

ATTACHMENT "A"

<u>SOURCE</u>	<u>AFFECTED PROVISIONS</u>
<p><i>City-Wide Traffic Calming</i> 2003; prepared by McMahon Associates</p> <p>Link to source document #1</p>	<p><i>Objective</i> <i>Policy</i> <i>Action</i> <i>Standard</i> <i>Map</i></p>
<p><u>SUMMARY</u></p> <p>With “traffic calming,” neighborhood streets can be reclaimed by residents through physical changes that discourage speeding and excessive cut-through traffic. This study identified potential traffic calming treatments and specific locations throughout the city where they may be appropriate.</p>	
<p><u>CHANGES TO COMPREHENSIVE PLAN</u></p> <p>Traffic calming is currently addressed in Action 5.3.3, which would be amended to refer to this study and to the extensive discussion on traffic calming in the <i>Complete Streets Guidelines</i>. Additional language on traffic calming is being added under in Actions 3.7.1 and 3.7.4.</p>	
<p style="text-align: right;"><u>Transportation Element:</u></p> <p style="text-align: right; margin-right: 100px;"><u>3.7.1</u> <u>3.7.4</u> <u>5.3.3</u></p>	

<u>SOURCE</u>	<u>AFFECTED PROVISIONS</u>
<p><i>Dr. Martin Luther King, Jr. & Veronica S. Shoemaker Boulevards Revitalization Plan</i> 2006; prepared by Dover, Kohl & Partners</p> <p>Link to source document #2</p>	<p><i>Objective</i> <i>Policy</i> <i>Action</i> <i>Standard</i> <i>Map</i></p>
<p><u>SUMMARY</u></p> <p>This redevelopment plan identified desirable development patterns along two major road corridors and nearby neighborhoods. The plan presented potential physical improvements plus critical regulatory changes, with detailed strategies for their implementation.</p>	
<p><u>CHANGES TO COMPREHENSIVE PLAN</u></p> <p>A proposal from this redevelopment plan regarding on-street parking would be added to Standard 2.9.2.3. The extensions of Edison Avenue and Hanson Street to Ortiz Avenue are being added to Map F and G. Other transportation recommendations were specific to these corridors and are too detailed for the Comprehensive Plan. Several land-use recommendations were included in the 2007 update to the Future Land Use Element and others have already been implemented. Certain additional land-use changes are needed to the LDC.</p>	
<p style="text-align: right;"><u>Transportation Element:</u></p> <p style="text-align: right; margin-right: 100px;"><u>2.9.2.3</u> <i>F</i> <i>G</i></p>	

<u>SOURCE</u>	<u>AFFECTED PROVISIONS</u>
<p><i>Bicycle and Pedestrian Plan</i> 2007; prepared by Glatting Jackson Kercher Anglin, Inc.</p> <p>Link to source document #3</p>	<p><i>Objective</i> <i>Policy</i> <i>Action</i> <i>Standard</i> <i>Map</i></p>
<u>SUMMARY</u>	
<p>The 2007 Bicycle and Pedestrian Plan defined an interconnected system of sidewalks, bike lanes, paths, greenways, and trails to replace facilities in Fort Myers that are discontinuous, unsafe, or not even present.</p> <p>This plan will be updated in 2020, with funding from the Lee County Metropolitan Planning Organization.</p>	
<u>CHANGES TO COMPREHENSIVE PLAN</u>	<u>Transportation Element:</u>
<p>Several recommendations from the 2007 plan are being added to the Comprehensive Plan:</p> <ul style="list-style-type: none"> • creating/maintaining pedestrian bicycle facilities • storage and other end-of-trip facilities for bicycles • a potential Transportation Management Association for downtown. 	<p>1.3 1.3.2 <u>1.3.5</u> 1.4.2 <u>9.1.2</u></p>

<u>SOURCE</u>	<u>AFFECTED PROVISIONS</u>
<p><i>Sidewalks in Fort Myers</i> 2007; prepared by Glatting Jackson Kercher Anglin, Inc.</p> <p>Link to source document #4</p>	<p><i>Objective</i> <i>Policy</i> <i>Action</i> <i>Standard</i> <i>Map</i></p>
<u>SUMMARY</u>	
<p>This sidewalk plan proposed to expand the City’s policy on sidewalks to ultimately create a complete network of sidewalks on both sides of all streets deemed to constitute the “effective street network” (which would exclude dead-end and loop streets). This plan identified funding priorities for network streets (to focus first on proximity to schools and parks and then extend sidewalks to all collector and arterial streets).</p>	
<u>CHANGES TO COMPREHENSIVE PLAN</u>	<u>Transportation Element:</u>
<p>The main recommendations from this plan are being added to bring the “effective street network” concept into the Comprehensive Plan and to reflect the recommended funding priorities.</p>	<p>1.4 1.4.1</p>

<p><u>SOURCE</u></p> <p><i>Downtown Parking Needs Capacity Study</i> 2018; prepared by Walker Parking Consultants</p> <p>Link to source document #5</p>	<p><u>AFFECTED PROVISIONS</u></p> <p><i>Objective</i> <i>Policy</i> <i>Action</i> <i>Standard</i> <i>Map</i></p>
<p><u>SUMMARY</u></p> <p>The City’s 2008 downtown parking study was updated in 2018. The 2018 parking supply is adequate for current daytime demand, but was inadequate for a peak Friday evening in March 2018. Additional parking demand to serve new development was identified. Locations for additional public parking garages were identified and analyzed.</p>	
<p><u>CHANGES TO COMPREHENSIVE PLAN</u></p> <p>Actions 4.1.2 and 4.2.1 would be deleted because the contemplated activities are no longer appropriate.</p>	<p><u>Transportation Element:</u></p> <p><i>4.1.2</i> <i>4.2.1</i></p>

<p><u>SOURCE</u></p> <p><i>East Fort Myers Revitalization & Redevelopment Plan</i> 2010; prepared by Dover, Kohl & Partners</p> <p>Link to source document #6</p>	<p><u>AFFECTED PROVISIONS</u></p> <p><i>Objective</i> <i>Policy</i> <i>Action</i> <i>Standard</i> <i>Map</i></p>
<p><u>SUMMARY</u></p> <p>This redevelopment plan identified desirable development patterns for land north of Billy’s Creek including the Palm Beach Boulevard corridor, expanding an earlier planning effort in 2007. This plan presented potential physical improvements plus critical regulatory changes, with detailed strategies for their implementation.</p>	
<p><u>CHANGES TO COMPREHENSIVE PLAN</u></p> <p>Many transportation recommendations from this plan are too detailed for the Comprehensive Plan or have already been implemented. Three recommendations would be added to the Comprehensive Plan:</p> <ul style="list-style-type: none"> • criteria for determining where bicycles lanes should be separated from traffic • the desirability of planting street trees to provide shade to sidewalks and bike paths • extending the downtown Riverwalk west and east 	<p><u>Transportation Element:</u></p> <p><i>1.3.1</i> <i>1.5.1</i> <i>10.6</i></p>

SOURCE

Community Planning Act

2011—2013; Florida Legislature

[Link to excerpt from source document #7](#)

AFFECTED PROVISIONS

Objective

Policy

Action

Standard

Map

SUMMARY

In 2011, the Florida Legislature rewrote the 1985/86 Growth Management Act to revise state requirements for local government comprehensive plans. The result was called the Community Planning Act, which was further amended in 2013. Important transportation changes included:

- Making transportation concurrency optional for local governments, rather than a state mandate.
- Modifying the rules for proportional-share payments.
- Waiving the DRI process (regional review of ‘developments of regional impact’) in ‘dense urban land areas’ such as the City of Fort Myers.

CHANGES TO COMPREHENSIVE PLAN

Although transportation concurrency is no longer mandated by the state, the legislation contains extensive requirements for amending or imposing concurrency provisions, which include complex level-of-service (LOS) standards (see 163.3180(5), *F.S.*). Except in downtown, the proposed Comprehensive Plan amendments would maintain concurrency at the previous LOS standards. Within downtown, those standards would no longer apply, being replaced by the provisions recommended in the Downtown Fort Myers Mobility Plan. Policy 2.7 would include a corrected reference to a concurrency exception in Policy 2.4 of the Concurrency Management System Element; that exception would now repeat the statutory definition of ‘urban redevelopment.’

Existing Standard 2.5.1.2 defines the City’s proportionate-share requirements. This standard is being updated to reflect recent changes in the state law that authorizes this program (now in 163.3180(5)(h), *F.S.*). This standard will also commit to making comparable changes in the LDC provisions for share payments.

The DRI process was referenced in Standard 2.5.1.2 of the Comprehensive Plan; that reference is being deleted because the DRI process is no longer applicable to the City of Fort Myers.

Transportation Element:

2.5.1.2

2.6.3

2.7

2.7.4

2.7.7

Concurrency Management System Element:

2.2.8

2.4

SOURCE

Downtown Fort Myers Mobility Plan

2013; prepared by David Plummer & Associates

[Link to source document #8](#)

AFFECTED PROVISIONS

Objective
Policy
Action
Standard
Map

SUMMARY

This mobility plan identified ways to improve mobility downtown through public transit, walking/biking, water transport, and better street design. This plan also explored method of replacing traditional transportation concurrency throughout downtown; those requirements are based solely on “levels of service” for vehicles, a poor measure of mobility in a downtown.

CHANGES TO COMPREHENSIVE PLAN

This mobility plan proposed specific changes to the Transportation Element to begin carrying out its recommendations. New Comprehensive Plan Objective 10, Policies 10.1 through 10.11, and Map I are taken directly from the downtown mobility plan. Corresponding changes are being made to the Concurrency Management System Element.

Other recommendations included numerous adjustments or additions to existing Comprehensive Plan language; those changes are also noted in the list to the right.

Transportation Element:

- 1.2.3
- 1.3.6
- 1.4.7
- 1.6.2
- 1.7.3
- 2.3.1.1(k)

2.6.3
Table 4

2.7.6
2.9.2.3

2.11
2.11.3

2.12

4

4.1
4.2
4.2.1

4.3
4.3.1
4.3.1.1

4.4.2
5.4
5.4.1

10
10.1–10.11

Concurrency Management System Element:

Table 9
2.2.8.6

<p><u>SOURCE</u></p> <p><i>Lee County Rail Corridor Feasibility Study</i> 2013; prepared by David Plummer & Associates</p> <p><i>Link to source document #9</i></p>	<p><u>AFFECTED PROVISIONS</u></p> <p><i>Objective</i> <i>Policy</i> <i>Action</i> <i>Standard</i> <i>Map</i></p>
<p><u>SUMMARY</u></p> <p>This study analyzed the long-term feasibility of adding new transportation facilities within the existing CSX / Seminole Gulf Railway corridor while maintaining or expanding freight service. In particular, this study examined future shared use of the rail corridor for public transportation, such as commuter rail, light rail, or bus rapid transit, and for hiking/biking/walking trails.</p> <p><u>CHANGES TO COMPREHENSIVE PLAN</u></p> <p>The study recommended specific changes to the Transportation Element and the Future Land Use Element. Accordingly, earlier in 2017 the City added Policies 6.4 through 6.6; Actions 6.4.1 through 6.4.5; and Map H into the Transportation Element. No further changes are needed at this time.</p> <p style="text-align: right;"><i>[no further changes]</i></p>	

<p><u>SOURCE</u></p> <p><i>City of Fort Myers Parking Review</i> 2015; prepared by David Plummer & Associates</p> <p><i>Link to source document #10</i></p>	<p><u>AFFECTED PROVISIONS</u></p> <p><i>Objective</i> <i>Policy</i> <i>Action</i> <i>Standard</i> <i>Map</i></p>
<p><u>SUMMARY</u></p> <p>The City commissioned this review of current code provisions for:</p> <ul style="list-style-type: none"> • Dimension of off-street parking lots, • Number of required off-street parking spaces, and • On-street parking in residential areas. <p><u>CHANGES TO COMPREHENSIVE PLAN</u></p> <p>Off-street parking rules are in the LDC; no changes are needed to the Transportation Element. On-street residential parking on local streets is prohibited by Chapter 86 of the City’s code; however, proposed changes to Standard 2.9.2.3 could allow on-street parking on side streets near business corridors to support nearby businesses. This standard would now refer to the recommendations in <i>Parking Review</i> for how any on-street parking would be designed and managed.</p> <p style="text-align: right;"><i>Transportation Element:</i> 2.9.2.3</p>	

<p><u>SOURCE</u></p> <p><i>Cleveland Avenue Redevelopment Plan</i> 2010—2014; prepared by EDAW AECOM</p> <p><i>Link to source document #11</i></p>	<p><u>AFFECTED PROVISIONS</u></p> <p><i>Objective</i> <i>Policy</i> <i>Action</i> <i>Standard</i> <i>Map</i></p>
<p><u>SUMMARY</u></p> <p>This commercial corridor redevelopment plan was adopted for Cleveland Avenue in 2010, envisioning acquiring 40’ of additional right-of-way for an expanded streetscape. An update prepared in 2014 determined that all improvements should be placed in the existing ROW.</p> <p><u>CHANGES TO COMPREHENSIVE PLAN</u></p> <p>Improvements to Cleveland Avenue would now include a new median and pedestrian-friendly street crossings, and potentially a parking garage and a Cleveland Avenue Shuttle. These improvements are consistent with Florida DOT policies and do not require any changes to the Transportation Element. <i>[no changes required]</i></p>	

<p><u>SOURCE</u></p> <p><i>Midtown Redevelopment Initiative</i> 2016; prepared by Johnson Engineering</p> <p><i>Link to source document #12</i></p>	<p><u>AFFECTED PROVISIONS</u></p> <p><i>Objective</i> <i>Policy</i> <i>Action</i> <i>Standard</i> <i>Map</i></p>
<p><u>SUMMARY</u></p> <p>An extensive planning process is underway that may effectively expand the Downtown redevelopment area to include Midtown (south to Edison Avenue). Certain Comprehensive Plan amendments were considered by the City Council in April 2017 and will undergo additional public hearings in 2018. Some of those amendments would modify the Transportation Element.</p> <p><u>CHANGES TO COMPREHENSIVE PLAN</u></p> <p>Most of the proposed transportation amendments were derived from the Downtown Fort Myers Mobility Plan and are being included in this current package of amendments. One of the proposed transportation amendments (new Action 2.11.5) was specific to a downtown/midtown surplus density program which would be placed in the Future Land Use Element. It would be premature to include Action 2.11.5 before the surplus density program is approved. <i>[no changes beyond the changes described earlier that were derived from the Downtown Fort Myers Mobility Plan]</i></p>	

<u>SOURCE</u>	<u>AFFECTED PROVISIONS</u>
<p><i>Public Works Management Practices Manual</i> 2016; prepared by City staff</p> <p><i>Source document may be inspected at Public Works Dept.</i></p>	<p><i>Objective</i> <i>Policy</i> <i>Action</i> <i>Standard</i> <i>Map</i></p>
<p><u>SUMMARY</u></p> <p>Staff of the Public Works Department prepared this manual while seeking accreditation from the American Public Works Association. Chapter 33 of this manual identifies internal procedures for traffic operations; many other public works functions are also addressed (e.g. water, sewer, solid waste, cemeteries, etc.). Updates to this manual are on-going.</p>	
<p><u>CHANGES TO COMPREHENSIVE PLAN</u></p>	
<p>The only changes being proposed to the Transportation Element are references in Action 2.1.3 and 3.1.4 to this manual. These references will distinguish the <i>Public Works Management Practices Manual</i> from the <i>Design and Construction Standards Manual</i> (which contains engineering drawings but no internal policies).</p>	<p><u><i>Transportation Element:</i></u></p> <p><u><i>2.1.3</i></u> <u><i>3.1.4</i></u></p>

<u>SOURCE</u>	<u>AFFECTED PROVISIONS</u>
<p><i>Lee County MPO Roundabout Study</i> 2017; prepared by David Plummer & Associates</p> <p><i>Link to source document #13</i></p>	<p><i>Objective</i> <i>Policy</i> <i>Action</i> <i>Standard</i> <i>Map</i></p>
<p><u>SUMMARY</u></p> <p>This study examined the potential for installing modern roundabouts at appropriate intersections in Lee County to improve traffic flow and reduce the severity of potential crashes. Two of the top five candidate intersections are in Fort Myers: McGregor at Colonial and Michigan at Marsh.</p>	
<p><u>CHANGES TO COMPREHENSIVE PLAN</u></p>	
<p>One change would be made to the Transportation Element: a new Action 8.3.2 would support modern roundabouts and refer to this study for guidance on suitability and design factors.</p>	<p><u><i>Transportation Element:</i></u></p> <p><u><i>8.3.2</i></u></p>

SOURCE

Fort Myers Complete Streets Program

2011–2017; prepared by City staff

[*Link to source documents are immediately below*](#)

AFFECTED PROVISIONS

Objective
Policy
Action
Standard
Map

SUMMARY

Fort Myers has committed to a “Complete Streets” program to create an interconnected network of streets, sidewalks, and paths that safely serve users of all ages and abilities. This program includes a new process for planning and designing streets and new design features for them.

Relevant documents include the following:

- [Resolution 2011-36](#) (Fort Myers, 2011)
- [Complete Streets Policy](#) (Fort Myers, draft 2017)
- [Complete Streets Guidelines](#) (Fort Myers, draft 2016)
- [Complete Streets Implementation Plan](#) (FDOT, 2015)
- [Complete Streets Handbook](#) (FDOT, draft 2017)
- [Context Classification](#) (FDOT, draft 2017)
- [Best Complete Streets Policies of 2016](#) (Smart Growth America, 2017)

CHANGES TO COMPREHENSIVE PLAN

The essence of the emerging Complete Streets program would be placed after a new Objective 3.

Transportation Element:

Ten separate policies, each with implementing actions, would summarize the program. These policies, and their implementing actions, are derived from the 2017 draft of *City of Fort Myers Complete Streets Policy*. That document would be modified and renamed as *Ten Steps to Complete Streets in Fort Myers* to elaborate on the new Transportation Element policies and actions; it would be adopted by resolution the year after the Transportation Element updates are adopted (see proposed Action 3.1.1).

3

- 3.1–3.10
- 3.1.1–3.1.5
- 3.3.1–3.3.4
- 3.4.1
- 3.5.1–3.5.3
- 3.6.1–3.6.4
- 3.7.1–3.7.5
- 3.8.1–3.8.3
- 3.9.1–3.9.3
- 3.10.1–3.10.5

A more detailed document prepared by City staff, *Complete Streets Guidelines*, would be modified slightly to focus mostly on design issues:

- design of the overall street network,
- design of individual facilities, and
- desirable design features of private development along the best Complete Streets.

That document would be formally adopted, by separate resolution, during the year 2020 (see Action 3.1.2).

The Florida DOT is aggressively implementing its own Complete Streets program. The proposed policy language would keep the city and state programs fully in sync.

SOURCE

AFFECTED PROVISIONS

Lee County MPO 2040 Transportation Plan

2015–present; prepared by MPO staff & consultants

[*Link to source document #21*](#)

SUMMARY

The Lee County Metropolitan Planning Organization (MPO) coordinates transportation planning between Lee County and its six cities and the Florida DOT.

Every five years, MPOs adopt a new long-range transportation plan. The Lee County MPO adopted its current plan in December 2015, with minor updates since that time.

By state law, the transportation element of a local government comprehensive plan must be coordinated with plans and programs of the MPO (163.3177(6)(b)1, F.S.).

CHANGES TO COMPREHENSIVE PLAN

The Transportation Element contains two key maps that are very outdated, having been based on the obsolete MPO 2030 transportation plan which had been adopted in 2005.

Map F is titled “Future Roadway Facilities and Classifications.” This map shows existing and proposed major roads, identifying each as either collector, arterial, or interstate/freeway. The ‘functional classifications’ shown on this map are based on federal standards which evolve over time. The newly revised Map F updates which roads are shown on the map and uses the latest ‘functional classification’ scheme, which the MPO introduced in 2014 in preparation for its 2040 transportation plan. These road types are identified:

- *Interstate*
- *Other Freeway*
- *Principal Arterial*
- *Minor Arterial*
- *Major Collector*
- *Minor Collector*

The arterial and collector types are described in new Action 6.1.1.

Transportation Element:

5.1	5.1.1	
	5.1.2	
6.1	6.1.1	F
	6.1.2	
	6.1.3	G
	6.1.4	
6.3		

[continued on next page]

Map G is titled “Major Thoroughfare Plan.” The existing map shows major roads expected to be constructed or widened by 2030. The newly revised Map G extends the timeframe to 2040 to match the MPO plan. The revised Map G identifies the following types of transportation projects that are in the MPO’s cost-feasible plan through 2040 or are planned by the City of Fort Myers:

- *Construct new road*
- *Add lanes*
- *Revert to two-way*
- *Construct median*
- *Reconstruct lanes*
- *New sidewalks*
- *New trails*
- *Intersection upgrades*

Action 6.1.2 lists each major road project that falls within each of these seven types.

Action 6.1.3 commits the City to updating the 2020 versions of Maps F and G that are contained in its *Design and Construction Standards Manual*.

As background information, the major road projects on Map G are listed below with a short description of each project and the source that justifies its inclusion on Map G.

Transportation Element:

6.1.2

G

Construct new road:

Source:

North Airport Road Extension to Metro Pkwy.
(easterly extension across railroad tracks)

Committed project
(county road)

Hanson St. Ext. from V Shoemaker Blvd. to Ortiz Ave.
(easterly extension to new terminus at Ortiz Ave.)

MPO 2040 Plan: Table 6-5
(planned city road)

Edison Ave. Extension from Arcadia St. to Ortiz Ave.
(easterly extension to new terminus at Ortiz Ave.)

Planned project
(city road)

Arcadia Street Ext. from Hanson St. to Edison Ext.
(future road along original Arcadia St. alignment)

Proposed project
(city road)

Connect Rockfill Road to Hansen Street Extension

Proposed project
(city road)

Add lanes:	Source:
Colonial Blvd. from Winkler Extension to Forum Blvd. (major reconstruction & widening; new I-75 overpass)	<u>Florida DOT work program</u> (state road)
Ortiz Ave. from Colonial Blvd. to Lockett Rd (widen from two to four lanes)	<u>MPO 2040 Plan: Table 6-1</u> (county road)
Metro Pkwy south of Winkler Ave. (widen from four to six lanes)	<u>MPO 2040 Plan: Table 6-2</u> (state road)
Hanson St. from US 41 to Veronica Shoemaker Blvd. (widen from two to four lanes)	<u>MPO 2040 Plan: Table 6-5</u> (city and state road)
Edison Ave. from US 41 to Fowler St. (widen from two to four lanes)	<u>MPO 2040 Plan: Table 6-5</u> (city road)
Revert to two-way:	Source:
First and Second Streets from Fowler St. to the Seaboard St. intersection with Palm Beach Blvd. (revert from one-way to two-way traffic)	<u>MPO 2040 Plan: Table 6-2</u> (now city roads)
Construct median:	Source:
Fowler St. from Dr. Martin Luther King Jr. Blvd. to Fowler/Metro crossover (convert from 4-lane undivided to 4-lane divided)	<u>MPO 2040 Plan: Table 6-2</u> (state road)
Reconstruct lanes:	Source:
Edison Ave. between McGregor Blvd. and US 41 (reconfigure/realign existing Edison & Virginia)	<u>Planned project</u> (city road)
New sidewalks:	Source:
Marsh Ave. from Michigan Ave. to Palm Beach Blvd. (add sidewalk)	<u>MPO 2040 Plan: Table 6-13</u> (county road)
Treeline Ave. from Colonial Bl. to Pelican Preserve Bl. (add sidewalk)	<u>MPO 2040 Plan: Table 6-13</u> (county road)
Hanson St. from US 41 to Montclair Ave. (add sidewalk)	<u>Planned project</u> (city road)
Six Mile Cypress from Winkler Ext. to Challenger Bl. (add sidewalk on west side)	<u>Planned project</u> (county road)

<i>New trails:</i>	<i>Source:</i>
Hill Ave. from McGregor Blvd. to US 41 at Carrell. (add multi-use trail)	<u>MPO 2040 Plan: Table 6-13</u> (city trail)
Extension of John Yarborough linear park trail along Ten Mile Canal from Colonial Blvd. to Hanson St. (extend existing county multi-use trail)	<u>MPO 2040 Plan: Table 6-13</u> (city trail)
<i>Intersection upgrades:</i>	<i>Source:</i>
Colonial Blvd. between McGregor Blvd. and US 41 (improve several intersections to manage congestion)	<u>MPO 2040 Plan: Table 6-1</u> (county road)
Dr. Martin Luther King Jr. Blvd. at Cranford & Palm (improve two intersections to manage congestion)	<u>MPO 2040 Plan: Table 8-3</u> (state road)
Right-turn lane on northbound Winkler Ave. at Colonial Blvd.	<u>Planned project</u> (county road)

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