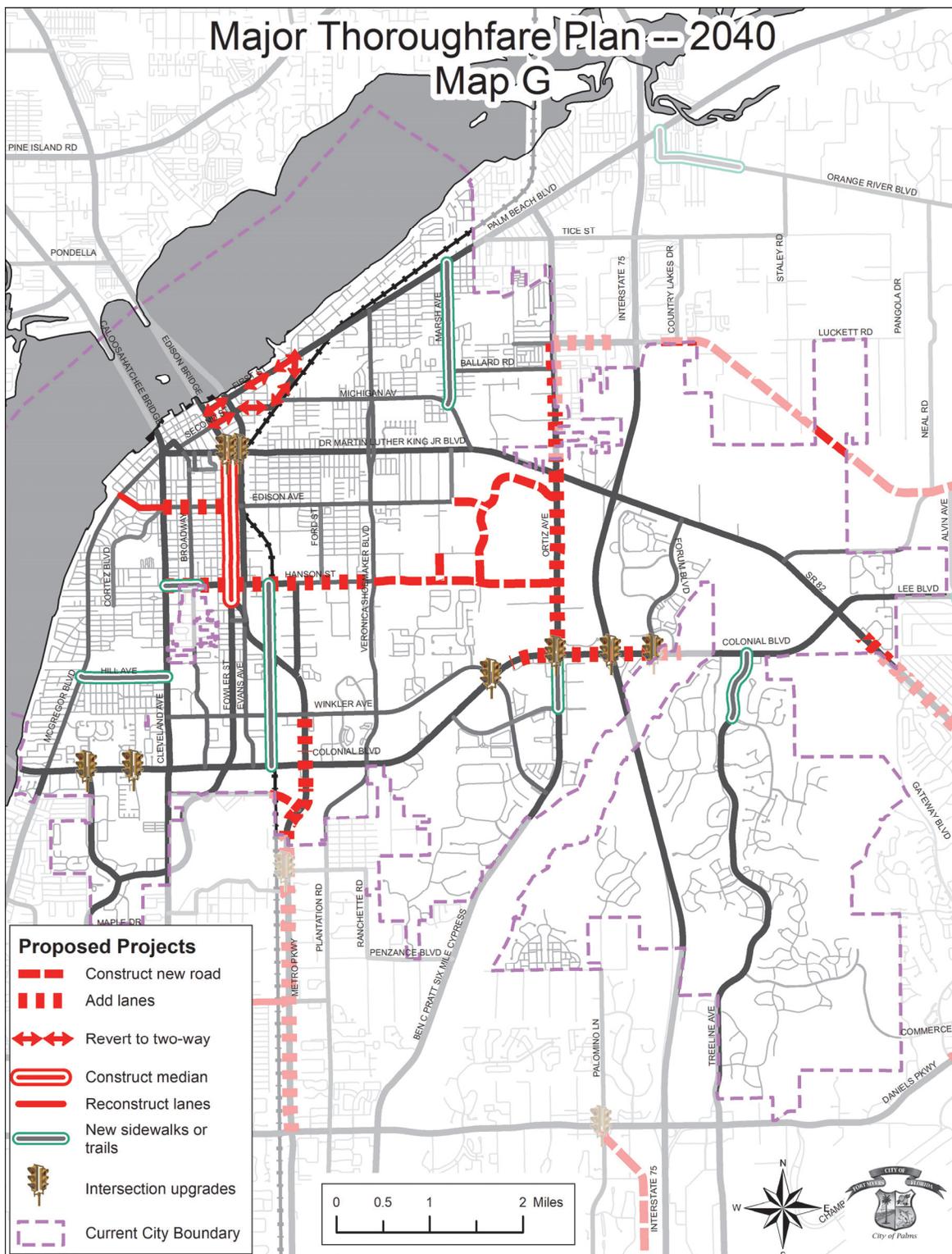
- (a) **Principal arterial:** Serves a large percentage of travel between cities and other activity centers where minimizing travel time and distance is important.
- (b) **Minor arterial:** Provides service for trips of moderate length; serves geographic areas that are smaller than principal arterials and offers connectivity to them.
- (c) **Collector (major and minor):** Collects traffic from local streets and connects them with arterials or other collectors; provides more access to adjacent properties than arterials.

Action 6.1.2) Major Thoroughfare Plan. **Map G** is the City's Major Thoroughfare Plan. **Map G** includes all committed and cost-feasible projects identified in the Lee MPO's 2040 transportation plan. Projects in the City of Fort Myers on **Map G** include:

- (a) **Construct new road:** North Airport Road Extension to Metro Parkway; Hanson Street Extension from Veronica Shoemaker Boulevard to Ortiz Avenue; Edison Avenue Extension from Arcadia Street to Ortiz Avenue; Arcadia Street Extension from Hanson Street to Edison Avenue Extension; connect Rockfill Road to Hansen Street Extension.
- (b) **Add lanes:** Colonial Boulevard from Winkler Extension to Forum Boulevard; Ortiz Avenue from Colonial Boulevard to Luckett Road; Metro Parkway south of Winkler Avenue; Hanson Street from US 41 to Shoemaker Boulevard; and Edison Avenue from US 41 to Fowler Street.
- (c) **Revert to two-way:** First Street and Second Street from Fowler Street to the Seaboard Street intersection with Palm Beach Boulevard.
- (d) **Construct median:** Fowler Street from Dr. Martin Luther King Jr. Boulevard to Fowler/Metro.
- (e) **Reconstruct alignment:** Edison Avenue between McGregor Boulevard and US 41.
- (f) **New sidewalks:** Marsh Avenue from Michigan Avenue to Palm Beach Boulevard; Treeline Avenue from Colonial Boulevard to Pelican Preserve Boulevard; Hanson Street from US 41 to Montclair Avenue; Six Mile Cypress Parkway from Winkler Avenue Extension to Challenger Boulevard.
- (g) **New trails:** Hill Avenue from McGregor Boulevard to US 41 at Carrell Road; extension of John Yarborough linear park trail along Ten Mile Canal from Colonial Boulevard to Hanson Street.
- (h) **Intersection upgrades:** Colonial Boulevard between McGregor Boulevard and US 41; Dr. Martin Luther King Jr. Boulevard at Cranford Avenue and Palm Avenue; right-turn lane on northbound Winkler Avenue at Colonial Boulevard.

Major Thoroughfare Plan -- 2040

Map G



Action 6.1.3) The City will update its *Design and Construction Standards Manual* to reflect the current versions of **Map F** and **Map G**.

Action 6.1.4) The City will serve on the governing board of the Lee County Metropolitan Planning Organization to ensure that the policies under Objective 6 are met.

Policy 6.2) Other Jurisdictions. The City will actively participate in the development and review of transportation improvements proposed by other jurisdictions.

Action 6.2.1) The City will participate on the Lee County Metropolitan Planning Organization's Technical Advisory Committee to ensure that this policy is met.

Action 6.2.2) The City will also participate on other Lee MPO committees, including the Bicycle Pedestrian Coordinating Committee, the Traffic Management and Operations Committee, and the Citizens Advisory Committee.

Policy 6.3) MPO Priorities. The City will consider the conclusions of the Lee County Metropolitan Planning Organization's 2040 Transportation Plan when programming city-sponsored transportation improvements into the Capital Improvements Program to provide for a transportation network which functions at acceptable levels of service.

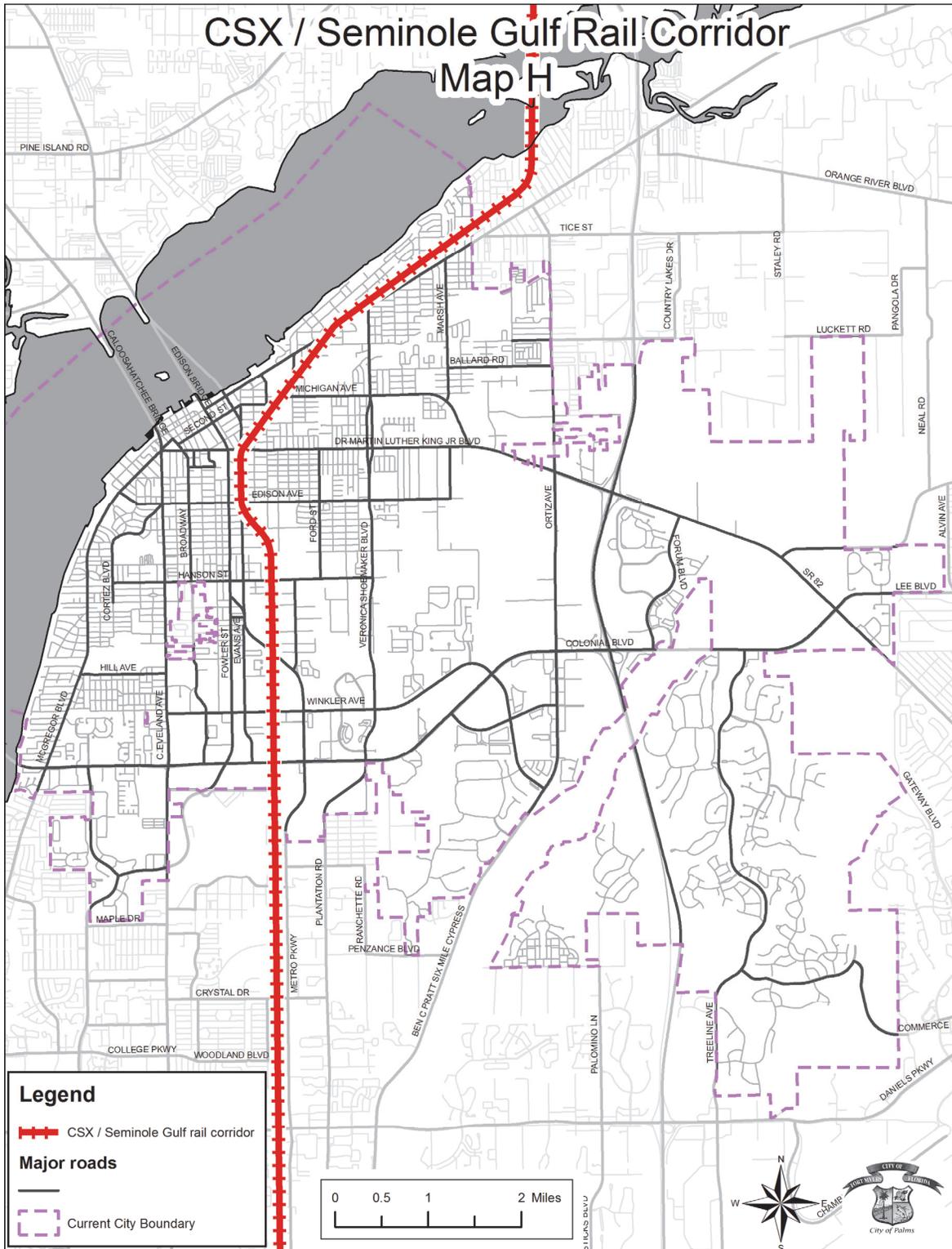
Action 6.3.1) Transportation network improvements will be considered if cost feasible based on revenue projections.

Policy 6.4) Rail Corridor as Statutory Transportation Corridor. The CSX / Seminole Gulf rail corridor, as shown on **Map H**, is hereby designated as a strategic regional transportation corridor. This designation has been recommended by the Lee County Metropolitan Planning Organization as a means for cities and counties along the rail corridor to recognize the regional nature of this asset and jointly commit to efforts to protect it in its entirety. This designation includes the designation of the rail corridor as a "transportation corridor" pursuant to F.S. 337.273. The following actions will further this designation:

Action 6.4.1) The City encourages Florida DOT with appropriate funding partners to purchase the real estate interests in the entire rail corridor from Arcadia to north Naples from its current owner, CSX Transportation Inc.

Action 6.4.2) The City will formally oppose any attempts at abandonment of the rail corridor before the U.S. Surface Transportation Board, and will support use of federal rails-to-trails authority to railbank the corridor, if abandonment ever succeeds, in order to preserve the corridor for possible future rail service.

Action 6.4.3) Fort Myers will cooperate with Lee County, the Village of Estero, and the City of Bonita Springs to develop a transportation corridor management ordinance that would manage land uses within and adjacent to the rail corridor, as suggested by F.S. 337.273(6).



Action 6.4.4) Fort Myers will cooperate with Lee and Collier Counties, the Village of Estero, and the City of Bonita Springs in evaluating and potentially operating public transportation through their jurisdictions and creating new redevelopment opportunities near potential stations.

Action 6.4.5) Fort Myers will cooperate with all counties and cities along the rail corridor to pursue common goals for trails and continued freight service to the corridor's northern terminus in Arcadia.

Policy 6.5) Multiple Uses in Rail Corridor. The City supports the vision and efforts of the Lee County Metropolitan Planning Organization as described in its Lee County Rail Corridor Feasibility Study (2013) to enhance freight capability through the entire rail corridor and on nearby industrial land, to allow hiking/biking/walking trails and paths to be added to portions of the corridor, and to add capability for commuter rail, light rail, or bus rapid transit from east Fort Myers to northern Collier County.

Policy 6.6) Transit-Oriented Development. Future Land Use Policy 3.6 and Action 3.6.1 describe the City's strong support for transit-oriented redevelopment around potential future stations for commuter rail, light rail, or bus rapid transit.

OBJECTIVE 7 — TRANSPORTATION DISADVANTAGED

To increase the mobility opportunity of the transportation disadvantaged, and promote efficient public transit services.

Policy 7.1) Accessible Facilities. Those City operations which are open to the public will be designed to be accessible to the transportation disadvantaged and others, in accordance with the Americans with Disabilities Act (ADA).

Policy 7.2) Transit Service. The number of trips provided for transportation disadvantaged citizens should be increased above year 2000 levels by the year 2020.

Action 7.2.1) Coordinate with the designated official planning agency for the Transportation Disadvantaged Program (Lee County Metropolitan Planning Organization) and the Community Transportation Coordinator to assist or facilitate in planning and increasing ridership above year 2000 levels.

OBJECTIVE 8 — EFFICIENCY

To minimize total costs of the transportation system in a manner consistent with system performance objectives and to promote energy-efficient designs in transportation systems and facilities, thereby reducing air pollution, and reducing per capita energy use and fossil fuel use below year 2000 levels.

Policy 8.1) Cost-Effectiveness. Cost effectiveness analysis will be part of the review procedure for any transportation improvement.

Policy 8.2) Mode Alternatives. Less costly alternatives, including other mode alternatives, will be a part of the review procedure for any transportation improvement.

Action 8.2.1) The Public Works Department shall incorporate the above two policies within its review procedures.

Policy 8.3) Intersections. Intersections will be designed and upgraded to minimize traffic delays and improve safety.

Action 8.3.1) The City of Fort Myers Public Works Department maintains a prioritized list of intersection improvements based upon the results of intersection studies.

Action 8.3.2) Depending on traffic volumes, modern roundabouts are often safer and perform better than conventional intersections by slowing travel speeds and reducing vehicle conflict points. The City will identify existing and proposed intersections with these conditions and consider installing modern roundabouts. Technical guidance on roundabouts is provided in the *Lee County MPO Roundabout Study (2017)*.

Policy 8.4) Energy Efficiency. The City will promote transportation improvements which are more energy efficient in construction, operations, and maintenance than other alternatives.

Action 8.4.1) The City will incorporate this consideration in its transportation improvement programming.

OBJECTIVE 9 — DEMAND MANAGEMENT

To make efficient use of the existing capacity of the transportation system before investing in additional facilities.

Policy 9.1) Downtown. Car-pooling, staggered work hours, park-and-ride, and other capacity-increasing techniques will be promoted for use and considered as ways for efficient use of parking and the transportation system in the Downtown Redevelopment Area.

Action 9.1.1) The City shall incorporate these concepts in the evaluation of transportation improvements for the Downtown Redevelopment Area.

Action 9.1.2) The City encourages the formation of a Transportation Management Association by downtown businesses and organizations and would participate as a major employer in shared solutions for getting to and parking downtown. Details about such an association can be found in the *Bicycle and Pedestrian Plan* (City of Fort Myers, 2007).

Policy 9.2) Transportation System Management. Transportation System Management improvements will be examined and budgeted.

Action 9.2.1) The City shall prepare annually a list of Transportation System Management Improvements for the Capital Improvement Program.

OBJECTIVE 10 — DOWNTOWN MOBILITY PLAN

To enhance mobility in downtown Fort Myers by emphasizing multi-modal transportation alternatives and minimizing the widening of streets.

Policy 10.1) Downtown Fort Myers Mobility Plan. The City of Fort Myers will enhance mobility within the Downtown Mobility Area, as shown in **Map I**, through a coordinated series of measures as described in the Downtown Fort Myers Mobility Plan, some of which are highlighted in this element. The City will consider expanding this mobility area to include neighborhoods to the immediate east and south which have similar physical characteristics.

Policy 10.2) Trolley. The City strongly supports the downtown trolley and is seeking funding to support on-going service.

Policy 10.3) Bike Sharing. The City supports the establishment of a downtown bike-sharing program and will modify its regulations, if necessary, to accommodate bike docking stations in public rights-of-way. Initial stations may include the Yacht Basin, the downtown library, the Rosa Parks Transportation Center, Publix at First Street Village, and the Edison-Ford Winter Estates.

Policy 10.4) Bike Parking. The City will expand downtown bike parking to encourage bicycle usage by providing alternatives to chaining bikes to street trees or lampposts. Bicycle parking facilities inside parking garages encourage bicycle commuting by providing longer-term, weather-protected bicycle parking.

Policy 10.5) Walking. The City will maintain downtown Fort Myers as one of the best pedestrian environments in southwest Florida. Pedestrian crossings will be enhanced to improve safety at key intersections and mid-block crosswalks.

Policy 10.6) Riverwalk. The City will work to extend the downtown Riverwalk westward to the Edison-Ford Winter Estates, eastward to the Tarpon Street Pier, and northward to include bridges over the Caloosahatchee. These extensions will be accomplished through a combination of development regulations, conditions on discretionary approvals, leasing of submerged lands, agreements with landowners, and construction on City-controlled properties. The City's development regulations shall be amended to require the Riverwalk and/or a public esplanade from Billy's Creek to the Tarpon Street Pier, and to remove the standard requirement for an undisturbed native-vegetated buffer where the Riverwalk or public esplanade will be built.

Policy 10.7) Marinas. The City will maximize the use of the Caloosahatchee for water transportation by continuing to maintain and improve the Yacht Basin and by considering leasing City-owned submerged land for private marinas.

Policy 10.8) Water Taxis. The City supports the establishment of private water taxis and shuttles which would combine mobility with recreation and wildlife viewing. Potential stops include the Yacht Basin, Legacy Harbor Marina, Edison / Ford Winter Estates, the Oasis towers, and sites outside downtown. The City will consider waiving any requirements for on-site parking for such facilities.

Policy 10.9) All Types of Travel. The City will ensure that every downtown street becomes a Complete Street that accommodates multiple travel modes and is safe, comfortable, and accessible for users of all ages and abilities.

Policy 10.10) Local Street Grid. Downtown Fort Myers has a well-developed grid of streets, nearly all of which have been restored to two-way travel. This pattern is conducive to walking and bicycling and spreads vehicular travel across the entire grid rather than forcing it to travel on a few major streets. The street system can function even better for private and transit vehicles with certain additional improvements, such as restoring two-way travel on First Street and Second Street, adding roundabouts at complex intersections, removing unnecessary traffic signals, reconnecting Market Street across the railroad tracks, and providing alternative travel paths for vehicles now dependent on Dr. Martin Luther King Jr. Boulevard through downtown.

Policy 10.11) Transit-Oriented Development. The City supports transit-oriented development that can take full advantage of existing transit service. The City also supports transit-ready development, walkable concentrations of housing and jobs that are situated and designed to accommodate transit when it becomes available. Transit-ready development typically begins with surface parking that is laid out so that parking can be reduced or converted into parking structures as transit arrives and the mix of uses reduces travel demand.

