



BPAC PRESENTATION

8/20/25



BRIDGE USAGE ANALYSIS:
EDISON BRIDGE AND
CALOOSAHATCHEE BRIDGE

EDISON BRIDGE USER COUNTS
(South End)

Users	June 6th	June 7th
Pedestrians	143	160
Cyclists	77	58
Skateboard	10	2
Micromobility	3	0
Total Users	233	220

CALOOSAHATCHEE BRIDGE USER COUNTS
(South End)

Users	June 6th	June 7th
Pedestrians	82	199
Cyclists	65	59
Skateboard	9	2
Micromobility	4	2
Total Users	160	262

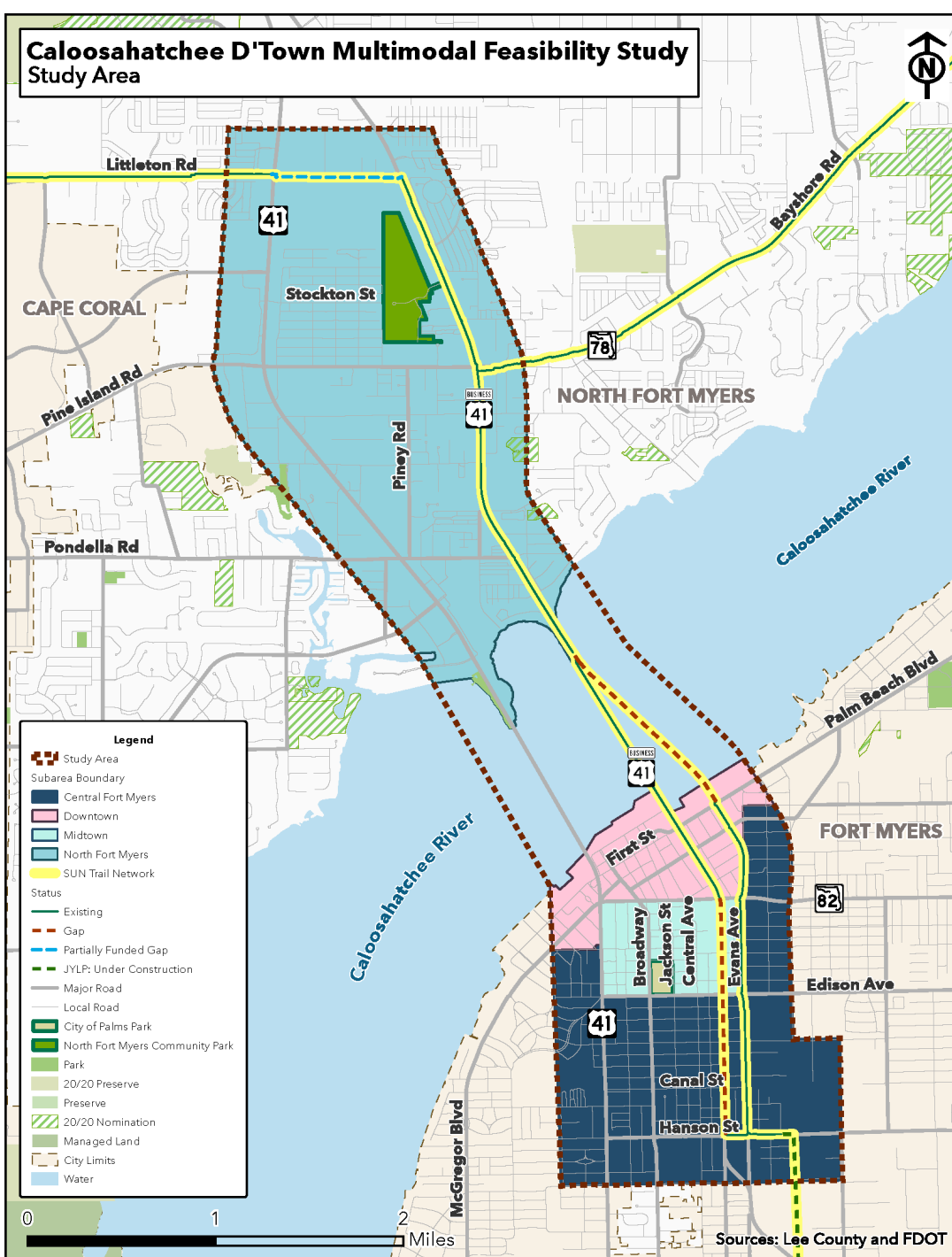
CALOOSAHATCHEE BRIDGE USER COUNTS
(North End)

Users	June 6th	June 7th
Pedestrians	143	290
Cyclists	67	58
Skateboard	9	2
Micromobility	5	1
Total Users	224	344

SUN TRAIL NETWORK CHANGES COMPLETED



Caloosahatchee D'Town Multimodal Feasibility Study Study Area



PROJECT PURPOSE

To identify SUN Trail route connecting JYLP Linear Park in Fort Myers to the Kismet Trail in North Fort Myers using the Caloosahatchee Bridge.

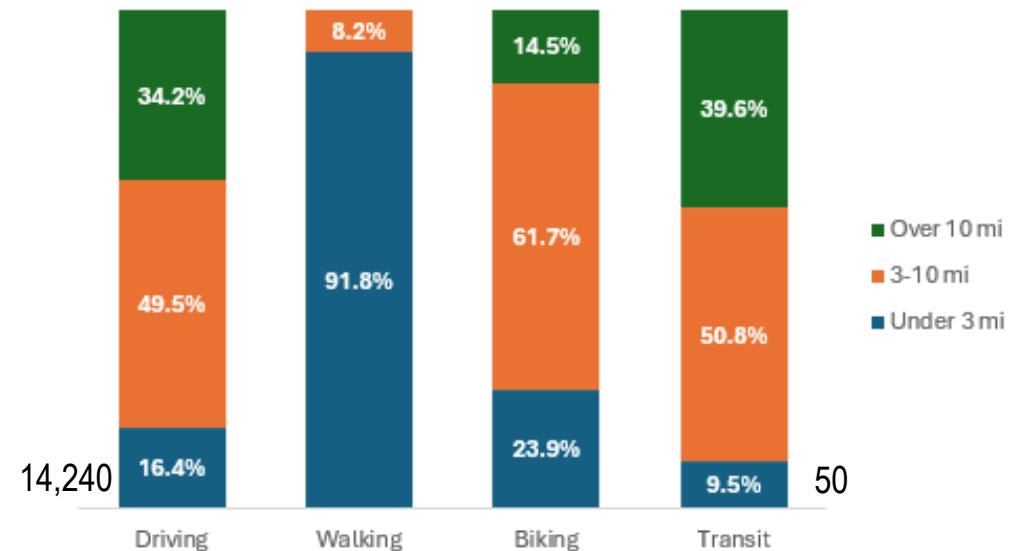
- Project commenced beginning of year
- 18 months duration
- Two Kickoff meetings held
 - Project Team Kickoff Meeting – **Jan 31st**
 - Project Stakeholder Committee (PSC) Kickoff Meeting – **June 9th**
- Completed/Ongoing Activities
 - Crash Analysis
 - Trip Analysis
 - Interviews
 - Planning Document Review and Findings
 - Latent Demand Survey Posted
- Upcoming events
 - 2nd PSC Meeting – **Nov 10th**, 1 to 3 pm
 - 1st Public Workshop – **Oct 28**, 5 pm – 7:30 pm

TRIP CHARACTERISTICS

- **225,200** daily trips begin **or** end within the study area.
- **Trip Distances < 3 miles**
 - 63,900 daily trips
 - 24% (46,230) of automobile trips
 - 20.7% (270) of transit trips
 - 97% (12,530) of walking trips
 - 41% (1,060) of biking trips
 - 16,680 Inbound trips
 - 32,200 local trips

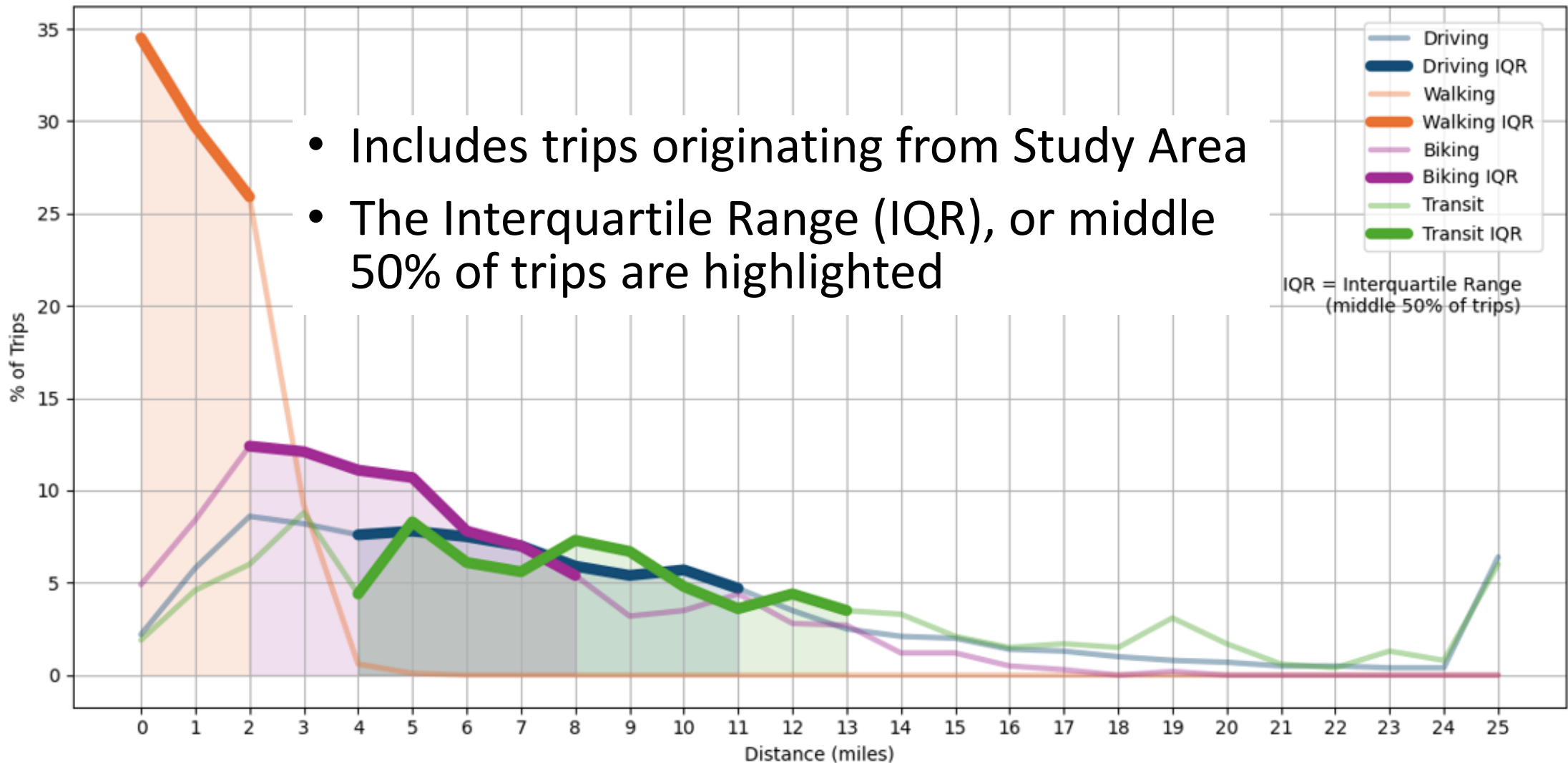
Mode	Weekday Distance (mi)	Weekend Distance (mi)
Automobile	1.8	1.7
Walking	0.4	0.4
Biking	1.2	1.0
Transit	2.8	2.7

Distance Traveled Shares for Inbound Trips



TRIP DISTANCE BY MODE FOR OUTBOUND TRIPS

- Includes trips originating from Study Area
- The Interquartile Range (IQR), or middle 50% of trips are highlighted





Caloosahatchee D'Town Alternative Multimodal Feasibility Study

In partnership with the City of Fort Myers, FDOT and Lee County



The Lee County Metropolitan Planning Organization (MPO) is studying ways to build a new shared-use path, or urban trail, in Fort Myers and North Fort Myers. The trail would cross the Caloosahatchee River using the new eight-foot-wide sidewalk on the Caloosahatchee Bridge (Cleveland Avenue).

To the northwest side, the trail would link up with the SUN Trail network along Littleton Road, which eventually becomes Kismet Parkway in Cape Coral. To the southeast, it would connect with the John Yarbrough Linear Park Trail, which is currently being extended to Hanson Street. Once completed, this new trail would officially become part of the Florida Department of Transportation's SUN Trail network.

**Take
Our
Survey**

Your opinion matters! Please take a few moments to scan the QR code and complete a survey to help the Lee County MPO plan for the new shared-use path (urban trail) in Fort Myers and North Fort Myers, utilizing the Caloosahatchee Bridge (Cleveland Avenue) sidewalk.

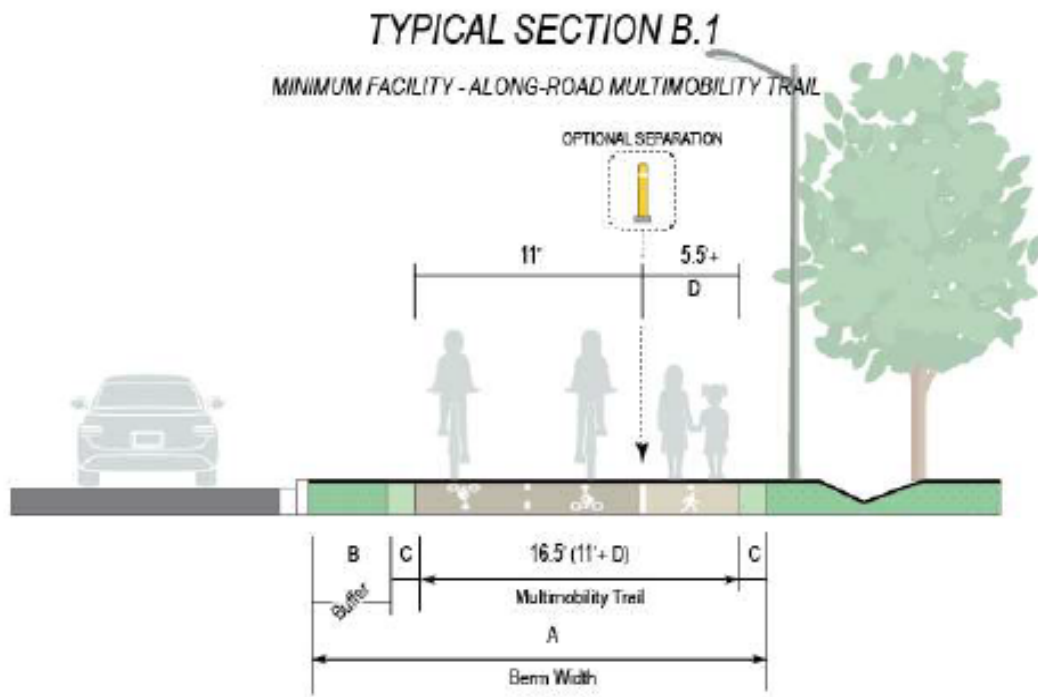
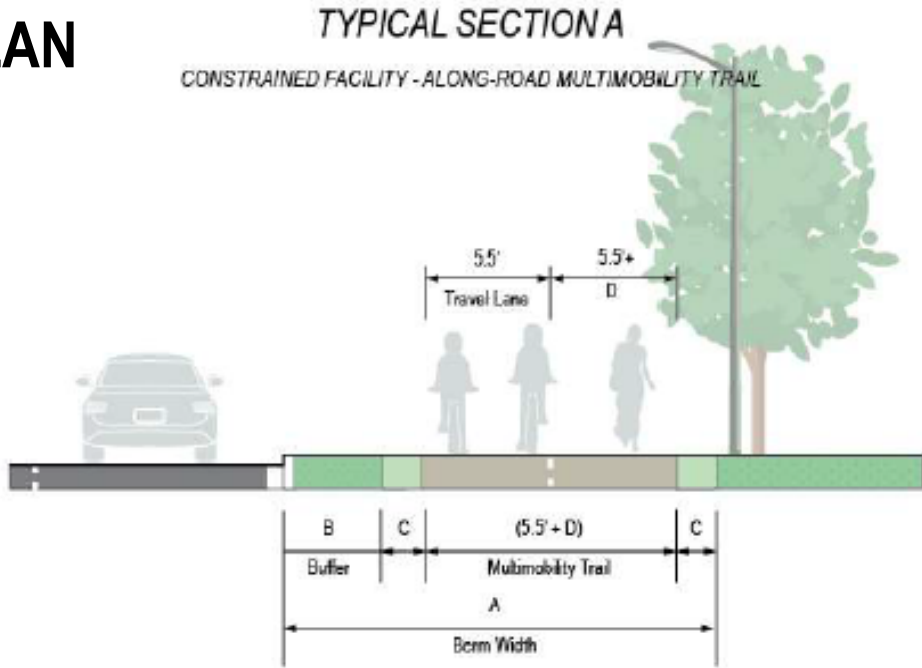


204
RESPONSES

Learn More at www.CaloosahatcheeSuntrail.com

2050 LONG RANGE TRANSPORTATION PLAN

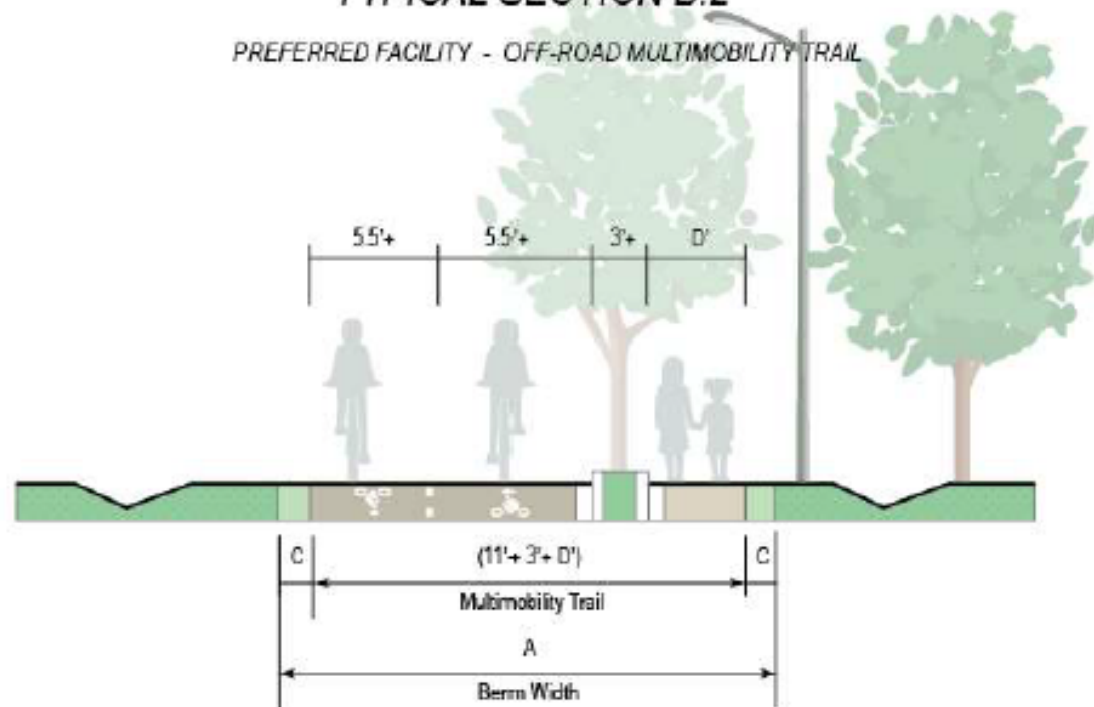
Trails with Separate Bike and Pedestrian Facilities



	Bicycle Facility	Berm width	Buffer	Facility Shoulder	Pedestrian Facility
Key	-	A	B	C	
Minimum	5.5' Minimum facility. tandem riding difficult - passing conflicts present	A = Travel Lanes + B + C + D	4' min Buffer measured from back of curb and gutter required from roadway	1' Required	FDOT recommends sidewalk widths based on surrounding land use context. In all contexts, sidewalks must maintain at least a 4-foot clear width (excluding obstacles) and comply with ADA minimums (≥ 32 inches at pinch points)
Preferred	6'-7' Facility encourages tandem riders and allows for passing without conflict from handlebar width when space is available		5' Buffer required for higher speed roadways (50 mph +) when volumes are approaching high capacity, or in interim conditions pending future upgrades.	2' Recommended for Passing, signage, and other trail amenities	5.5' Recommended for Pedestrian Facilities. 6' required in Urban (C6 and C5) Urban Core land use contexts (See

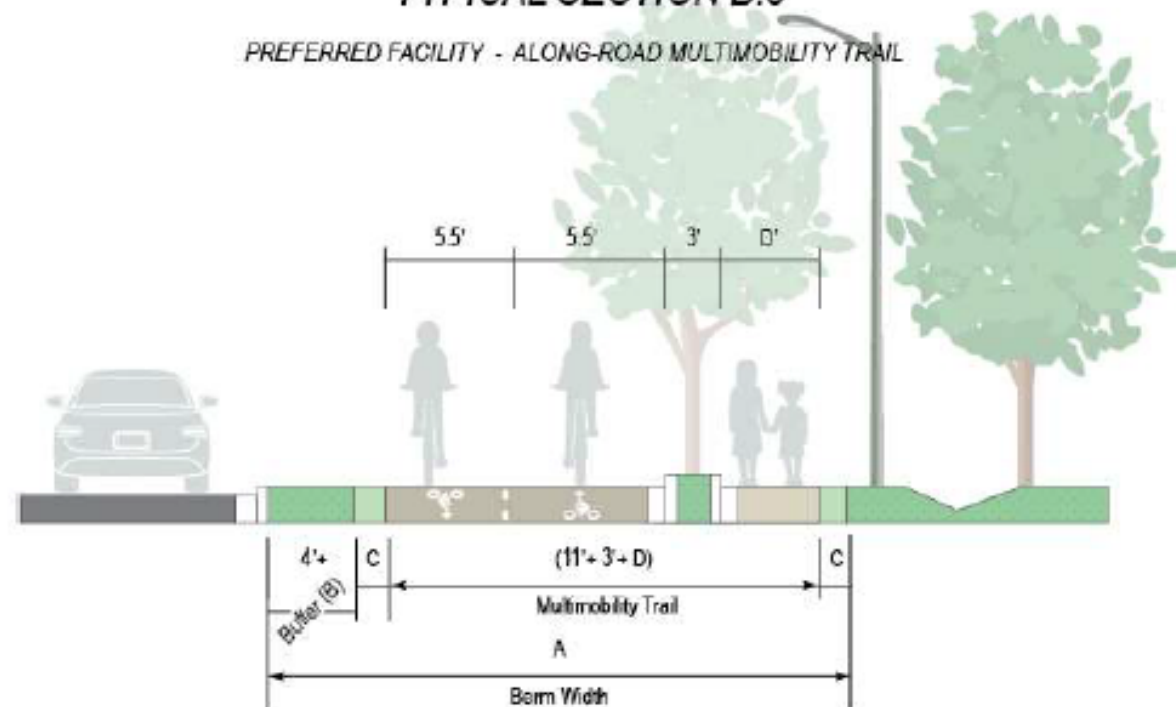
TYPICAL SECTION B.2

PREFERRED FACILITY - OFF-ROAD MULTIMOBILITY TRAIL



TYPICAL SECTION B.3

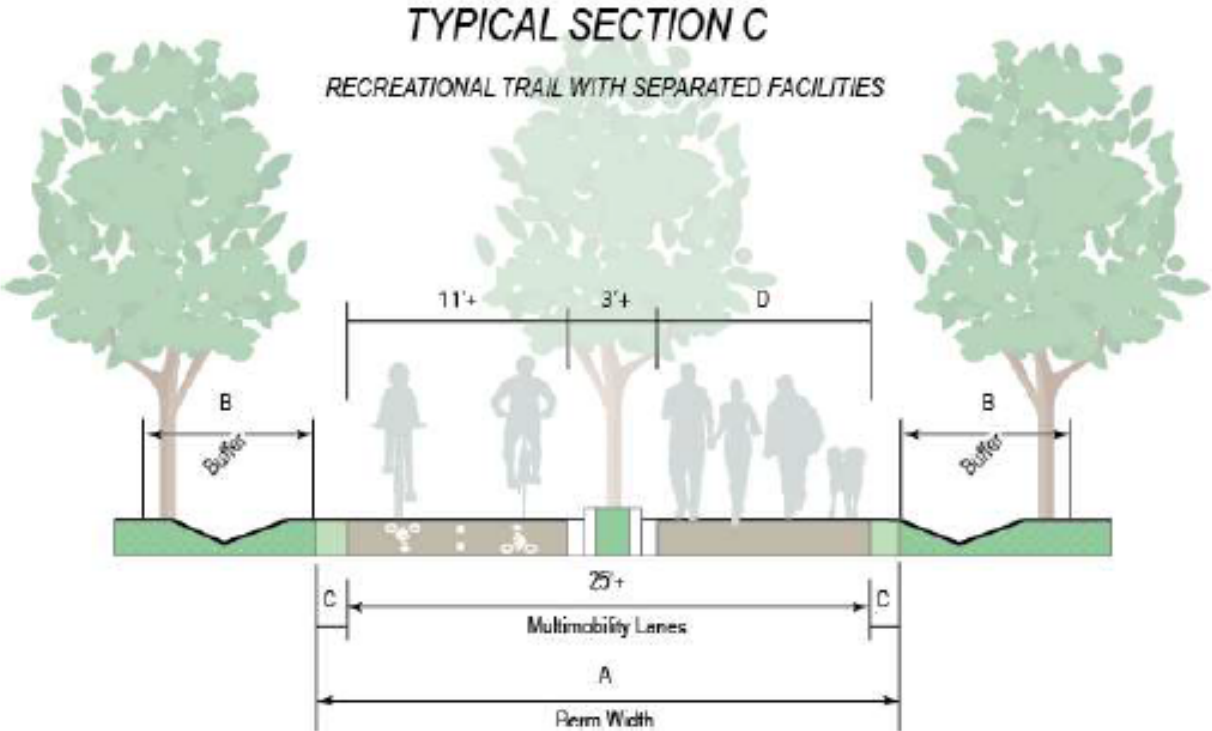
PREFERRED FACILITY - ALONG-ROAD MULTIMOBILITY TRAIL



	Bicycle Facility	Berm width	Buffer	Facility Shoulder	Pedestrian Facility
Key	-	A	B	C	D
Minimum	5.5' Facility encourages tandem riders and allows for passing without conflict from handlebar width. 10' Facility for One-way	A = Travel Lanes + B + C + D	4' min Buffer measured from back of curb and gutter required from roadway (See <i>FDOT Design Manual, Section 224.12</i>)	1' Required	5.5' Recommended for Pedestrian Facilities. 6' required in Urban (C6 and C5) Urban Core land use contexts (See <i>FDOT Design Manual, Table 222.2.1</i>)
Preferred	6'-7' Facility encourages tandem riders and allows for passing without conflict from handlebar width. 12' facility for Two-Way		5' - 8' Buffer Preferred for higher speed roadways (40 mph +) when volumes are approaching high capacity, or in interim conditions pending future upgrades.	2' Recommended for Passing, signage, and other trail amenities	

Separated Pedestrian facility

2050 LONG RANGE TRANSPORTATION PLAN



	Bicycle Facility	Berm width	Buffer	Facility Shoulder	Pedestrian Facility
Key	-	A	B	C	D
Minimum	<p>≤ 11' Bicycle or Mobility Device Facility introduces passing conflict from handlebar width. Min 10' Facility for One way directional lanes</p>	Travel Lanes + B + C + D = A	<p>3' min Buffer measured from back of curb and gutter required from roadway</p>	<p>1' Required</p>	<p>The appropriate paved width for shared facility is dependent upon context, volume and mix of users. Widths range from a minimum 10 feet to 14 feet, with a standard width of 12-feet.</p> <p>*SUN Trail network facilities that are less than 12-feet require approval.</p> <p>For shared use paths not in the</p>
Preferred	<p>11'+ Facility encourages tandem riders and allows for passing without conflict from handlebar width. Preferred 12' facility for Two-Way directional lanes</p>		<p>3–5 ft buffer preferred, prevents handlebar strikes and root uplift near pavement</p>	<p>2' Recommended for Passing, signage, and other trail amenities</p>	



THANK YOU