



**CITY OF FORT MYERS
BICYCLE & PEDESTRIAN MASTER PLAN**

**MARCH
2021**

PREPARED FOR:



PREPARED BY:



IN COLLABORATION WITH



MARCH 2021

List of Sections

1. Introduction
2. Document Research and Review
3. Existing Conditions
4. Public Outreach
5. Design Palette
6. Wayfinding
7. Ongoing and Recommended Improvements
8. Future Network
9. Implementation Strategies



Table of Contents

List of Figures	Page
2.1 Bikeways/Walkways Facilities Plan Map (Lee Plan)	2 – 7
2.2 Lee County Greenways Master Plan (Lee Plan)	2 – 8
2.3 Land Trail Opportunities and Land Trail Priorities (FGTS Plan)	2 – 10
2.4 SUN Trail Network Map	2 – 11
3.1 Future Roadway Facilities & Classifications—2040 (City's Comp Plan)	3 – 2
3.2 Existing Sidewalk Facilities	3 – 3
3.3 Existing Bicycle and Multimodal Facilities	3 – 4
3.4 Existing Points of Interest	3 – 6
3.5 Transit Routes (LeeTran)	3 – 7
3.6 Transit Routes—Downtown Fort Myers (LeeTran)	3 – 8
3.7 Bicycle Rack Locations	3 – 9
3.8 Historical Pedestrian Crashes	3 – 12
3.9 Historical Bicycle Crashes	3 – 13
6.1 Wayfinding Sign Example from 2007 Bicycle and Pedestrian Plan	6 – 2
6.2 Examples of Signs from City of Fort Myers Wayfinding Sign Master Plan	6 – 3
6.3 Gateway Sign Installation Along Colonial Blvd	6 – 4
6.4 Directional Sign Installations along Colonial Blvd	6 – 4
6.5 Example of Lee County Wayfinding Plan Sign Installation	6 – 5
6.6 Example of Lee County Wayfinding Plan Sign Installation	6 – 6
6.7 Examples of Network Identity Plaques	6 – 7
6.8 Example Route Turn Sign Assemblies	6 – 8
6.9 Sign Example with Service Points	6 – 9
7.1 Proposed Sidewalk Improvements	7 – 4
7.2 Proposed Bicycle and Multimodal Improvements	7 – 5
8.1 Future Sidewalk Network	8 – 3
8.2 Future Bicycle and Multimodal Network	8 – 4
9.1 Priority Ranking	9 – 5

Table of Contents

List of Tables

	Page
2.1 Recommended Project Priorities (2007 Plan)	2 – 2
2.2 Prioritized Needs Plan (Lee MPO plan)	2 – 6
2.3 Bikeways/Walkways Facilities in Fort Myers (Lee Plan)	2 – 9
4.1 Summary of Walking Trips by Purpose	4 – 6
4.2 Summary of Biking Trips by Purpose	4 – 6
9.1 Summary of Facility Point System	9 – 2
9.2 Criterion Summary	9 – 4

List of Appendices

- Appendix A Meeting Minutes
- Appendix B Prioritization Matrix



Acronyms and Abbreviations

PAC	Project Advisory Committee
MPO	Metropolitan Planning Organization
BPCC	Bicycle Pedestrian Coordinating Committee
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
DDA	Downtown Development Authority
CRA	Community Redevelopment Agency
JYLP	John Yarborough Linear Park
CMF	Crash Modification Factor
FGTS	The Florida Greenways and Trails System Plan
OGT	Office of Greenways and Trails
SUN Trail	Shared-Use Nonmotorized (SUN) Trail
LAP	Local Agency Program
COVID-19	Coronavirus Disease 2019
ADA	The Americans with Disabilities Act
BPAB	Bicycle Pedestrian Advisory Board
LeePlan	Lee County Comprehensive Plan
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials



List of Definitions

ADA (Americans with Disabilities Act)

Requirements that ensure equal opportunity for persons with disabilities in a variety of services/facilities, including transportation and accessibility.

Arterial

A high-capacity road with the primary function of delivering traffic from collector roads to freeways, interstates or expressways.

Complete Streets

Streets that are planned and designed to function for all users regardless of age, ability or desired mode of transportation.

Collectors

A low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads.

Countermeasure

An action taken to counteract or minimize a danger or threat.

Crash

A collision, typically of one vehicle with another vehicle or with an obstacle, pedestrian, or bicyclist.

Heat Island Effect

An urban area or metropolitan area that is significantly warmer than its surrounding rural areas due to human activities, lack of greenery, and building material properties.

Intersection Treatments

Physical design treatments or features applied to an intersection with a specific goal such as lowering speeds, or encouraging pedestrian/bicycle safety.

Micromobility

Small, lightweight vehicles that generally operate at lower speeds, and are usually human-powered.

Pavement Markings

Painted or applied lines or legend placed on any travel surface for regulating, guiding or warning traffic.



List of Definitions

Pedestrian Promenade

A public area set aside for use by pedestrians. The use of motor vehicles is usually prohibited in the area, but it can be designed to accommodate pedestrians, bicyclists, and transit.

Prioritization Matrix

A technique that allows you to rank projects based on weighted criteria.

Right-Of-Way

A term denoting land, property or interest therein, usually in a strip, publicly acquired for or devoted to transportation or utility purposes.

Shared Micromobility

Type of service in which bicycles/scooters are made available for shared use to individuals on a short term basis.

Streetscape

The visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, trees and open spaces, etc, that combine to form the street's character.

Traffic Calming

Traffic management approach that aims to reduce vehicle speeds, and increase safety for pedestrians and bicyclists.

Underserved Community

Populations that often face barriers to access various services including transportation. This can include low-income individuals, racial minorities, disabled individuals, and people with language barriers, among others.

Wayfinding System

This refers to an information system, usually signage, that guides people through the physical environment and enhances their understanding and experience of the area.



List of Definitions

Diverging Diamond Interchange

A diverging diamond interchange, or DDI, allows two directions of traffic to temporarily cross to the left side of the road. It moves high volumes of traffic through an intersection without increasing the number of lanes and traffic signals. This movement provides easier access to an interstate.

Continuous Flow Intersection

A continuous flow intersection, or CFI, is an innovative intersection that allows vehicles to travel more efficiently through an intersection. A CFI enhances safety and increases traffic flow through intersections by allowing left-turning traffic and through-traffic to move simultaneously.

Redirected Crossing U-Turn

The RCUT intersection differs from a conventional intersection by eliminating the left-turn and through movements from cross street approaches. To accommodate these movements, the RCUT intersection requires drivers to turn right onto the main road and then make a U-turn maneuver at a one-way median opening at least 400 feet after the intersection.





1 | Introduction

The first step in the master planning process was to determine the purpose of the master plan, learn about the community, and establish the vision and goals.

	Page
Purpose of the Master Plan	1-2
Community Profile	1-3
Benefits of Walking and Biking	1-5
Vision and Goals	1-6
Master Plan Development Process	1-8

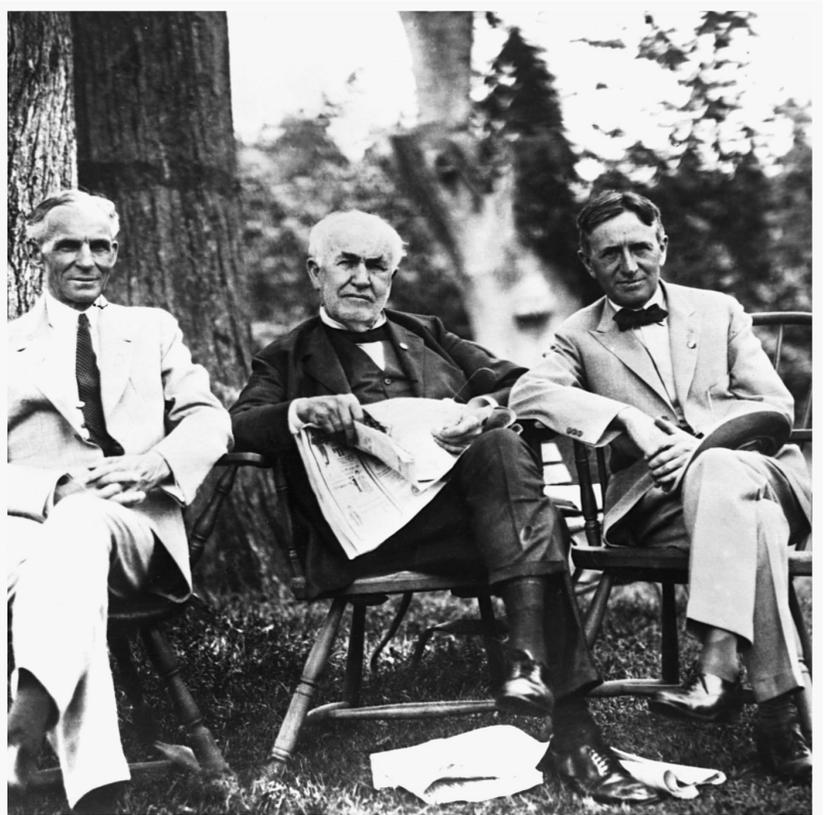
Purpose of the Master Plan

The City of Fort Myers has undertaken this Bicycle & Pedestrian Master Plan as an update to the 2007 Bicycle and Pedestrian Plan.

Fort Myers is located in, and is the commercial seat of, Lee County, Florida. It has a total area of 49 square miles, of which 40 square miles is land and the remaining is water. Originally established as Fort Harvie, it began initial transformation into a farming community in the late 1860's and 1870's before developing a commercial core in the 1880's, and gaining national notoriety for local recreational fishing. Fort Myers would later be home to Thomas Edison and Henry Ford, who built their estates on the banks of the Caloosahatchee River. Fort Myers is known today as the "City of Palms" thanks to Thomas Edison's respect for nature and efforts to line McGregor Boulevard with palms.

Fort Myers has grown tremendously since World War II along with the rest of Lee County and southwest Florida. It is a gateway to the southwest Florida region and is a major tourist destination, including the winter estates of Thomas Edison and Henry Ford.

Adopting a multimodal approach to transportation is essential for Fort Myers to encompass its diverse social and physical environment.



The purpose of the Bicycle & Pedestrian Master Plan is to establish a framework to provide improved mobility and further connectivity, leading to a more robust bicycle and pedestrian network.

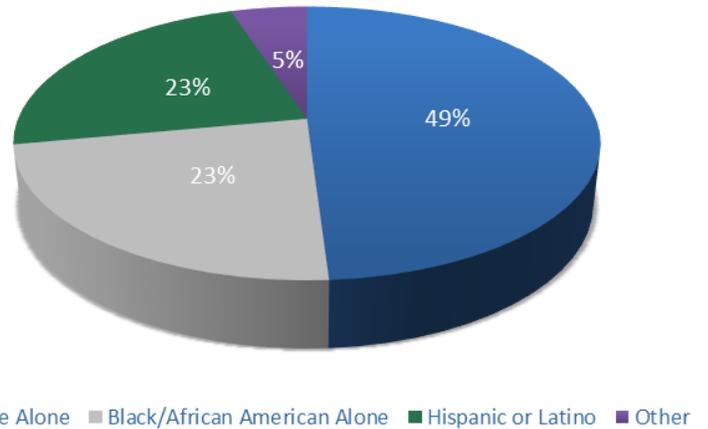
Community Profile

According to the American Community Survey provided by the Census Bureau, Fort Myers has a diverse ethnic composition with a large proportion of foreign-born residents. The 2018 population was 76,591, with 49.0 percent White Alone, 23.37 percent Black or African American Alone, 23 percent Hispanic or Latino, and 4.63 percent other.

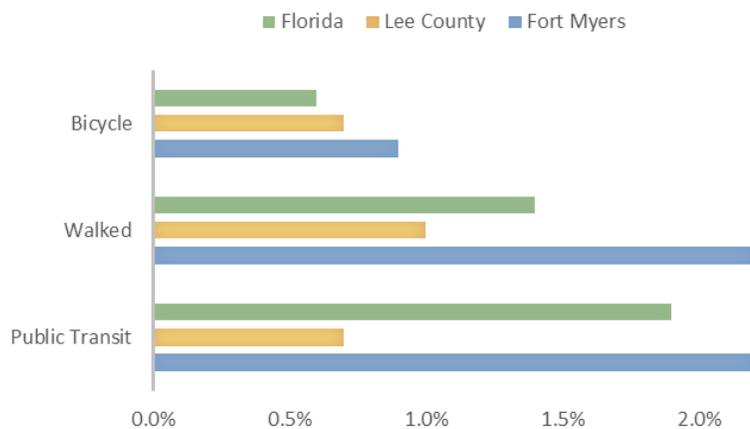
Additionally, the foreign population is approximately 20.3 percent, compared to about 13.5 percent at the national level. The median age is 40.7 years and seems to be reducing according to historical trends in the last 5 years. About 20.8 percent of residents are 65 years and over, compared to about 16 percent at the national level. The percentage of people under 18 years old is about the same in Fort Myers as the national average.

Residents of Fort Myers commute to work via different travel modes. Options for residents include driving, carpooling, taking some sort of public transit, walking, biking, taxi, and other means. Some residents also work from home instead of commuting. According to the 2018 American Community Survey, 2.2 percent of the population (16 years of age or over) within Fort Myers commutes to work by public transit, 2.2 percent walks to work, and 0.9 percent bikes to work. Additionally, 4.2 percent work from home. **Compared to the County and the State, the rates of public transit use and walking and biking for work commute are higher in Fort Myers.**

Population by Race or Ethnicity



Travel Mode	2018
Drove alone	77.00%
Carpooled	11.30%
Public transportation (excluding taxicab)	2.20%
Walked	2.20%
Bicycle	0.90%
Taxicab, motorcycle, or other means	2.20%
Worked at home	4.20%

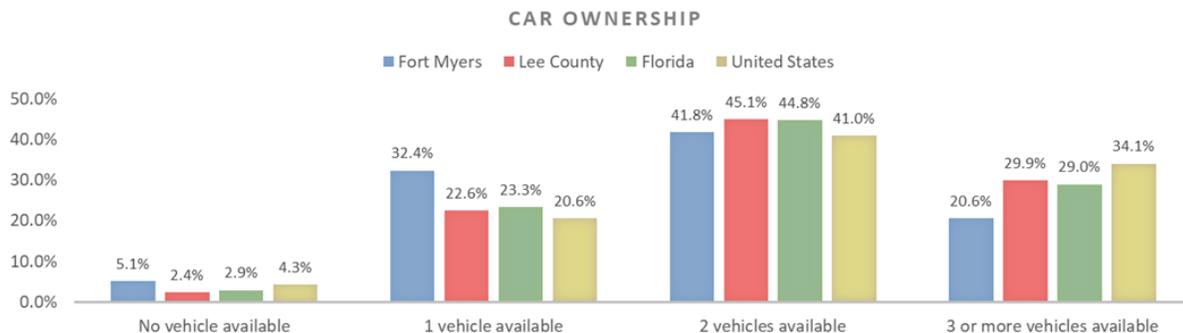




Approximately five percent of the households in Fort Myers have zero car ownership. For these households, walking and biking are the primary means of transportation for portions of, or entirety of, work or recreational trips. In addition, 32 percent of households in Fort Myers own only one vehicle. **Compared to the County, the State, and even the nation, the rates of car ownership are lower in Fort Myers.**

5%

Zero Car Ownership Households



Benefits of Walking and Biking

Limited access to adequate pedestrian and bicycle facilities creates an environment where automobile use is the primary means of transportation. By enhancing the multimodal network, residents and visitors of Fort Myers will be able to embrace walking and biking, which provide a wide range of benefits.



Improved Mobility and Reduced Congestion

Building a multimodal transportation network provides alternative modes of transport that are accessible to a wide range of users, including older adults and children who may not have access to a vehicle. Additionally, encouraging walking and biking has the potential to reduce motorized vehicle trips and increase available capacity on the road.

Environmental

The use of motorized vehicles is a major contributor to greenhouse gas emissions and environmental pollution. The use of non-motorized modes of transportation can reduce environmental pollution and strengthen the connection with nature. Incorporation of these two viable options into the transportation system can also save valuable green space from development.

Mental and Physical Health

Walking and bicycling are both good forms of exercise that improve the mental and overall health of individuals.

Social and Economic

Pedestrian and bicycle friendly places benefit from increased activity on the roadway, which may generate revenue for local businesses. Additionally, streetscape improvements and other amenities help to create a sense of place, increase property values, attract visitors, and can increase revenue. Parents can also save time and money when they know their children have safe places to walk and ride to school.

Vision and Goals

The **Vision** of this Bicycle & Pedestrian Master Plan is consistent with the City’s Complete Streets Guidelines.

VISION

- ✓ Designed for all ages/abilities whether they walk, bicycle, ride transit, or drive cars
- ✓ Integrate income and social equity into future planning and budgetary functions
- ✓ Combine connectivity with traffic-calming and pedestrian-friendly site/building design features that create safe and inviting places
- ✓ Connect people through everyday interaction
- ✓ Engage the community in designing streets “from the bottom up”
- ✓ Create inviting spaces with engaging architecture, landscaping, and public art that reflect the diversity and cultures of the community
- ✓ Foster healthy and safe commerce
- ✓ Strengthen and enhance neighborhoods as envisioned by community members without displacing residents
- ✓ Encourage active and healthy lifestyles
- ✓ Integrate environmental stewardship, water management, energy conservation, and preservation of plant life
- ✓ Vary in character by neighborhood, density, and function

The **Goals** of this Bicycle & Pedestrian Master Plan are consistent with the City's Complete Streets Guidelines.

- ✓ Provide transportation options for people of all ages, abilities, and income levels
- ✓ Support land uses and public mobility means that service the street
- ✓ Encourage multimodal transportation options including walking, bicycling, and mass transit
- ✓ Enhance the safety and function of streets, from both traffic and pedestrian perspectives
- ✓ Provide sufficient landscaping along streets and sidewalks that will shade pedestrians and bicyclists from the sun, thereby diminishing the "heat-island effect"
- ✓ Maximize infiltration and reuse of stormwater and reduce unfiltered stormwater runoff into watersheds
- ✓ Reduce greenhouse gas emissions and other air pollution contaminants
- ✓ Reduce energy consumption
- ✓ Promote the economic well-being of businesses and residents
- ✓ Increase civic space and encourage human interaction
- ✓ Efficiently utilize paved areas to accomplish healthier living opportunities

GOALS

Master Plan Development Process

The development process of this Bicycle & Pedestrian Master Plan includes five components/themes:

Assess

The development process began with a review of relevant background information and an assessment of existing conditions to identify the opportunities and constraints, to help address deficiencies, and improve access. A comprehensive review was performed of existing resources, and field reviews were performed to develop a picture of the current walking and bicycling environment in Fort Myers, including general conditions and gaps in pedestrian and bicycle facilities.

Engage

The engagement process was a critical component throughout the duration of the master plan development. Meetings were conducted with the PAC, the City's BPAB, Lee County MPO BPC, general public, and City Council. These meetings, as well as an online survey and an interactive map, helped us to engage the public to understand needs, preferences, and ideas that have led to the development of a sound and sustainable plan.

Imagine

The Vision and Goals for this master plan have helped to guide the development of a more comprehensive bicycle and pedestrian network. These visions and goals were established as part of a major collaboration effort when developing the City's Complete Streets Guidelines, which provided an opportunity to make Fort Myers healthier and safer by implementing new sustainable practices.

Change

While grounded in reality, the plan focused on the vision people have for alleviating congestion and building connections to where they live, work and play in Fort Myers and the surrounding area. The master plan has identified new and improved bicycle and pedestrian connections within Fort Myers and to the region's larger transportation network based on the existing framework and public input process.

Implement

The new bicycle and pedestrian connections have been prioritized to help establish a successful implementation plan. The plan will also inform decision-making associated with implementing bicycle and pedestrian programs and infrastructure improvements.





2 | Document Research And Review

The master planning process involved document research and review of existing plans, including the 2007 Bicycle and Pedestrian Plan, City initiatives, and other relevant documents.

	Page
2007 Bicycle and Pedestrian Plan	2-2
City Initiatives	2-5
Other Relevant Documents	2-6

2007 Bicycle and Pedestrian Plan

In 2007, the City of Fort Myers hired Glattig Jackson Kercher Anglin Inc. to prepare a Bicycle and Pedestrian Plan. The plan focused on defining a system of sidewalks, bike lanes, greenways and multipurpose trails within Fort Myers. The plan outlined policies for promoting safe, desirable, and convenient means of transportation, as well as expanding Fort Myers’s bicycle and pedestrian systems. The plan recommended pedestrian improvements, which focused on improving safety, connectivity, and reducing existing sidewalk gaps, while the recommended bicycle improvements focused on providing appropriate bicycle facilities on specific corridors within Fort Myers. The plan prioritized and defined how sidewalk and bicycle facilities would be constructed. Specific projects were identified in the 2007 Bicycle and Pedestrian Plan by type and listed in order of the recommend priority in **Table 2.1**.

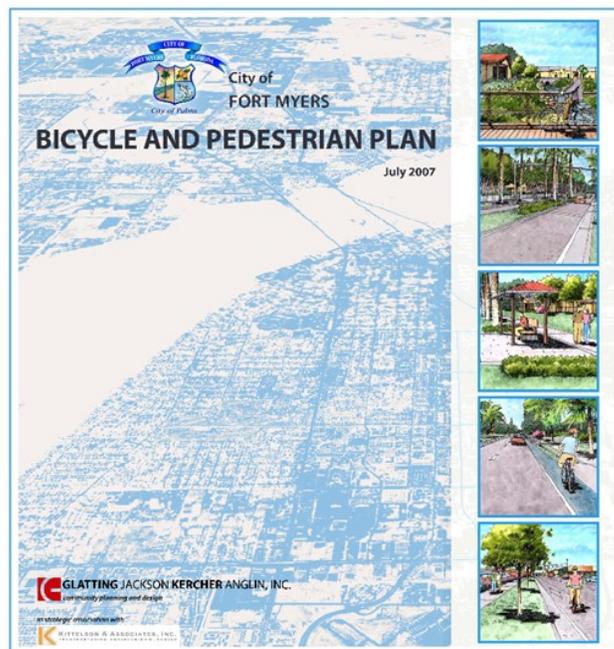


Table 2.1: Recommended Project Priorities (2007 Plan)

PRIORITY	PROJECT	FACILITY TYPE	DESCRIPTION	STATUS
1	Edgewood Avenue	Bike-Friendly Street	Street treatment/symbol markers and signposting from Marsh to Seaboard	No improvements noted.
2	Prince Street Connection	Bike-Friendly Street	Street treatment/symbol markers and signposting from South to Martin Luther King	No improvements noted.
3	South Street Connection	Bike-Friendly Street	Street treatment/symbol markers and signposting from Prince to Cortez	No improvements noted.
4	Cortez Boulevard Re- Striping	On-Street Bicycle Lanes	Street treatment to re-stripe existing travel lanes from Edison to Sandra around Fort Myers High School campus	Bike Lanes added between 2008-2010 from Euclid Ave to Sandra Dr
5	Cortez Boulevard Added Lanes	On-Street Bicycle Lanes	Widen Cortez Boulevard between Sandra and Moreno to accommodate 5-foot bicycle lanes on either side of roadway.	No improvements noted.
6	Jackson Street Bicycle Lanes	On-Street Bicycle Lanes	Re-stripe existing wide lanes from Martin Luther King to Edison to accommodate 5-foot bicycle lanes.	Bike Lanes added between 2008-2010 from Union St to Edison St
7	Polk Street Connection	Bike-Friendly Street	Street treatment/symbol markers and directional signposting (indicating both route and turns/transitions) on Marion from V.S. Shoemaker to Polk, on Polk from Marion to Washington, and on Washington from Polk to Marsh	No improvements noted.
8	Veronica S. Shoemaker Bicycle Lane	On-Street Bicycle Lanes	Add a bicycle lane along right lane of the on north-bound carriageway from Martin Luther King to Michigan.	No improvements noted.

2 | Document Research And Review

PRIORITY	PROJECT	FACILITY TYPE	DESCRIPTION	STATUS
9	Sunset-Moreno Connection	Bike-Friendly Street	Street treatment/symbol markers and directional signposting on Sunset Road from Linhart to Moreno and on Moreno Avenue from Sunset Rd. to McGregor.	No improvements noted.
10	High Street Connection	Bike-Friendly Street	Street treatment/symbol markers and signposting from Martin Luther King to Michigan.	No improvements noted.
11	Hill Avenue	Bike-Friendly Street	Street treatment/symbol markers and signposting from McGregor to Cleveland.	No improvements noted.
12	Seminole Rail Corridor 1	Greenway Trail	14-foot paved trail within existing railroad right-of-way from Palm Avenue south. Connection should extend past Colonial Boulevard and Fort Myers city limits to connect to 10-mile Linear Trail.	No improvements noted.
13	Seminole Rail Corridor 2	Greenway Trail	14-foot paved trail within existing railroad right-of-way from Palm Avenue northeast to City Limits.	No improvements noted.
14	Lincoln Boulevard 1	On-Street Bike Lanes	Re-stripe existing travel lanes to accommodate 5-foot bicycle lanes on Lincoln Blvd from Palm to Ford	Bike Lanes added between 2010-2012
15	Veronica S. Shoemaker Multi-Use Path	Multi-Use Path	10-foot paved trail on the east side of roadway from Palm Beach to Michigan.	No improvements noted.
16	Hanson Street Multi-Use Path	Multi-Use Path	10-foot paved trail on the north side of roadway from Cleveland to Veronica S. Shoemaker.	No improvements noted.
17	Avocado Drive	Bike-Friendly Street	Street treatments/symbol markers and signposting from McGregor to street-end park at the end of Gasparilla Drive	No improvements noted.
18	Victoria Avenue	Bike-Friendly Street	Street treatments/symbol markers and signposting on Victoria Avenue from McGregor to Central.	No improvements noted.
19	Palm Avenue Connection	Multi-Use Path	Multi-Use Path along east side of Palm Avenue from Seminole Rail Corridor trail south to Martin Luther King	No improvements noted.
20	Winkler-Cleveland Bicycle Lanes	On-Street Bicycle Lanes	Construct 5-foot bicycle lanes on both sides of Cleveland Avenue north of Winkler Avenue to Jefferson Avenue to connect discontinuous east-west routes on those two streets.	No improvements noted.
21	Ford Street Trail	Greenway Trail	Greenway trail following general alignment of Ford Street north of Martin Luther King connecting to Billy's Creek.	No improvements noted.
22	Indian Street/B Street/C Street Connection	Bike-Friendly Street	Street treatments/symbol markers and signposting on Indian Street from Palm to Ford Street, providing a connection across Ford Street trail to B Street, continuing bike-friendly street treatment to Delaware Street, on Delaware from C Street to B Street, and east on B Street from Delaware to V.S. Shoemaker	No improvements noted.
23	Fowler Street Sidewalks	Sidewalks	Minimum 5-foot sidewalks on both sides of Fowler Avenue where they do not exist currently (from Martin Luther King to Hanson).	No improvements noted.
24	Edison Street Bicycle Lanes	On-Street Bicycle Lanes	Widen two-lane section of roadway to accommodate 5-foot bicycle lanes on each side from Cortez to Jackson.	No improvements noted.
25	Jackson Avenue Bicycle Lane Extensions	On-Street Bicycle Lanes	Widen two-lane section of roadway to accommodate 5-foot bicycle lanes on each side from Edison to Hanson.	No improvements noted.
26	Broadway Multi-Use Path	Multi-Use Path	Improve existing trail on the west side of the roadway to a minimum 10-foot width.	No improvements noted.

2 | Document Research And Review

PRIORITY	PROJECT	FACILITY TYPE	DESCRIPTION	STATUS
27	Carrell Road Bicycle Lanes	On-Street Bicycle Lanes	Widen two-lane section of roadway to accommodate 5 - foot bicycle lanes on each side.	No improvements noted.
28	Carrell-Cleveland Connection	On-Street Bicycle Lanes	5-foot bicycle lanes on both sides of Cleveland Avenue south of Carrell Road to Jefferson Avenue to connect discontinuous east-west routes on those two streets.	No improvements noted.
29	Marsh-Michigan Link Bicycle Lanes	On-Street Bicycle Lanes	Widen two-lane section of roadway to accommodate 5 - foot bicycle lanes on each side of Michigan from Martin Luther King to Marsh and on Marsh from Michigan to Edgewood Drive.	No improvements noted.
30	Ortiz Multi-Use Paths 1	Multi-Use Path	10-foot multi-use bicycle/pedestrian paths on both sides of Ortiz from Palm Beach Boulevard to Martin Luther King Boulevard.	No improvements noted.
31	Lockett Road	Multi-Use Path	10-foot multi-use bicycle pedestrian path on south side of Lockett from Nuna to Ortiz	No improvements noted.
32	Ortiz Multi-Use Paths 2	Multi-Use Path	10-foot multi-use bicycle/pedestrian paths on both sides of Ortiz from Martin Luther King to Colonial.	No improvements noted.
33	New York-Utana Connection	Bike-Friendly Street	Street treatments/symbol markers and signposting on New York from Nuna to Utana and on Utana from New York to Ballard	No improvements noted.
34	Van Buren Connection	Bike-Friendly Street	Street treatments/symbol markers and signposting from Palm Beach to Washington	No improvements noted.
35	Jefferson Bike Lanes	On-Street Bike Lanes	Continue bicycle lanes from existing terminus of bike lanes at Princeton west to McGregor.	No improvements noted.
36	V.S. Shoemaker Multi-Use Trail	Multi-Use Path	10-foot multi-use bicycle-pedestrian path on east side of roadway from Martin Luther King to North Colonial Linear Park.	Appears to be an 8-foot path
37	Canal Street Connection	Bike-Friendly Street	Street treatments/symbol markers and signposting on Canal from Cleveland to Royal Palm and on Royal Palm from Canal to South	No improvements noted.
38	Ballard Road Bicycle Lanes	On-Street Bike Lanes	Widen two-lane section of roadway to accommodate 5 - foot bicycle lanes on each side of Ballard from V.S. Shoemaker to Utana.	No improvements noted.
39	Thomas-Market Connection	Bike-Friendly Street	Extend Victoria Avenue bike-friendly street from Central to Ford using Thomas and Market Streets, making appropriate turns using Central and Palm to connect the route. Project includes signposting and street treatments/markers.	No improvements noted.
40	Colonial Boulevard Multi-Use Paths	Multi-Use Paths	10-foot paths on both sides of Colonial from Metro to Ortiz.	Northside of roadway appears to be a 10-foot path and southside a 8-foot path
41	Deleon Street	Bike-Friendly Street	Street treatments/symbol markers and signposting on Deleon from Jefferson south to Deleon Park	No improvements noted.
42	Ardmore-Harvard-Euclid	Bike-Friendly Street	Street treatments/symbol markers and signposting on Ardmore from Cortez to Harvard, on Harvard from Ardmore to Euclid and on Euclid from Harvard to Victoria	No improvements noted.
43	Challenger Boulevard	On-Street Bike Lanes	Widen two-lane section of roadway to accommodate 5 - foot bicycle lanes on each side of Challenger from the Linear Park to Six Mile Cypress.	No improvements noted.

City Initiatives

City of Fort Myers Comprehensive Plan

The City's Comprehensive Plan was published in November 2019. The goals, objectives and policies of this plan serve as a vision for the City. According to the Transportation Element of the City's Comprehensive Plan, the goal is to provide an efficient, safe, and responsive transportation system consistent with environmental and land use goals. This will be achieved through the creation of a balanced transportation system that uses Complete Streets concepts.

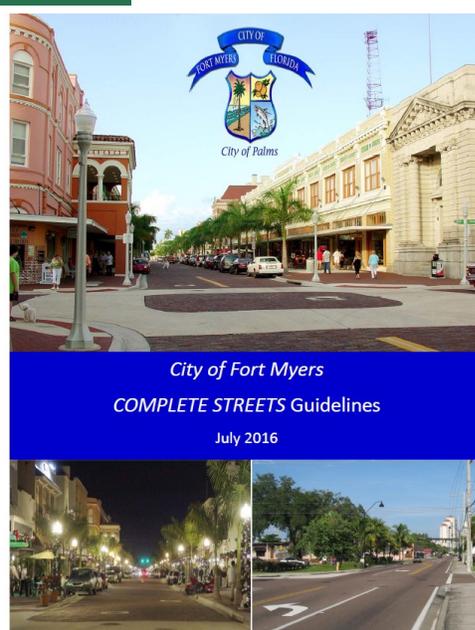
A step in this process is the adoption of a work program titled *Ten Steps to Complete Streets in Fort Myers*, that will describe in greater detail the steps the City will take to carry out the Complete Streets objective, policies, and actions in this comprehensive plan.

Additionally, the City intends to update and adopt Complete Streets Guidelines to provide a local supplement to state and national best practices on the design and operation of streets and sidewalks. The City will also amend the Land Development Code as needed to implement the Complete Streets program and will actively participate in FDOT's holistic Target Zero program.

A network of bicycle and pedestrian facilities will be created to link residential areas with points of interest such as the riverfront, parks, schools, trails, commercial areas and destinations outside Fort Myers. Furthermore, new opportunities for improving bicycle and pedestrian facilities throughout Fort Myers will be prioritized. An important action item of the Transportation Element is requiring sidewalks on all new streets.

City of Fort Myers Complete Streets Guidelines

The City's Complete Streets Guidelines, developed in July 2016, are based on Complete Streets principles that aim to design streets for people of all ages and physical abilities, and accommodate all travel modes. This document provides direction and design guidance on new streets, and the retrofit and modification of existing streets. These guidelines help meet the requirements of Florida State Statute 335.065, which requires bicycle and pedestrian facilities be given full consideration in the planning and development of transportation plans and programs.



City of Fort Myers Complete Streets Policy

This policy was developed in July 2017, as a cooperative effort between the City Mayor’s Challenge Team and City Staff. The intent was to create a framework that applies Complete Streets concepts to all roadway and transportation related projects. The City is committed to providing a safe, accessible, and interconnected, multimodal transportation system, equitably accommodating the daily mobility needs of persons of all ages and abilities. This policy helps the City achieve this, by incorporating Complete Streets concepts in all relevant plans, documents, and projects. The City also intends to include this concept in all areas of project development, from planning and design, to maintenance. Furthermore, this policy creates accountability by providing performance measures, and implementation strategies.

Other Relevant Documents

Lee County MPO Bicycle Pedestrian Master Plan

The Lee County MPO’s Bicycle Pedestrian Master Plan, developed in June 2011, is a guide to develop a county-wide network of bicycle and pedestrian facilities. The plan provides an inventory of existing facilities, as well as guidance to all of the jurisdictions in Lee County about facility improvements. The plan is intended to make policy recommendations aimed at accommodating bicycles and pedestrians, promoting non-motorized modes of transportation, creating safer conditions, ensuring coordination within the County jurisdictions, establishing regulatory and design standard consistency, and promoting Complete Streets initiatives and principles. The plan identifies primary and secondary networks including many major roads in Fort Myers shown in **Table 2.2**.

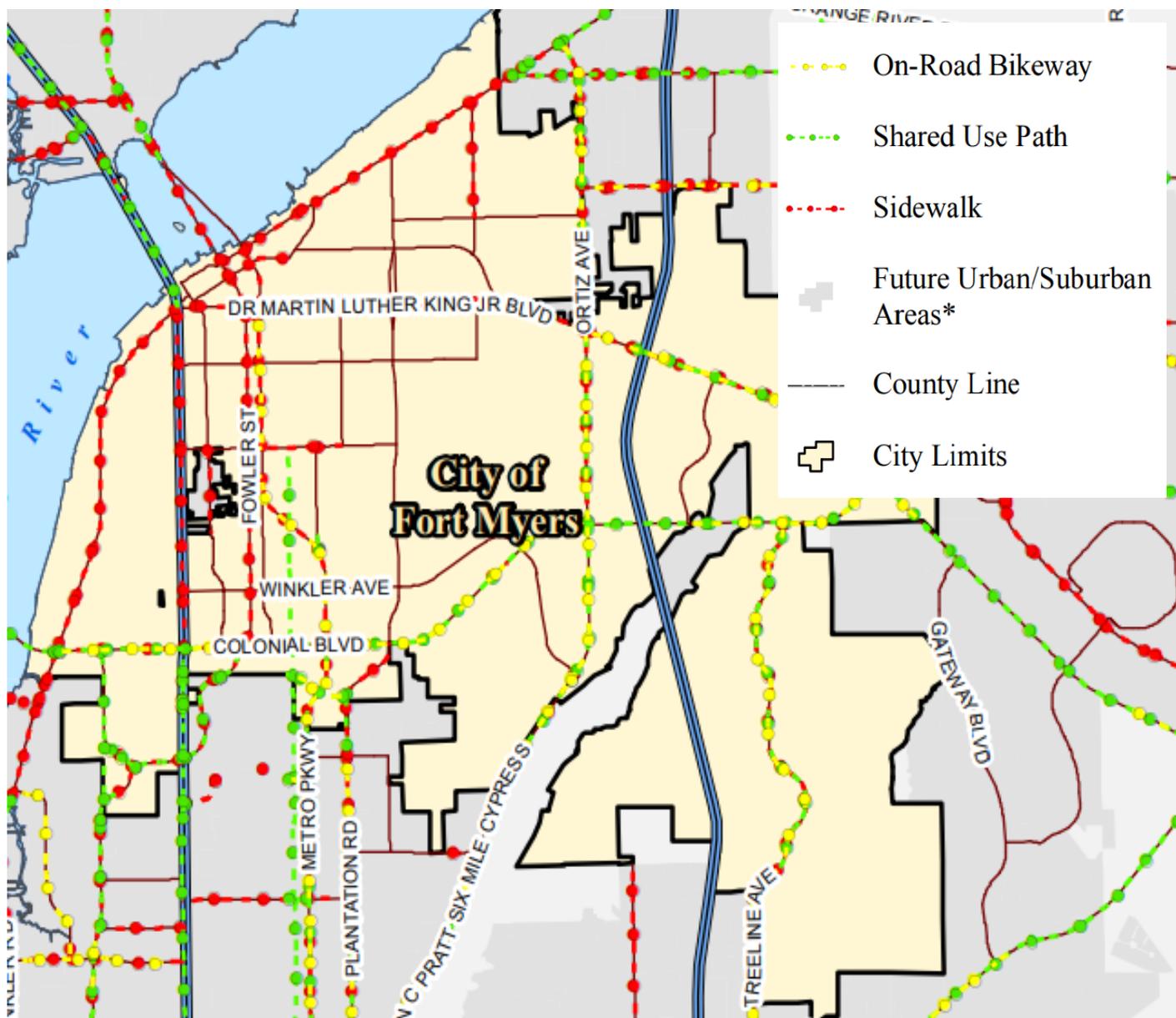
Table 2.2: Prioritized Needs Plan (Lee MPO plan)

Roadway	From	To	Facility Type		
			Sidewalk	Bike Lane	Shared Use Path
Veronica Shoemaker Blvd.	Marion St.	MLK Blvd.			X
Fowler Street	First St.	Colonial Blvd.		X	
Colonial Boulevard	Metro Parkway	Ortiz Ave.			X
Fowler Street	MLK Blvd.	Hanson St.	X		
Veronica Shoemaker Blvd.	Patrick Ave.	MLK Blvd.			X
Veronica Shoemaker Blvd.	Patrick Ave.	MLK Blvd.		X	
Ortiz Avenue	Palm Beach Blvd.	MLK Blvd.			X
Ortiz Avenue	Palm Beach Blvd.	MLK Blvd.		X	
Metro Parkway	Winkler Ave.	Center Pointe Dr.	X		
Six Mile Cypress Parkway	Challenger Blvd.	Cypress Gardens Loop			X
Metro Parkway	Colonial Blvd.	Cypress Lakes Dr.	X		
Old Metro Parkway	Hanson St.	Warehouse Rd.	X		
Treeline Avenue	Colonial Blvd.	Pelican Preserve Blvd.			X

Lee County Comprehensive Plan “The Lee Plan”

The Lee Plan was developed in May 2019 and serves as the vision for the County. The plan describes policies to incorporate bicycle and pedestrian facilities into public and private projects, promotes greenway multi-purpose trails, promotes non-motorized transportation projects, and develops/implements design standards for Complete Streets. The Bikeways/Walkways Facilities Plan Map (Map 3D of the Lee Plan) shown in **Figure 2.1**, has on-road bikeways, sidewalks, and shared use paths, which should be given priority per Policy 39.6.1.

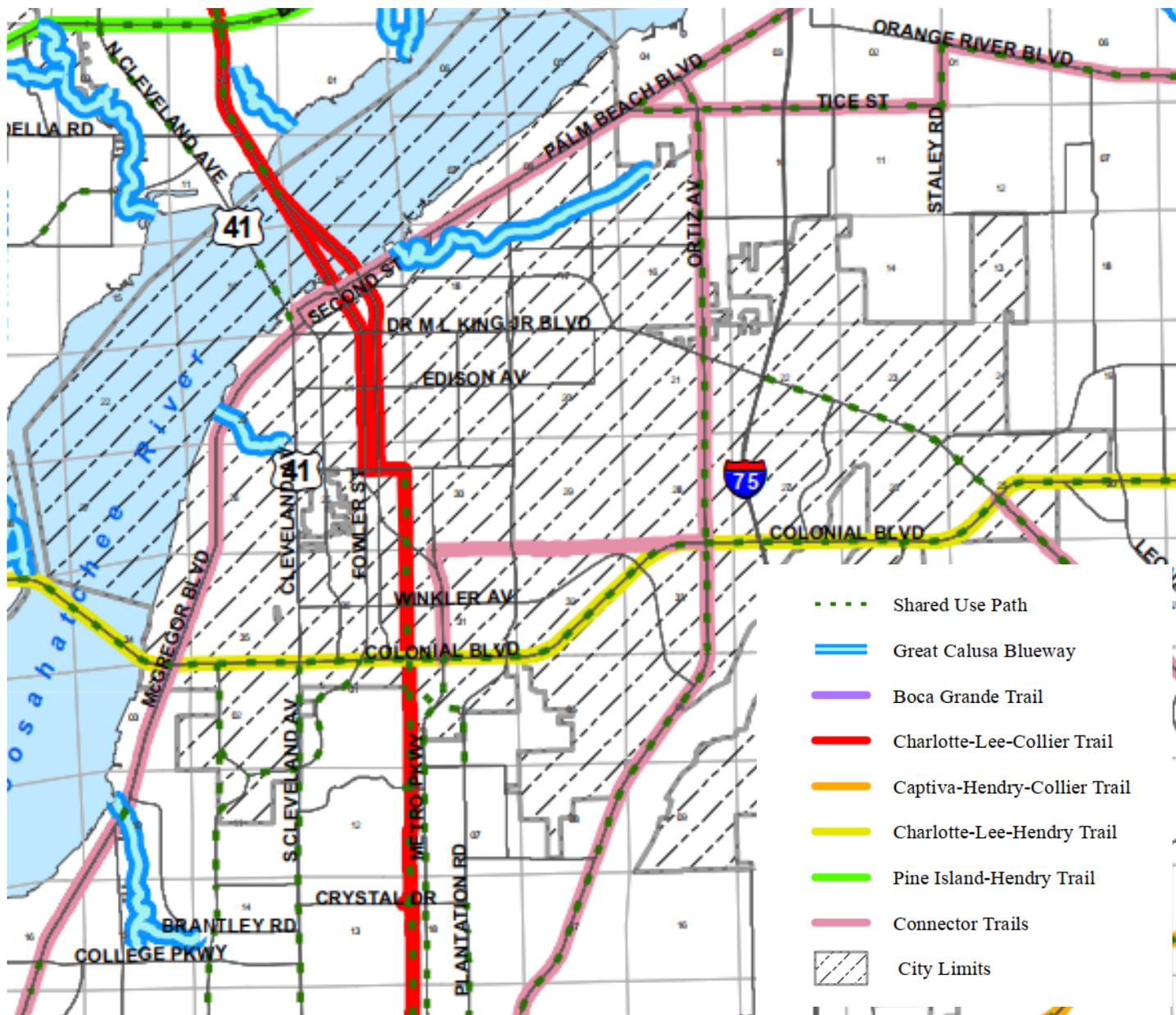
Figure 2.1: Bikeways/Walkways Facilities Plan Map (Lee Plan)



2 | Document Research And Review

The Lee County Greenways Master Plan (Lee Plan Map 22) shown in **Figure 2.2**, shows existing and proposed shared use paths maintained by Lee County and FDOT, which includes major corridors along Colonial Boulevard, Metro Parkway, and Fowler Street, and connectors along McGregor Boulevard, Palm Beach Boulevard, and Ortiz Avenue/Six Mile Cypress Parkway.

Figure 2.2: Lee County Greenways Master Plan (Lee Plan)



2 | Document Research And Review

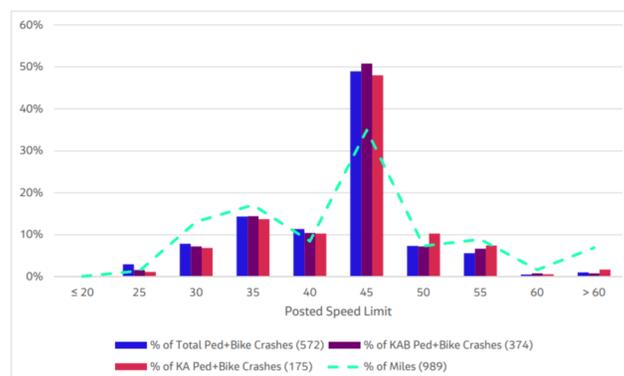
Several facilities on Map 3D (Figure 2.1) cross the City as shown on **Table 2.3** below.

Table 2.3: Bikeways/Walkways Facilities in Fort Myers (Lee Plan)

Roadway	Facility Type		
	Sidewalk	On-Road Bikeways	Shared Use Path
Boy Scout Drive	X		X
Caloosahatchee Bridge			X
Colonial Boulevard		X	X
Dr. Martin Luther King Jr Blvd.	X	X	X
Edison Bridge (Fowler St.)	X		
First Street	X		
Fowler Street	X		
Hanson Street	X		
Marsh Avenue	X		
McGregor Boulevard	X		
Metro Parkway	X	X	
Ortiz Avenue/Six Mile Cypress Parkway	X	X	X
Palm Beach Boulevard	X		
Park Avenue/Evans Avenue	X		
Path Along Canal/RR			X
S. Cleveland Avenue (Tamiami Trail)	X		X
Second Street	X		
Summerlin Road	X		X
Treeline Avenue	X	X	X

Lee Countywide Bicycle and Pedestrian Safety Action Plan, June 2020

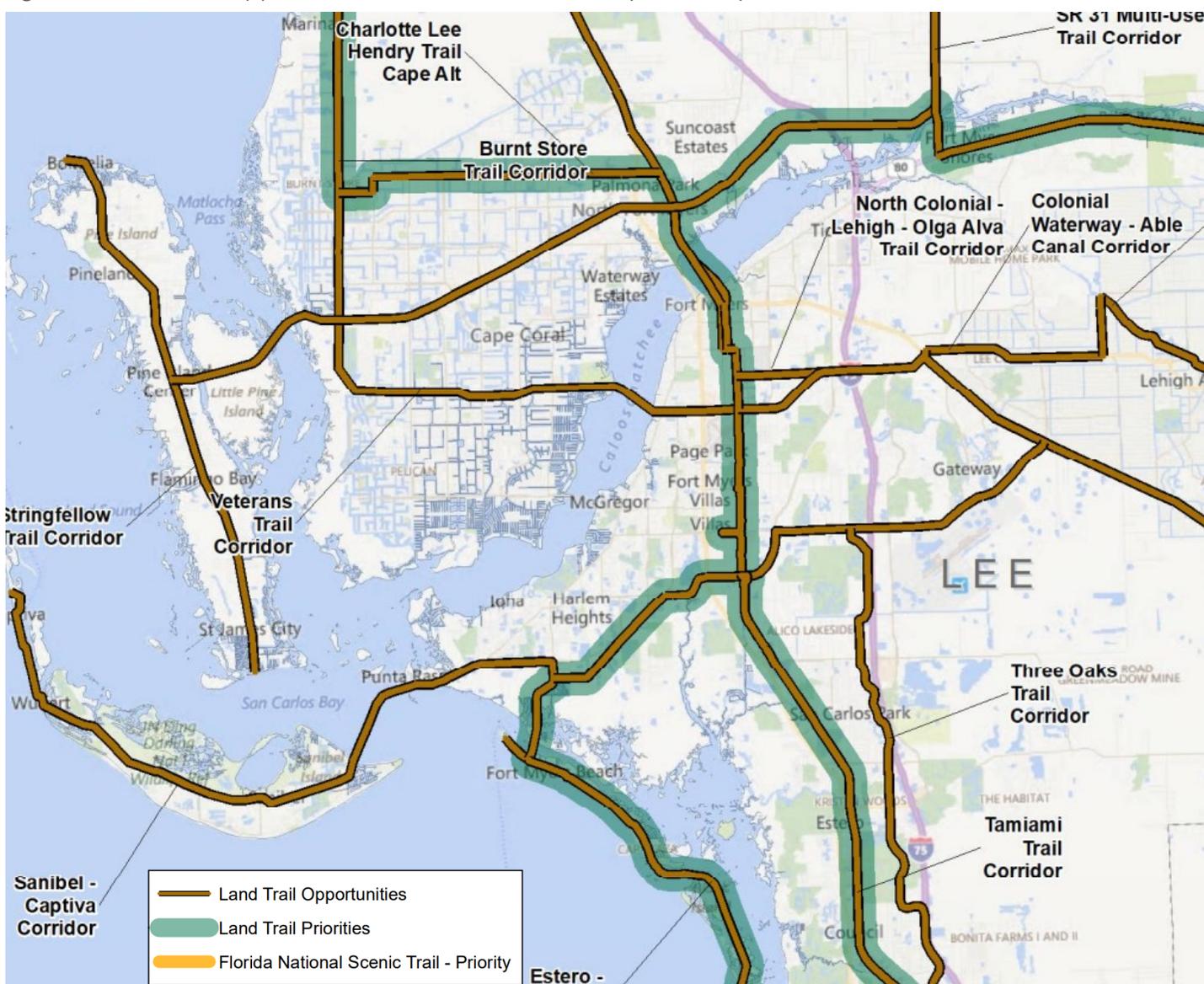
The purpose of this plan is to choose the most effective transportation projects to implement in Lee County. This was achieved through the use of a detailed risk-based analysis that helps to identify at-risk corridors and intersections. The plan provides a roadmap for the analysis of crash data, prioritization process, and countermeasure selection. The locations were prioritized using both reactive and proactive approaches based on the accumulation of multiple severe pedestrian and bicycle related crashes (reactive). However, risk factors associated with high crashes were identified and also used to prioritize locations (proactive). The countermeasures were selected based on research from FHWA's CMFs and conversations with the Lee MPO. The project development process identified 339 site-specific improvements and more than 160 miles of roadway improvements that can help mitigate severe pedestrian and bicycle related crashes. The City will work with the Lee County MPO to address the areas of concern within City limits identified in this plan, and implement appropriate countermeasures.



The Florida Greenways and Trails System Plan (FGTS Plan)

The FGTS Plan is a vision for the implementation of a connected statewide system of greenways and trails. The purpose is to increase recreation, conservation, and alternative transportation. The current plan guides the implementation of the system from 2019 through 2023. As part of this process, the OGT created statewide opportunity and priority trail maps. Trails outlined in these maps may be eligible for certain types of funding. **Figure 2.3** below, shows the Land Trail Opportunities and Land Trail Priorities within Fort Myers.

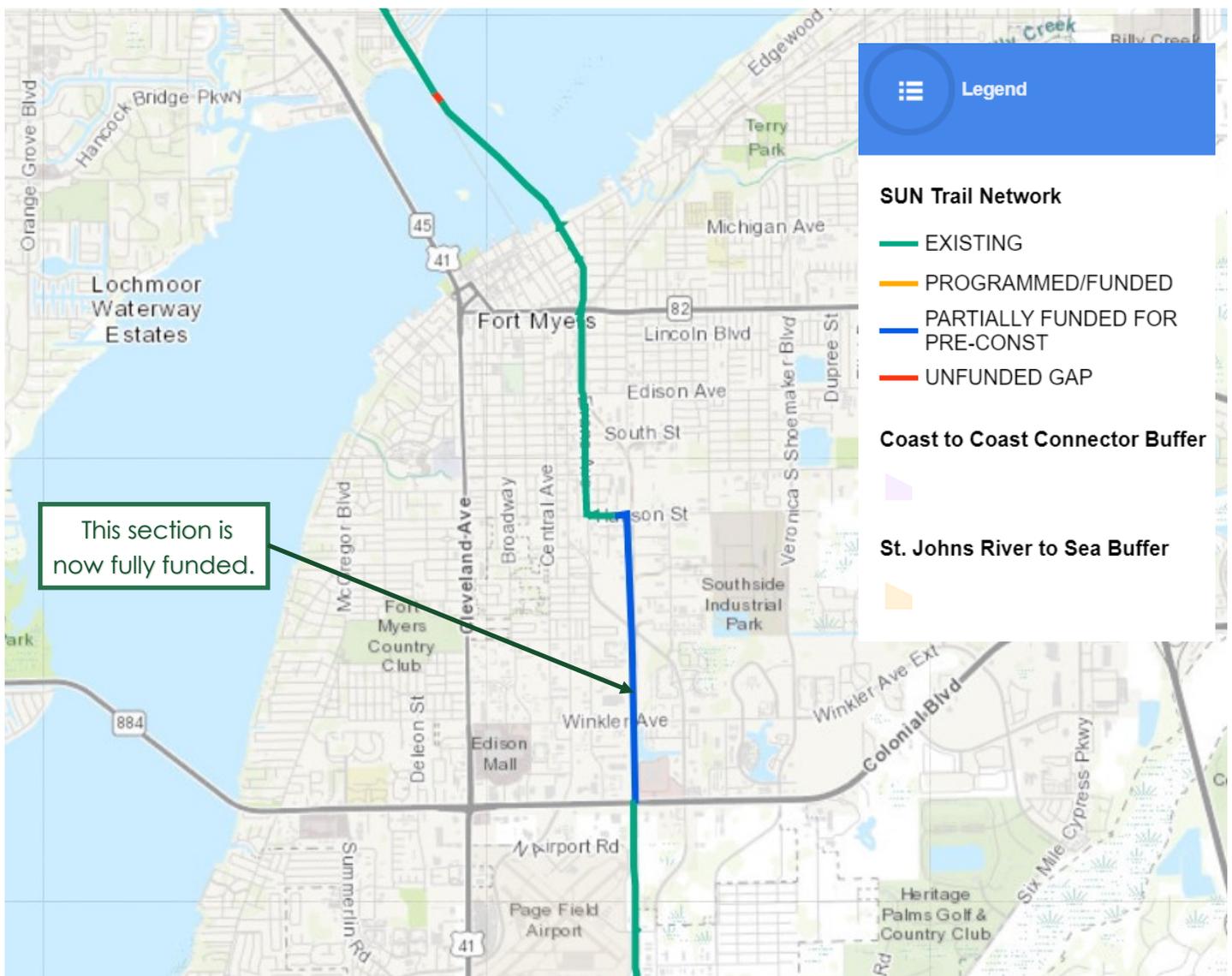
Figure 2.3: Land Trail Opportunities and Land Trail Priorities (FGTS Plan)



Shared-Use Nonmotorized (SUN) Trail Network

The SUN Trail program provides funding to help communities develop the statewide system of high-priority paved trail corridors for bicyclists and pedestrians. The facilities are usually physically separated from the road. This network is a refined version of the FGTS Plan’s Land Trail Priority network. It includes a combination of existing, planned and conceptual trails around the state. The purpose of the SUN Trail network is to increase the reliability of Florida’s transportation system by encouraging the use of non-motorized forms of transportation. The John Yarborough Linear Park within Fort Myers is part of the SUN Trail network, shown in **Figure 2.4**, and includes some sections that are existing and some that are fully funded.

Figure 2.4: SUN Trail Network Map





3 | Existing Conditions

An inventory of existing facilities and an evaluation of existing conditions was required to establish a framework on which to expand and build.

	Page
Subject Corridors	3-2
Points of Interest	3-5
Existing Transit Routes	3-7
Bicycle Parking Inventory	3-9
Crash Density and Severity	3-11

3 | Existing Conditions

Field reviews were conducted throughout Fort Myers to determine the extent of the bicycle and pedestrian infrastructure on key roadways. Existing transit routes were identified and are important in determining bicycle and pedestrian paths as most transit trips begin and end as a walking trip or a bicycle trip. Bicycle parking information was collected from the Bicycle Parking App. Points of interest in Fort Myers were also identified to better understand the possible destination and attraction locations for pedestrians and bicyclists. These included locations such as: 

-  Historic Landmarks
-  Parks
-  Key Shopping Areas
-  Schools
-  Hospitals

Subject Corridors

The main corridors evaluated as part of this plan included key roadways that provide connectivity throughout Fort Myers such as arterials and collectors graphically depicted in the Future Roadway Facilities & Classifications—2040 map (Map F) of the City’s Comprehensive Plan, as shown in **Figure 3.1**. Local roadways were considered to further connect the bicycle and pedestrian network to neighborhood roadways.

Figure 3.1: Future Roadway Facilities & Classifications—2040 (City’s Comprehensive Plan)

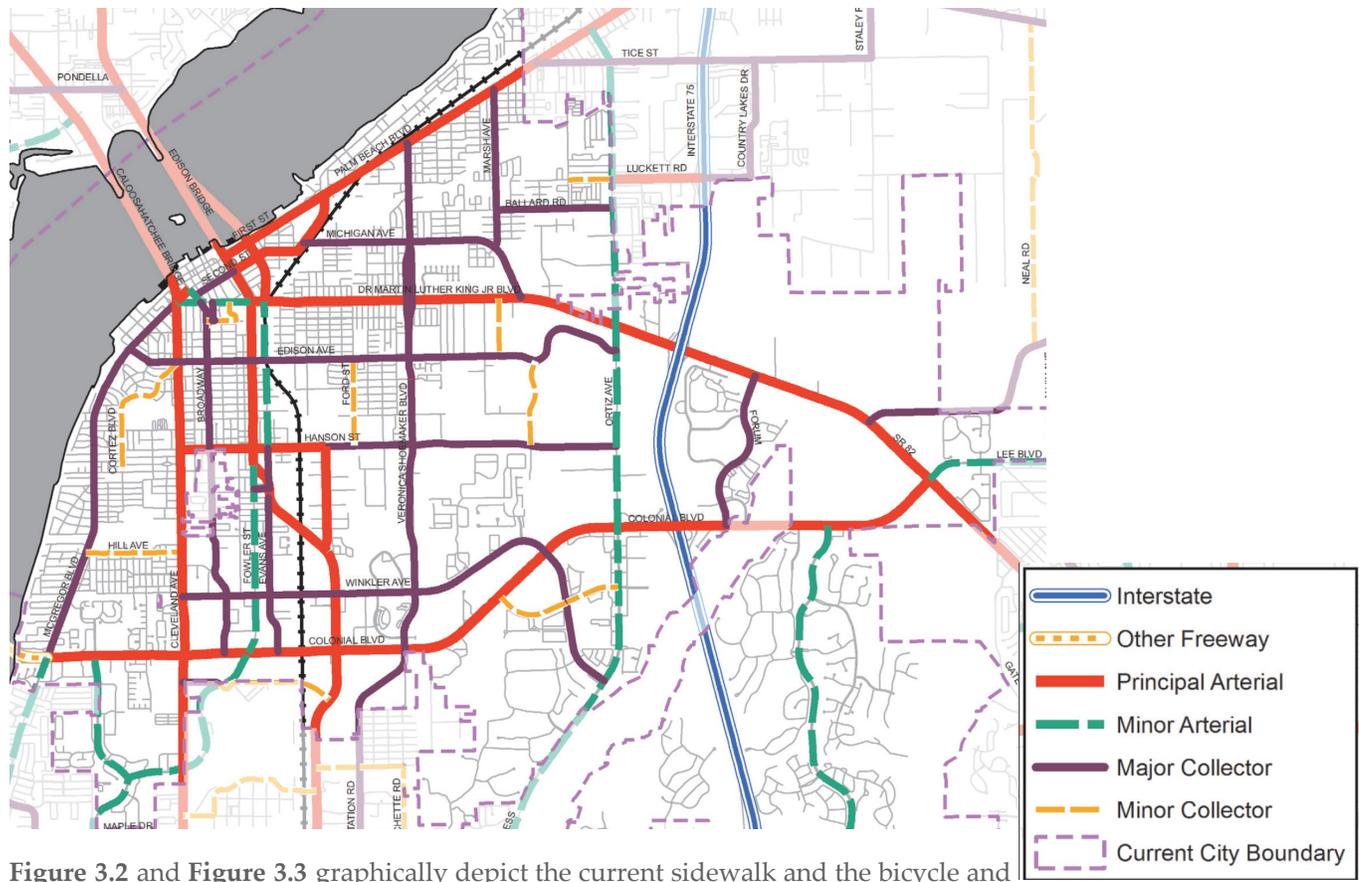
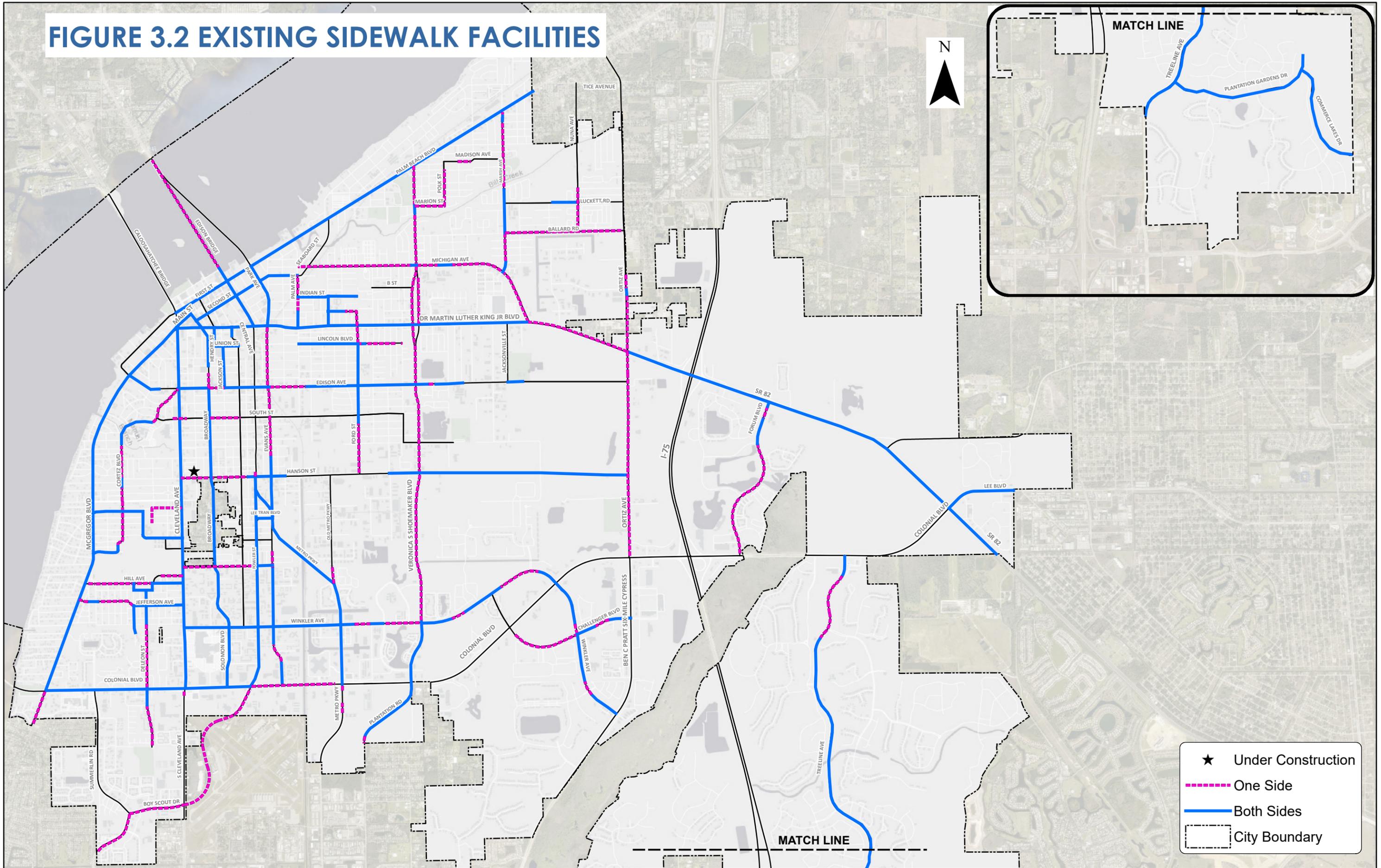


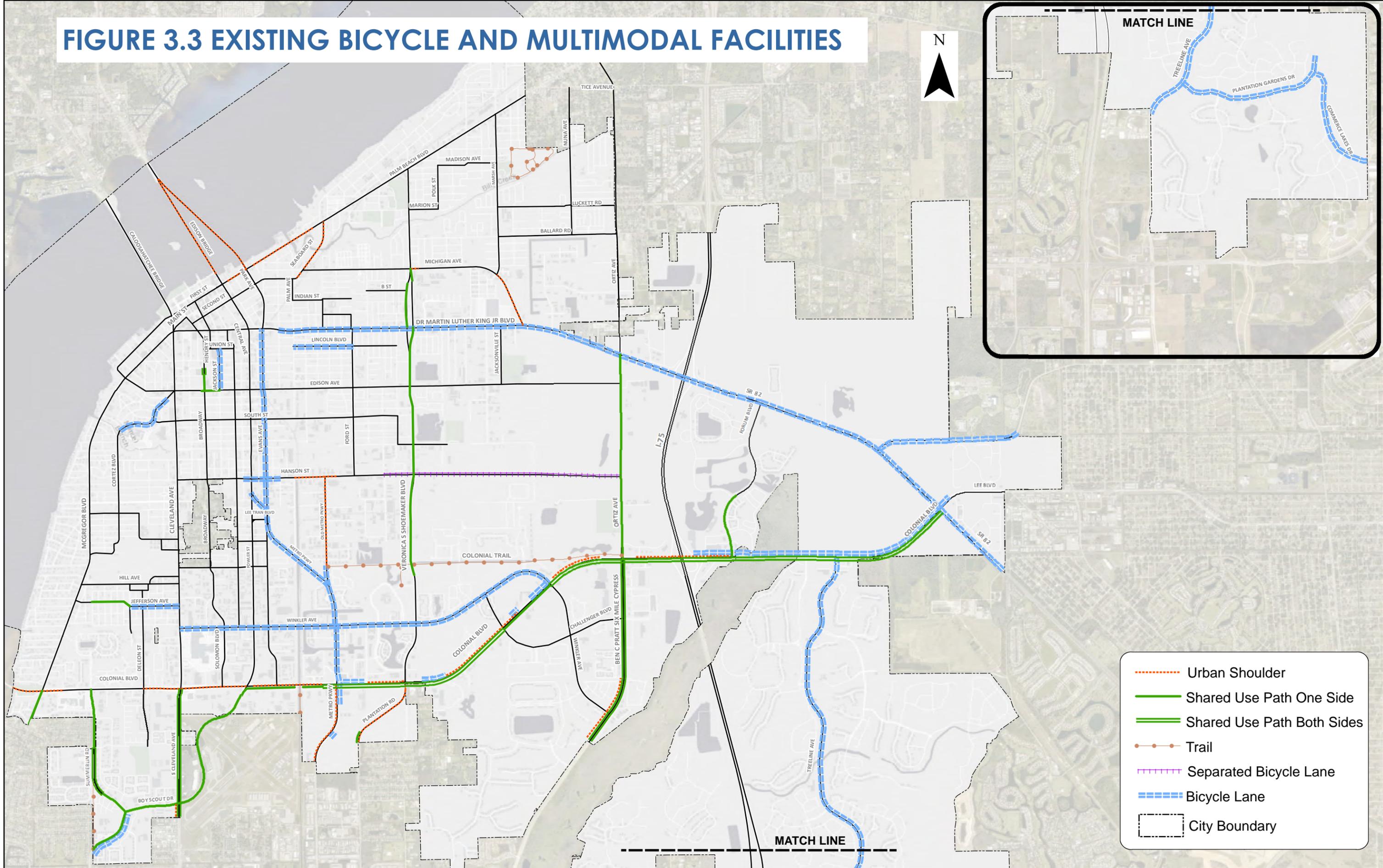
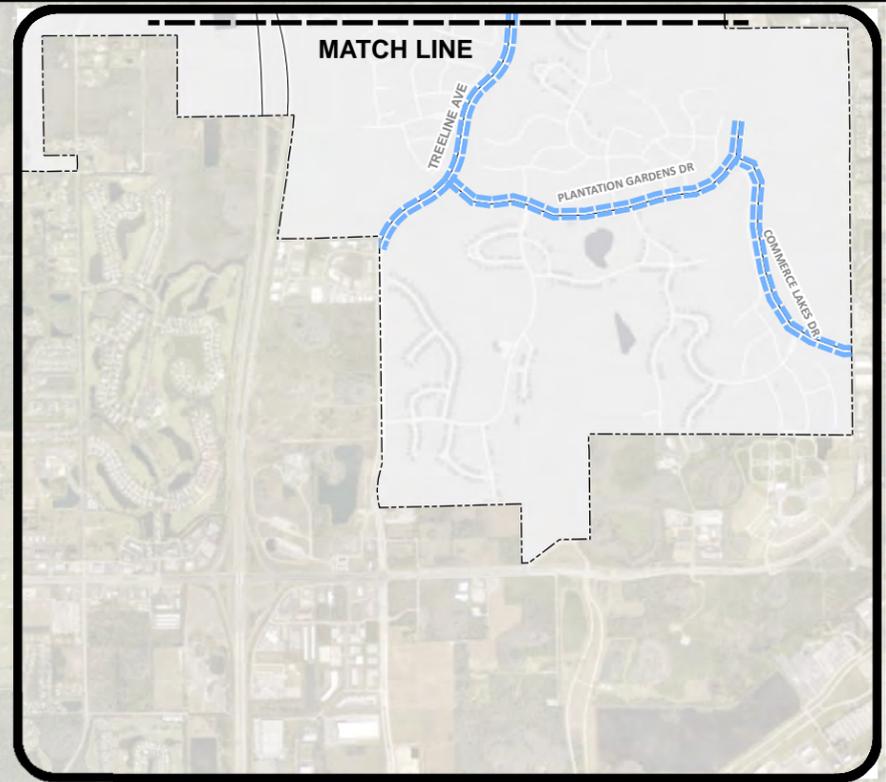
Figure 3.2 and **Figure 3.3** graphically depict the current sidewalk and the bicycle and multimodal facilities, respectively for key roadways within Fort Myers, and include bicycle and pedestrian projects currently under construction.

FIGURE 3.2 EXISTING SIDEWALK FACILITIES



- ★ Under Construction
- One Side
- Both Sides
- - - City Boundary

FIGURE 3.3 EXISTING BICYCLE AND MULTIMODAL FACILITIES



- Urban Shoulder
- Shared Use Path One Side
- ==== Shared Use Path Both Sides
- Trail
- Separated Bicycle Lane
- Bicycle Lane
- City Boundary

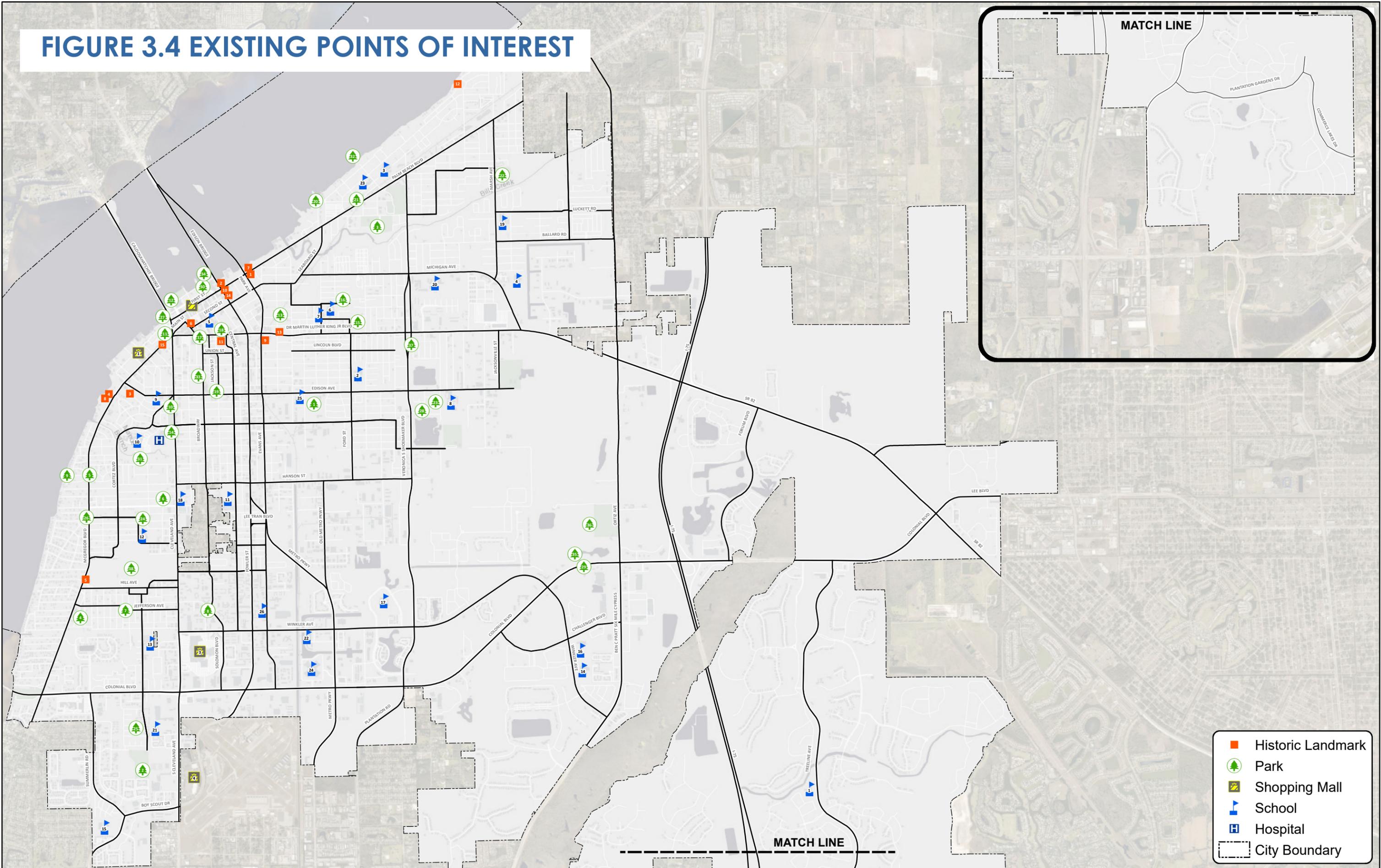
3 | Existing Conditions

Points of Interest

The points of interests are listed below. **Figure 3.4** graphically shows the locations of the gathered points of interest.

<u>HISTORIC LANDMARKS</u> 1 Alderman House 2 Murphy-Burroughs Home 3 Thomas Edison Winter Home 4 Henry Ford Estate 5 Tootie McGregor Fountain 6 Lee County Courthouse 7 Gilmer Heitman House 8 Casa Rio 9 IMAG 10 Langford-Kingston Home 11 SWFL Museum of History 12 336 Van Buren Street 13 McCollum Hall 14 1611 Fowler Street 15 Towles-Engelhardt Home	<u>SCHOOLS</u> 1 Treeline Elementary School 2 Franklin Park Magnet School 3 Edgewood Academy 4 SW Florida Public Service Academy 5 Gwynne Institute/The Foundation 6 Royal Palm Exceptional Center 7 Dunbar Community School 8 Dunbar High School 9 Edison Park School 10 Fort Myers High School 11 Fort Myers Middle School 12 Allen Park Elementary School 13 Orangewood Elementary School 14 Paul Lawrence Dunbar Middle School 15 Tanglewood Elementary School 16 Ray V. Pottorf Elementary School 17 Colonial Elementary School 18 Coronado Charter High School 19 James Stephens International Academy 20 Fort Myers Inst of Tech 21 Unity Charter School of Fort Myers 22 City of Palms Charter High School 23 Acceleration Middle School 24 Adult and Community Education 25 Vince Smith Center 26 PACE Center	<u>PARKS</u> 1 STARS Complex 2 Fleishman Park 3 Shady Oaks Park 4 Seminole Park 5 Twins Parks 6 Coronado Park 7 Jefferson Park 8 Winkler Park 9 Sunset Park 10 Lions Park 11 Henley Place Greenspace 12 Centennial Park 13 McCutcheon Park 14 Wes Nott Park 15 Clemente Park 16 Dunbar Park 17 Kiwanis Park 18 Bennett-Hart Park 19 City of Palms Park 20 Riverside Park 21 Freemont Park 22 Billy Bowlegs Park 23 Dupree/Aztec Park 24 Allen Park 25 Bowling Green Park 26 Caloosa Park 27 Centennial Park 28 Habitat Park 29 North Colonial Linear Park 30 Park of Palms 31 Manual's Branch Park 32 Tarpon Street Pier 33 Skatium 34 Fort Myers Yacht Basin 35 Eastwood Golfcourse 36 Calusa Nature Center 37 Harlem Lakes Park 38 Fort Myers Country Club
<u>SHOPPING AREAS</u> 1 First Street Village 2 Historic Downtown 3 Edison Mall 4 Page Field Commons	<u>HOSPITAL</u> Lee Memorial Hospital	

FIGURE 3.4 EXISTING POINTS OF INTEREST



- Historic Landmark
- Park
- Shopping Mall
- School
- Hospital
- City Boundary

3 | Existing Conditions

Existing Transit Routes

LeeTran operates several transit routes on City roadways as shown on Figure 3.5.

Figure 3.5: Transit Routes (LeeTran)



3 | Existing Conditions

Figure 3.6 shows the LeeTran transit routes within Downtown Fort Myers. In addition, the Downtown River District Trolley service operates seasonally and has two (2) routes (Blue route and Gold route) within Fort Myers.

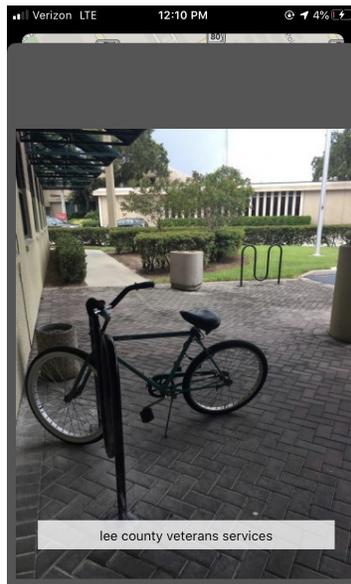
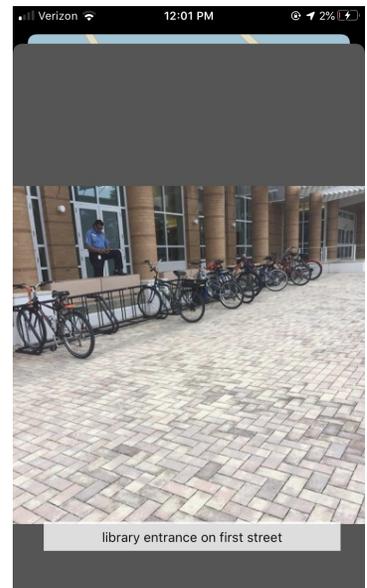
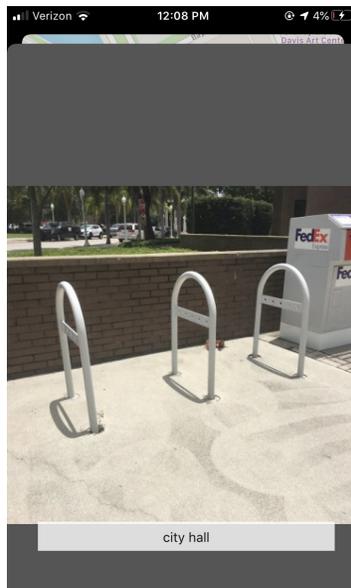
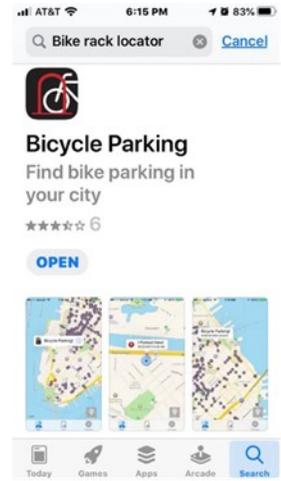
Figure 3.6: Transit Routes—Downtown Fort Myers (LeeTran)



3 | Existing Conditions

Bicycle Parking Inventory

Bicycle parking information was obtained from the *Bicycle Parking App*. This is a project that was started by cyclists to help build a database of bicycle racks and other bicycle parking spaces to create a stronger bicycle community by making it easier to plan and get around town without worrying about where to park your bike. Another aspect of the project is to help identify locations where bicycle parking is lacking and to make an effort to coordinate new parking spots with City officials and business owners.



Crash Density and Severity

An evaluation was performed of the pedestrian and bicycle crashes within Fort Myers for a five-year span between January 1, 2015 and December 31, 2019. The crash data was obtained from the Signal Four (Signal4) Analytics database, developed by the GeoPlan Center at the University of Florida. Crashes were selected that identify either “pedalcycle” or “pedestrian” in the “First Harmful Event” data field. Five years of crash data was selected to provide a broader view of trends and to account for anomalies caused by events such as roadway construction projects, which may spike crash occurrences or suppress exposure. The data query returned 443 crashes with “Fort Myers” listed as the city in the crash record, but many were found to have occurred outside the City limits. When the dataset was filtered by application of a City limit shapefile, 204 crashes remained—of those crashes, **155 involved pedestrians, while 49 involved bicyclists.**

The created maps show concentrations and severity of crashes involving pedestrians and bicyclists. The “heat map” or crash density effect was generated in ARCMAP 10.3.1 using the Kernel Density Spatial Analyst tool, with an approximate ½ mile search radius for other crash locations from each crash location. The maps show variations in color, representing the relative crash density, by mode, and ranging from lowest density (grey-green) through yellow, orange, and red shades, to highest density (fuchsia).

The maps show the crash density/heatmap graphic for each mode, with the actual crash locations for that mode shown according to their severity classification. Crash reports indicate crash severity based on a scale of the severity of injury reported regarding any of the parties involved. The typical categories include Fatality, Incapacitating injury, Injury, Possible Injury, Unknown, and Property Damage Only. For the purposes of clarity and simplicity, the crashes have been classified into three groups: Severe Injury (including Fatality and Incapacitating Injury), Injury, and No Injury (Possible Injury, Unknown, and Property Damage Only). Fatality and Incapacitating Injury crashes are grouped together because the circumstances leading up to them are often similar and the different outcomes are often the result of chance, such as how or where the injured party landed after the crash.

Within Fort Myers between 2015 and 2019, of the 155 pedestrian crashes in the database, there were 37 Severe Injury crashes (24%), 49 Injury crashes (32%), and 69 No Injury crashes (44%). Of the 49 bicycle crashes in the database, there were seven (7) Severe Injury crashes (14%), 21 Injury crashes (43%), and 21 No Injury crashes (43%). While they are not being mapped separately, it is worth noting that the Severe Injury crashes included 14 fatalities among the pedestrian crashes (9%), and two (2) fatalities among the bicycle crashes (4%).



155

Pedestrian
Crashes

49

Bicycle
Crashes

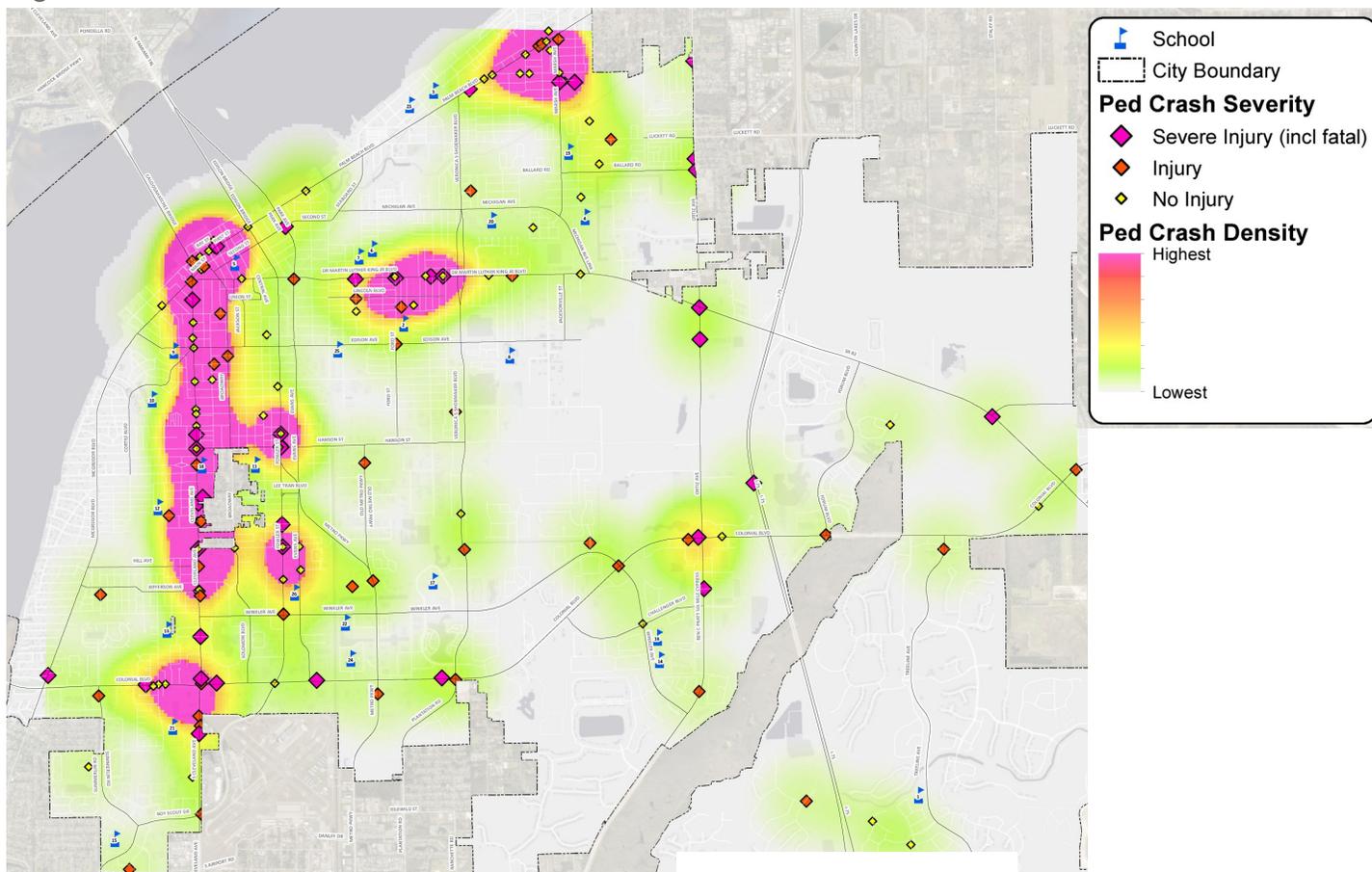
Pedestrian Crash Summary

The pedestrian crash map shown in **Figure 3.8** shows a long and continuous concentration of crashes stretching more than 2.5 miles along US-41/Cleveland Avenue between Winkler Avenue and First Street. Other notable concentrations are seen at or near several intersections and segments throughout Fort Myers.

The density measure does not differentiate among crashes by severity. Each of the clusters noted include multiple Severe Injury crashes. In addition to the clusters noted, multiple locations along Ortiz Road saw multiple Severe Injury crashes, including near the intersections with Colonial Boulevard, Dr Martin Luther King Jr Boulevard, and Ballard Road. School locations are also shown on the map. On the pedestrian crash map, the Coronado Charter High School is shown within an area of highest crash density. These observations are based on the physical location of the school; the walking or biking routes of individual students may well traverse additional areas of high crash density en route to these or other schools.

- Critical Pedestrian Crash Locations:**
- Cleveland Ave
 - Cleveland Ave at Colonial Blvd
 - Fowler St at Hanson St
 - Dr Martin Luther King Jr Blvd, between Ford St and Veronica Shoemaker Blvd
 - Fowler St at Carrel Rd
 - First Street, between Cleveland Ave and Broadway
 - Palm Beach Blvd at Marsh Ave

Figure 3.8: Historical Pedestrian Crashes



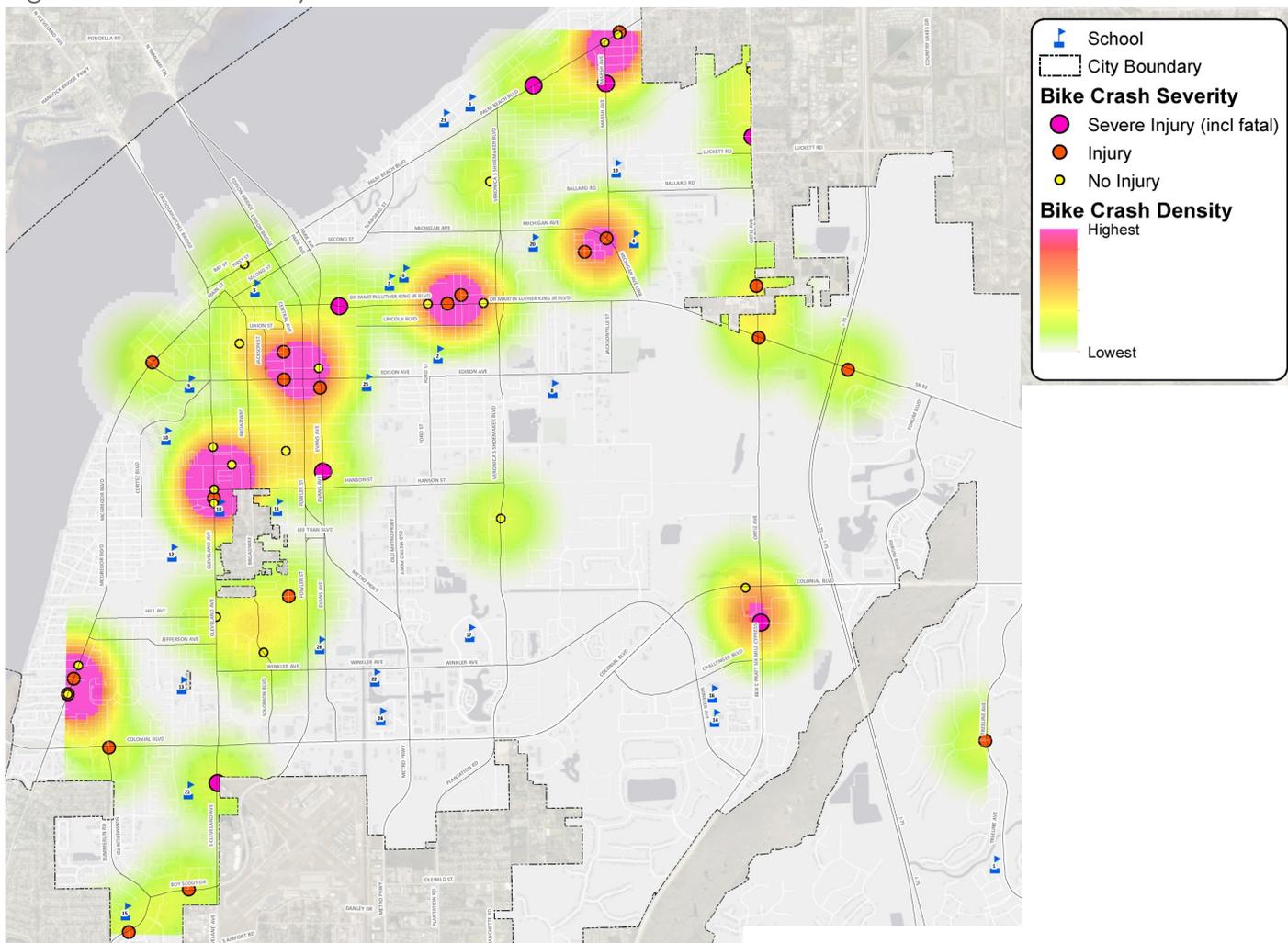
Bicycle Crash Summary

The bicycle crash map shown in **Figure 3.9** shows several distinct clusters of crashes at or near several intersections or segments throughout Fort Myers. There are no clusters of multiple Severe Injury bicycle crashes beyond the clusters of high crash density named above.

On the bicycle crash map, the Gwynne Institute and Coronado Charter High School are shown in areas of highest crash density, while the Edison Park Creative and Expressive Arts School is shown in an area of high crash density. While not within high crash density areas themselves, it is notable that the Franklin Park Magnet School, the Royal Palm Exceptional Center, and Dunbar Community School are close to one another and just on the margins of a very high crash area near the intersection of Dr Martin Luther King Jr Boulevard and Ford Street.

- Critical Bicycle Crash Locations:**
- Marsh Ave at Michigan Ave
 - Cleveland Ave at Hanson St
 - Edison Ave at Fowler St
 - Dr Martin Luther King Jr Blvd, between Ford St and Veronica Shoemaker Blvd
 - Palm Beach Blvd at Marsh Ave
 - Colonial Blvd at Ortiz Ave
 - McGregor Blvd at Carlene Ave

Figure 3.9: Historical Bicycle Crashes





4 | Public Outreach

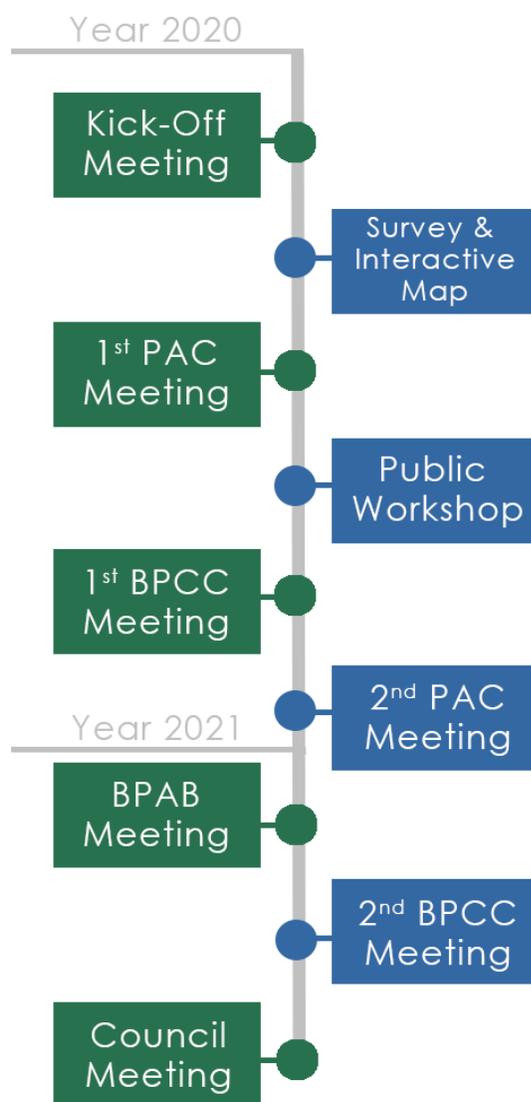
Public outreach was a key component in the master planning process. Public input was solicited in a variety of ways including online surveys, interactive maps, public workshops and other public meetings.

	Page
Public Participation Process	4-2
Public Outreach Methods	4-4
Online Survey/Questionnaire	4-5
Interactive Map	4-9
Public Workshop	4-10

Public Participation Process

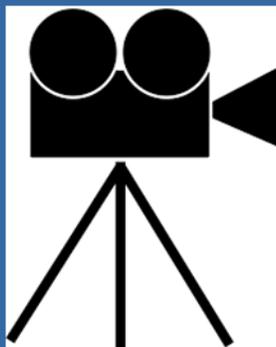
Public input is a key component in the development of a master plan. It allows members of the public to share information, and express opinions and perspectives about their own communities and experiences. All of this valuable information informs the decision making process. The public participation process for this plan included a kick-off project meeting with the project team, meetings with the PAC, the City's BPAB, the Lee County BPCC, City Council, and community input via an online survey, interactive map, website comments, and a public workshop. Due to the ongoing COVID-19 pandemic and in order to exercise social distancing measures, most meetings were held virtually. Meeting minutes for the various meetings are attached in **Appendix A**.

- A kickoff meeting was held at the City of Fort Myers Public Works/ Engineering Division on February 10, 2020. The purpose of the meeting was to discuss objectives and expectations of the planning process, project scope, deliverables, and schedule.
- A project website was created to inform the public of the project efforts and status. The website hosted an online survey, interactive map, meeting minutes, and other available documents. Public comments were also received via the project website.
- An online survey was developed to get input from the public about bicycle and pedestrian needs within Fort Myers. The survey was available on the project website from May 1, 2020 through July 31, 2020. Approximately 1,186 people took the survey.
- An interactive online map was created to help the public graphically provide their feedback and was available for public comment from May 1, 2020 through July 31, 2020.
- The PAC was formed and tasked with guiding the plan. It was comprised of various representatives and stakeholders from bicycle and pedestrian organizations, and local, county, and state government. The first PAC meeting was held virtually on July 9, 2020. A collaborative discussion was conducted to inform the PAC of the results of the public survey and to get initial feedback on the biking and walking concerns and needs within Fort Myers. The 2nd PAC meeting was held virtually on December 7, 2020 to report back on the general progress of the master plan and to discuss the draft recommendations.



4 | Public Outreach

- A public workshop was held virtually on July 27, 2020. It consisted of a presentation to the public about the purpose of the master plan, its visions and its goals. The presentation also explained the master plan process, summarized the research gathered, and provided inventory maps of existing facilities. It was followed by a questions and answers session. The public was encouraged to provide comments and concerns. Attendees were also encouraged to complete the online survey/interactive map for additional input.
- The master plan process and update was presented virtually to the Lee County MPO BPCC on July 28, 2020. The draft master plan was presented to the Lee County MPO BPCC on February 23, 2021
- The master plan was presented to the City's BPAB on January 21, 2021 for their review and input.
- The efforts of this plan, including the coordination and recommendations, were presented to City Council on March 15, 2021.



The PAC meetings and the Public Workshop were recorded.



The recording had closed captions available and a transcript of the meetings for ADA compliance.

Public Outreach Methods

A variety of methods were used to inform the community and request public input. The project team handed out flyers, provided press releases, emailed key stakeholders, and provided social media posts.



Project Website: A project website was created to provide information to the public about the master plan. The survey and interactive map were made available on the website for public comment. Project documents and meeting recordings were also posted to the website.

A special effort was made to reach the underserved community. The project team contacted local leaders in churches and businesses, where flyers could be posted. The survey was also developed in Spanish, in order to reach a larger audience.

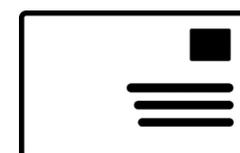


Flyers: Different types of flyers were created requesting input on the survey, on the interactive map, and on the Master Plan as a whole. All flyers were developed in both English and Spanish.

Social Media Posts: The project team developed a variety of social media posts with different messages, inviting the community to participate in the project process. Several messages were posted throughout the months of May, June and July 2020 inviting the public to participate in the online survey, interactive map, and public workshop. All social media postings were posted on Facebook, Instagram, and Twitter.



Nextdoor Application: The Nextdoor application is used as a neighborhood hub to exchange information. It was used to provide information about the plan to the community. All information on social media was also posted on the Nextdoor application.



Online Survey/Questionnaire

Significant quantities of feedback and comments were received from the public, with a total of 1,186 survey responses. The survey was developed in both English and Spanish in order to reach a larger audience; however, almost all of the surveys received were completed using the English version.

1,186 Survey Responses

Approximately 45% of the respondents who filled out the survey did not live within Fort Myers! Of those respondents that lived within the City boundaries, the highest number of respondents indicated that they lived in Ward 6 (approximately 19%) and in Ward 4 (approximately 15%).

About 96% of respondents drive a motor vehicle. Additionally, about 10% of respondents say that biking is their primary mode of transportation. This makes having a robust system of bicycle and pedestrian infrastructure of vital importance.

Respondents were asked to answer a variety of questions relating to vehicle ownership, regular modes of transportation they may use at least once a week, obstacles encountered while biking or walking, and what modes of transportation they prefer to use for different types of trips, among others. 61% of the respondents indicated that they ride a bicycle at least once a week and about 49% walk at least once a week. Most respondents, about 53%, ride their bicycles on the roads but would prefer to ride away from motor vehicles.



10%

Bike as Primary mode of Transportation



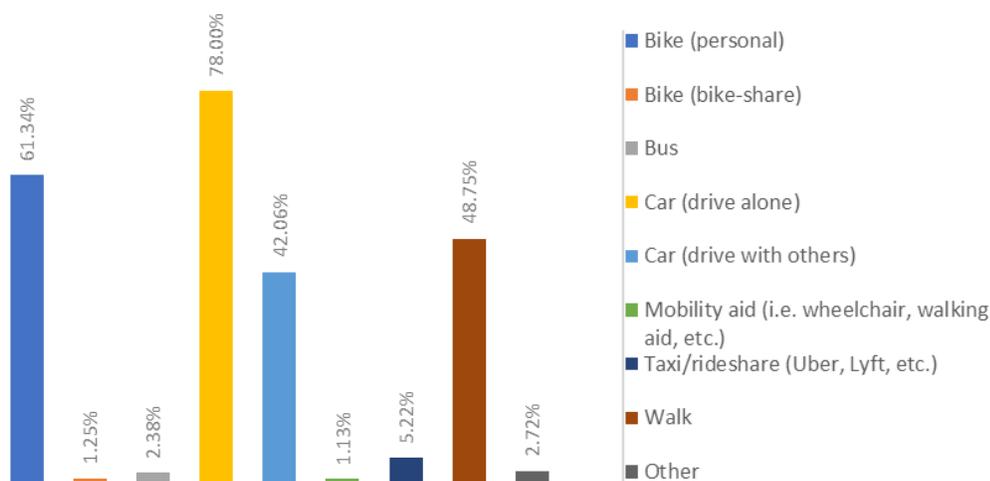
61%

Bike Once a Week

49%

Walk Once a Week

REGULAR MODES OF TRANSPORTATION



4 | Public Outreach

People walk or use their bicycles for different kinds of trip purposes, but the most common is leisure/fitness, followed by shopping/dining/errands. A smaller percentage also walks or rides their bicycles to commute to work or school.

Walkers

Approximately 20% of respondents walk for leisure/fitness a few times a week, followed by about 14% for shopping/dining/errands, and about 4% for work. Major obstacles to walking more often in Fort Myers include (among others):

Table 4.1: Summary of Walking Trips by Purpose

TRIP PURPOSE	DAILY	FEW TIMES/WEEK	FEW TIMES/MONTH	FEW TIMES/YEAR	NEVER
Leisure/Fitness	20.49%	19.58%	7.39%	4.54%	47.99%
Shopping/Dining/Errands	3.70%	13.94%	12.52%	8.25%	61.59%
School	0.61%	1.21%	0.61%	1.37%	96.21%
Work	1.79%	4.33%	2.09%	3.43%	88.36%
To get to Transit	0.76%	0.91%	1.68%	3.81%	92.84%

- Motorists don't exercise caution around pedestrians
- Traffic is too fast and heavy
- Drivers do not yield to pedestrians in crosswalks
- Safety concerns
- Lack of/poor condition of pedestrian facilities

However, if pedestrian facilities were improved, respondents are willing to walk more for different trip purposes including commuting to work or school.

Bicyclists

Approximately 44% of respondents bike for leisure/fitness a few times a week, followed by about 23% for shopping/dining/errands, and about 6% for work. Major obstacles to biking more often in Fort Myers include (among others):

Table 4.2: Summary of Biking Trips by Purpose

TRIP PURPOSE	DAILY	FEW TIMES/WEEK	FEW TIMES/MONTH	FEW TIMES/YEAR	NEVER
Leisure/Fitness	26.18%	43.88%	13.21%	7.39%	9.33%
Shopping/Dining/Errands	5.52%	22.95%	22.10%	14.59%	34.84%
School	0.96%	1.92%	0.64%	2.24%	94.24%
Work	4.29%	6.43%	4.75%	8.73%	75.80%
To get to Transit	0.96%	1.59%	3.50%	5.10%	88.85%

- Motorists don't exercise caution around cyclists
- Bicycle lanes are few and not connected
- Traffic is too fast and heavy
- Drivers do not yield to bicyclists
- Safety concerns

However, if bicycle facilities were improved, respondents are willing to bike more for different trip purposes including commuting to work or school.

Comments from the Public

Many comments were received from the public during the online survey process. Consistent public concerns and comments included:

- Concerns about gaps in sidewalks and abrupt interruptions
- Concerns about maintenance of bicycle and pedestrian facilities
- Extension and connection of linear park trails
- The need for regional connections
- The need for education and enforcement
- The need for protected bike lanes
- There are no adequate north-south bicycle routes throughout Fort Myers
- There is too much traffic and high vehicle speeds to ride bicycles on major roadways
- Intersections are too dangerous; Drivers don't watch for pedestrians and bicyclists when turning on red
- Intersections are poorly designed for pedestrians and bicyclists
- Consider landscaping as a traffic calming measure
- Support for roundabouts as a traffic calming measure, which can increase safety



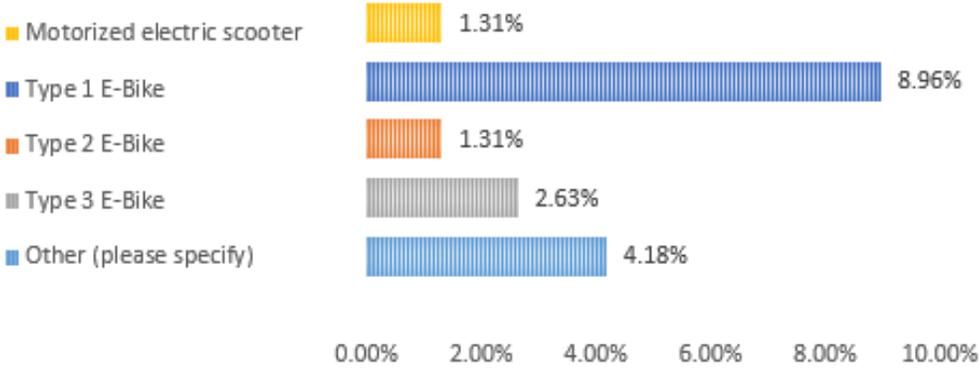
14%
Own E-Bikes/
E-Scooters



21%
Would like to
use Bike-Share

Micromobility is an emerging mode of transportation that is also utilized within Fort Myers. It refers to small, lightweight vehicles such as human powered bikes and scooters, but may also include electric bikes and scooters. **Approximately 14% of respondents own an electric bicycle or scooter.**

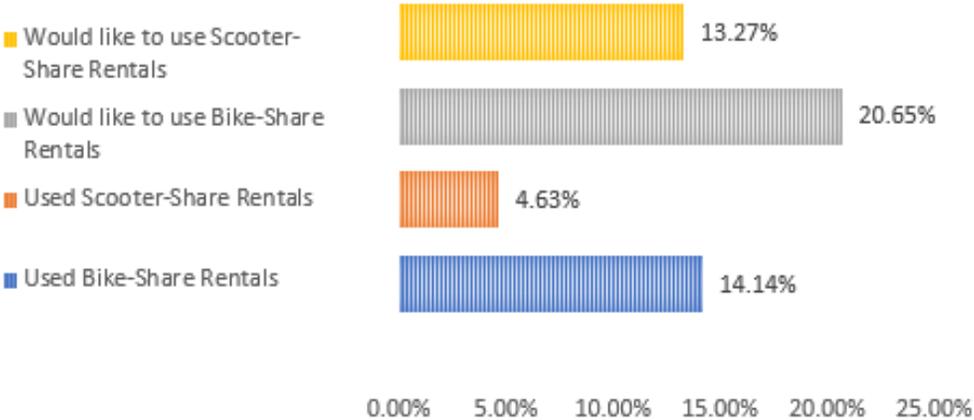
MICROMOBILITY



There are different types of electric bicycles

- Type 1 E-bike: Pedal assist and a maximum speed of 20 mph
- Type 2 E-bike: Throttle assist and a maximum speed of 20 mph
- Type 3 E-bike: Pedal assist and a maximum speed of 28 mph

SHARED MOBILITY



Interactive Map

An interactive online map was developed, which allowed respondents to pin a pedestrian or bicycle icon on the map, at locations where they had specific concerns or comments.

There were a total of **63 comments** received including 35 comments about walking in Fort Myers, and 28 comments about biking in Fort Myers. Common themes included:

- Concerns about speed and intersection safety
- Concerns about gaps in sidewalks and abrupt interruptions
- Concerns about narrow sidewalks and obstacles
- Extension of bicycle facilities connecting to N. Colonial Linear Park and JYLP
- The need for bicycle and pedestrian friendly bridges
- Concerns about bicycle facility gaps and abrupt interruptions
- Concerns about overgrown vegetation on sidewalks

BICYCLIST & WALKERS: YOUR INPUT IS IMPORTANT

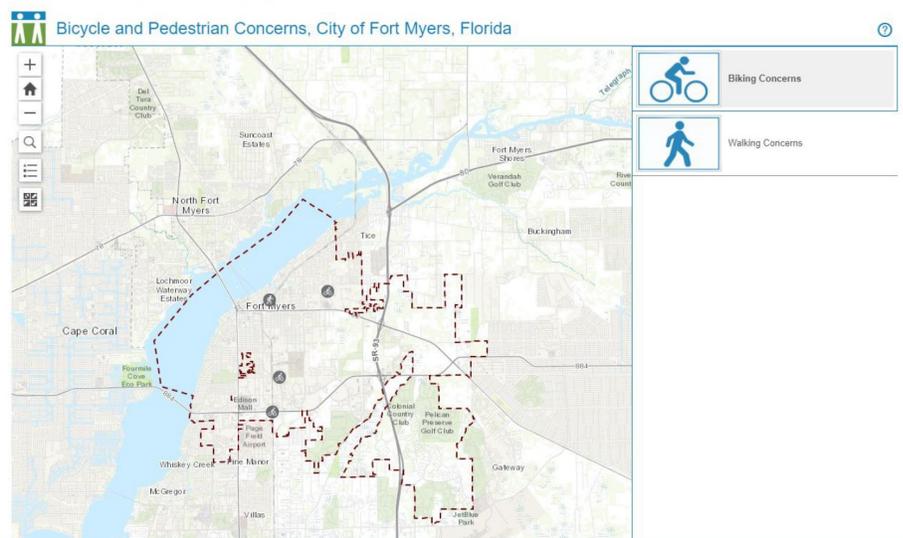


The City of Fort Myers is poised to move forward with an updated plan to create a more robust bicycle pedestrian network that will provide improved mobility and further connectivity. We have created an **interactive comment map** and would like your input.

TO ADD YOUR INPUT USING THE MAP, VISIT WWW.CFMBIKEPEDMASTERPLAN.COM/INTERACTIVE-COMMENT-MAP

63 Total Comments!

INTERACTIVE COMMENT MAP



For more information about the 2020 Bicycle & Pedestrian Master Plan, please visit www.cfmbikepedmasterplan.com.



Public Workshop

The public workshop consisted of a presentation to the public, followed by a questions and answers session. The public provided valuable input during the process. The discussion included, among other issues, the topics below:

- Goals of the master plan
- Allowable use of bicycles on most roadway facilities, except limited access
- How to improve bicycle facilities
- Landscaping as traffic calming
- Roundabout safety and implementation in Fort Myers
- ADA compliance
- Policies for providing sidewalk for new projects
- Bicycle racks
- Sidewalk and bicycle lane maintenance
- Design speed for roadways where cycling is being considered

Virtual Public Meeting For Fort Myers BICYCLE AND PEDESTRIAN MASTER PLAN



Join City of Fort Myers and Lee County MPO for a
Virtual Public Meeting on Zoom
MONDAY, JULY 27TH AT 5 P.M.



Registration Link Below:

https://mcmahon.zoom.us/webinar/register/WN_tWcAkxmASgK3q4UBqDJYw

The meeting will begin with a brief presentation by the project team followed by a Question and Answer (Q&A) session. If you would like to submit your questions in advance please email to info@cfmbikepedmasterplan.com by 5 p.m. on Thursday, July 23, 2020.

Your input is necessary to implement a successful plan. Please join us in this Public Meeting so your suggestions can help to establish a lucrative plan. For more information about the development of the master plan, please visit the website at www.cfmbikepedmasterplan.com



5 | Design Palette

The following collection of tools can be used in a context sensitive manner to implement Complete Streets concepts in the design and maintenance of roadways throughout Fort Myers.

	Page
System Users	5-2
Facilities Toolbox	5-3
Intersection Treatments	5-6
Traffic Calming	5-8
Amenities	5-10
Micromobility	5-12

System Users

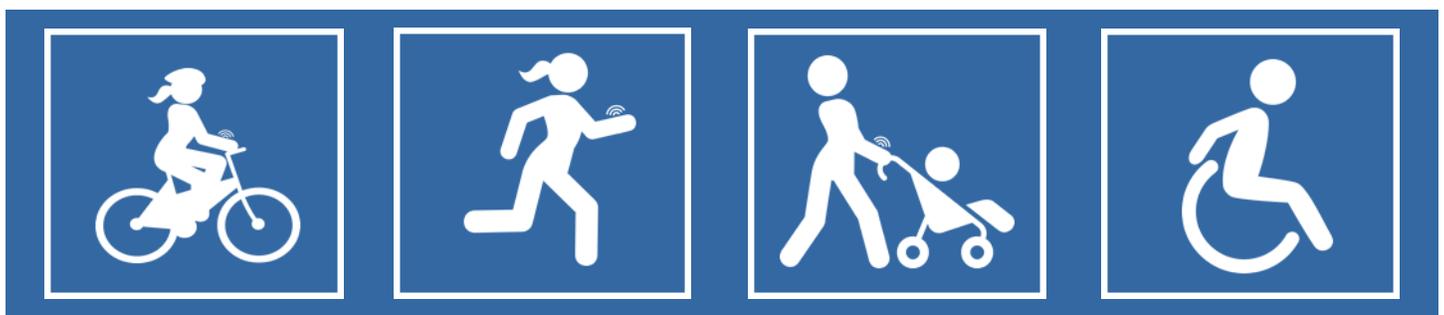
When creating a multimodal transportation system, it is important to consider the diversity of users and their varying levels of comfort using certain facilities, as well as different types of uses for the facilities.

Users of the multimodal transportation system may include children, older adults, and persons with disabilities. Additionally, it may include pedestrians, bicyclists, skaters/skateboarders, etc. The transportation system should consider the needs of all types of users.

Some pedestrians may use facilities for recreational purposes such as jogging and running, while others may use strollers or wheelchairs. The needs of varying users should be accommodated in the facility design and material choice.

With regard to bicyclists, there are a variety of facilities that are dedicated to this mode of transportation. These include sharrows, bicycle boulevards, urban shoulders, bicycle lanes, and separated bicycle lanes (one way or two way). The facility choice should take into account characteristics of the roadway, available right of way, and level of comfort of most users, among other factors.

Based on public input, many people are concerned about bicycle safety, and are unwilling to ride on the roadway regardless of the facility type. Shared use paths or trails would better serve this type of user. There are also less experienced bicyclists who prefer separated bicycle lanes, and/or low speed, low volume routes that minimize conflicts with vehicles, such as bicycle boulevards. There are also more advanced bicyclists, who bike on a regular basis for commuting, fitness or recreational purposes. They often prefer the fastest, most direct route and often prefer on-street facilities, such as bicycle lanes, urban shoulders, or sharrows.



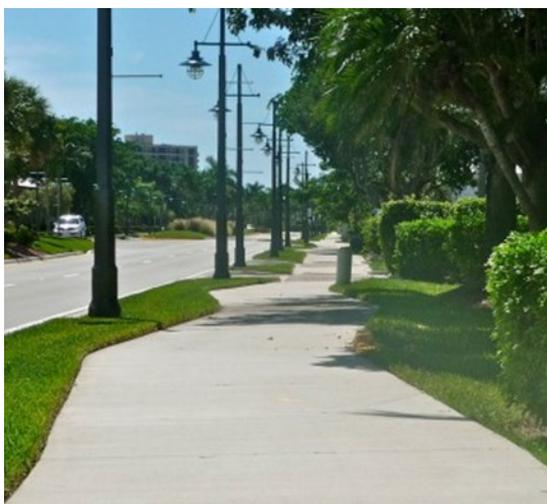
Facilities Toolbox

The most appropriate type of facility can vary widely depending on availability of right-of-way, speed of roadway, and character of the neighborhood, among others factors. In some areas where ample right-of-way is available, separated bicycle facilities or shared use paths can be implemented. These types of facilities are usually preferred by users as they provide a separation from vehicular traffic. However, in areas with restricted right-of-way the, use of sharrow or bicycle lanes may be more appropriate. Similarly, a low volume, low speed residential roadway may benefit from the implementation of a bicycle boulevard.



Sidewalks

Sidewalks are paved pathways parallel to a roadway, physically separated from vehicular traffic, and intended for use by pedestrians. Sidewalks may also have spaces for landscaping, street lighting and other street furniture.



Shared Use Paths

Shared use paths are off-road facilities that are physically separated from, but adjacent to, the roadway. They can accommodate bi-directional travel and are shared by both bicyclists and pedestrians.



Trails

Trails are off-road facilities that are physically separated from, and are independent from, the roadway. Trails can be found in parks, or alongside canals, for example.



Sharrows

Bicycles are legally allowed on most types of roadways. Shared Lane Markings, also known as “Sharrows”, are a type of pavement marking which provides guidance to motorists that cyclists can also use the travel lane. They help to position bicyclists within the shared lane for safe passing. The roadway can also include signage such as “Share the Road” or “Bicycle May Use Full Lane”.



Urban Shoulders

Urban shoulders provide accommodations for bicyclists adjacent to the travel lanes. They can vary in width depending on the available pavement.



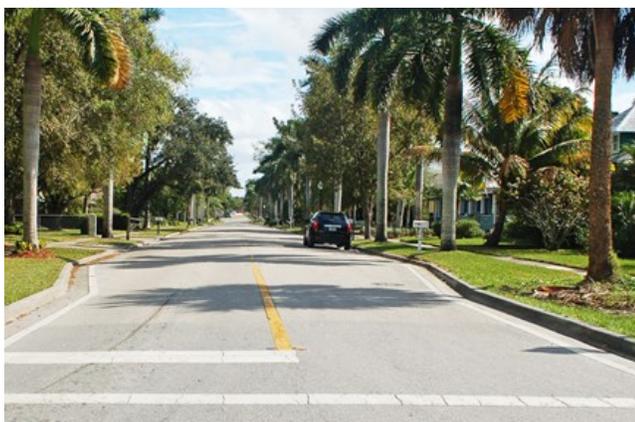
Bicycle Lanes

Bicycle lanes are designated travel lanes for preferential use by bicyclists. Specific pavement markings and signage are required to identify the bicycle lane and include keyhole lanes at intersections. Additionally, they may be colored green, and may or may not include other pavement treatments.

Separated Bicycle Lanes

Separated/buffered bicycle lanes or cycle tracks are on-road facilities that are physically separated from the travel lanes. This separation may be achieved through the use of pavement markings, a raised concrete separator, or landscaping. The separation allows bicyclists to be more comfortable when riding on the roadway.





Yield Street

Bicycle Boulevard

Bicycle boulevards are streets with low traffic volume and speed. They generally prioritize bicycle travel through the use of signs and pavement markings. They may also employ other traffic calming techniques to create a safer environment for bicyclists. Examples of bicycle boulevards include adding speed tables with on-street parking, advisory bicycle lanes, and yield streets.



Advisory Bicycle Lanes



Speed Table and On-Street Parking



Intersection Treatments

Intersection treatments can include a variety of pavement treatments, such as pavers, painted crosswalks, or painted intersections to name a few. Painted treatments provide an opportunity for public engagement, where the community can be involved in the design of the crosswalk or intersection. Maintenance should be a consideration when deciding if these types of treatments are appropriate.

There are several pedestrian and bicycle features that can also be added to an intersection to enhance pedestrian and bicycle safety, such as special emphasis crosswalks, bicycle crossings, bike boxes, push buttons, ADA truncated domes, appropriate signage, and countdown signal heads. Some of these are also available for midblock crossing locations.

Additionally, there are treatments that can be added to the entire intersection, such as a roundabout or a raised intersection. The applicability of these treatments will depend, and should be applied, according to context. For example, raised intersections can be utilized in areas of high pedestrian activity, such as the Downtown, to enhance visibility of the pedestrian crossing and encourage lower speeds.



Source: sf.streetsblog.org

Protected Intersection

This type of design keeps bicycles physically separate from motor vehicles until crossing the intersection, providing a high degree of comfort and safety. It also has a separate crossing for bicyclists through the intersection, and can reduce the likelihood of high speed vehicle turns, improve sightlines, and reduce exposure to conflict for bicyclists.



Roundabouts

Roundabouts are circular intersections in which traffic flows continuously in one direction around a central island. They are often used for traffic calming as they reduce speeding, crash rates, and crash severity. They can be designed to be inclusive of pedestrians and cyclists with dedicated crossing paths for each user.



Special Emphasis Crosswalk

This is a pedestrian crosswalk with special emphasis markings. These can be found at intersections or at midblock crosswalk locations. Pedestrian signal heads, push buttons, ADA ramps, and signage could accompany a special emphasis crosswalk.



Bicycle Crossings

A bicycle crossing is a designated area for bicycles to cross the roadway. These are usually located next to crosswalks and may be applied at midblock crossings, driveways and signalized intersections.



Bike Box

A bike box is a designated area for bicyclists to stop at a red signal indication. It is located mostly in front of vehicular travel lanes at signalized intersections to increase visibility, reduce delay, and help prevent crashes with right turning vehicles.

Traffic Calming

Traffic calming is a traffic management approach that aims to reduce vehicle speeds, and increase safety for pedestrians and bicyclists. It consists of physical design and other measures that improve conditions on the street for non-motorized users. Traffic calming measures can include intersection treatments such as raised intersections, painted intersections/crosswalks, or roundabouts, among others. Treatment measures can range from corridor-wide approaches such as a lane repurposing to location specific techniques such as speed humps, or bulb outs.



Source: nacto.org

Lane Repurposing

Lane repurposing is the reduction of the width, or number of vehicular travel lanes, in order to slow traffic and provide additional space for bicyclists and pedestrians.



On-Street Parking

Provision of on-street parking, on one or both sides of the roadway, reduces roadway width and provides a buffer between vehicular traffic on the roadway and pedestrians on the sidewalk.

Curb extension/Bulb out

A curb extension is an area where the curb is extended, physically narrowing the roadway, creating safer/shorter crossings for pedestrians, while increasing the available space for street furniture, benches, plantings, and vegetation.



Chicane

Chicanes are a series of bulb-outs or islands, on alternating sides of the street, creating an S-shaped path of travel. Chicanes force drivers to slow down to negotiate through the roadway. Chicanes can include landscaping to improve the street appearance.



Source: nacto.org



Speed Hump/Table

These are raised humps in the roadway that are intended for low volume roadways. Speed humps are most effective when placed in a series. Speed humps are the most popular traffic calming measure due to their effectiveness at reducing speeds, ease of implementation, and relatively low cost. Speed tables are speed humps with a longer flat top.



Speed Cushions

Speed cushions are similar to speed humps but include wheel cutouts to allow larger vehicles to travel through them. They also do not extend the full width of the roadway. They are intended to allow emergency vehicles or transit vehicles to travel unimpeded.



Raised Median

Raised medians help to slow traffic by defining travel lanes and can be used to reduce conflicts by physically preventing left turns and restricting turning movements to specific locations. Medians or raised islands between travel lanes can be designed with landscaping, hardscaping, welcome signs, or provide a mid-point refuge for pedestrian crossings.



Raised Intersection

A raised intersection, including crosswalks, is built level with the sidewalk and can have textured pavement. Similar to a speed hump or table, a raised intersection provides a vertical deflection to slow traffic. The elevated crosswalks also make it easier for pedestrians to cross the street. Raised intersections can be built with a variety of materials, including asphalt, concrete, or pavers. Intersection drainage should be evaluated when considering raised intersections. Another alternative are painted intersections or crosswalks.

Amenities

Amenities can include bicycle parking, worksite amenities, lighting, street furniture, and a variety of streetscape improvements.



Bicycle Parking

Bicycle parking includes stand-alone bike racks, bike racks with shelters, bike lockers or stand-alone bike shelters. It is a key component of bicycle infrastructure, as it encourages the use of biking as a mode of transportation for short trips to the grocery store, city parks, and other local points of interest. Bicycle parking may be placed outside businesses or civic buildings near entry points.

Work Amenities

Amenities at work may include bike racks, shelters, or storage. Work places may also choose to offer bike share stations. Additionally, lockers, shower facilities, and changing rooms will provide convenience for those commuting to work by bicycle.



Vegetation

Vegetation may include street trees, shrubs, grass, or flowers planted at ground level or in planters. When planted along the roadside, it can be used to provide a buffer between motorized vehicular traffic and pedestrian or bicycle facilities. It may also be used to provide shade for both bicyclists and pedestrians, and to enhance aesthetics.



Lighting

Pedestrian scale lighting improves visibility, enhances aesthetics of the roadway, and provides safety and security for bicyclists as well as pedestrians.



Street Furniture

Street furniture includes elements like seating, trash and recycling receptacles, bollards, and bicycle racks. It can be used to enhance pedestrian comfort by providing places to rest and a buffer from vehicular noise and congestion.

Micromobility

Micromobility refers to small, lightweight vehicles that generally operate at lower speeds. They are usually human-powered vehicles that can carry one to two people, such as bicycles, skateboards or scooters. Some vehicles use a combination of human power and charged batteries, such as e-bikes, or e-scooters. In recent years, shared micromobility has emerged, or expanded in many cities throughout the country.



Bike Share/Scooter Share Station

Bicycle/scooter sharing is a service in which bicycles/scooters are made available for shared use to individuals on a short term basis. Sharing systems may be made up of several stations throughout a district, downtown, or an entire city. This allows users to rent the bicycle/scooter at one location and return it at a different location, which increases convenience. Bicycles/scooters may be rented by the hour, day, or through monthly/annual subscriptions.

Dockless Shared Mobility

Dockless bicycle/scooter share systems are another shared mobility alternative. This type of system does not use docks or stations, instead vehicles are parked within a defined district, bike rack or along the sidewalk. This provides additional convenience to the user but may result in clutter within the streetscape.

E-bikes and E-scooters

Electric bicycles and scooters are another type of vehicle used in shared micromobility systems. They typically use charged batteries, but may also be partially human-powered. They can reach higher speeds than traditional bicycles and scooters, providing higher convenience to the user. However, they have the potential to create conflicts in facilities typically designed for lower speeds.



6 | Wayfinding

Another tool that complements the design palette is wayfinding. Signage can add to the character of the streetscape, and help people navigate Fort Myers more easily.

	Page
Goals for Wayfinding	6-2
Existing Wayfinding Systems	6-2
Protocol for Wayfinding Signs	6-7

There have been several initiatives within the City to promote and introduce a wayfinding system to streets and pathways. The City introduced an initiative that was directed at motorists along major thoroughfares. Another initiative was introduced by the Lee County MPO directed at bicyclists and pedestrians using regional trail facilities or roadways with bicycle lanes.

Goals for Wayfinding

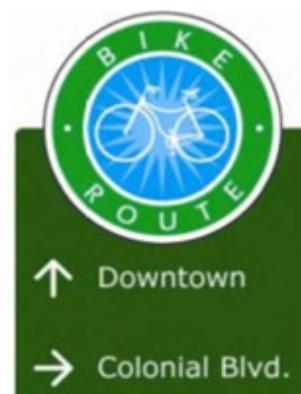
The Wayfinding system for bicycling and walking in Fort Myers has three core goals:

1. Increase nonmotorized mobility in Fort Myers by highlighting the most comfortable and convenient ways to access important community destinations
2. Provide wayfinding guidance in a way that allows bicyclists and pedestrians to travel comfortably while making safe and predictable progress on routes that position them to avoid conflicts with motor vehicles or provide them maximum opportunity to comprehend and respond to conflicts where they cannot be avoided
3. Provide wayfinding guidance and other traffic control measures for nonmotorized users that are appropriately consistent with other area branding while also being compliant with MUTCD guidance and standards, to communicate wayfinding, warning, and regulatory information in ways that meet user expectations, comply with funding requirements, and limit the City's exposure to litigation in the event of a

Existing Wayfinding Systems

Several initiatives have been discussed over the years in regard to providing wayfinding guidance and branded community signs around Fort Myers. The 2007 Bicycle and Pedestrian Plan references a "Downtown Development Authority signage system" as an existing visual component to be incorporated into the proposed system. The plan includes example drawings of route marker, directional, warning, and other signs. An example is shown on **Figure 6.1**. The 2010 Cleveland Avenue Redevelopment Plan also references an "attractive and distinctive" wayfinding system developed by the Fort Myers CRA for use downtown, and proposes extending the system southward into the Cleveland Avenue Corridor. Neither of these systems appear to have been implemented, but two similar and perhaps related systems have been. The City installed a system in 2015 that is designed for motorists, while the Lee County MPO designed a system in 2017 that provides wayfinding information along and towards trails across the County, including several facilities within Fort Myers.

Figure 6.1: Wayfinding sign example from 2007 Bicycle and Pedestrian Plan



City of Fort Myers Wayfinding Sign Master Plan

In 2015, the City completed installation of the first phase of signs recommended in the City of Fort Myers Wayfinding Sign Master Plan. The signs installed in that effort provide guidance to a variety of users towards important community destinations from each of the major approaches to Fort Myers, routing people along major thoroughfares towards downtown, and a few select outlying destinations. The signs are blue with white text and arrows for the directional information. The tops of the signs are curved, creating a space for a green palm leaf logo or welcome greeting above the directional information, as shown on **Figure 6.2**. This logo is similar to those shown on the signs depicted in the Cleveland Avenue Redevelopment Plan.

The goal for this system, as stated in the scope of work that governed the development of the Master Plan, was “to guide pedestrians, bicyclists and motorists, visitors and residents to various destinations within Fort Myers and provide awareness of events and opportunities.”

Figure 6.2: Examples of Signs from City of Fort Myers Wayfinding Sign Master Plan



While this information may be useful for, and is mostly visible to, bicyclists and pedestrians who use these routes, the size and placement of these signs indicate a primary intended audience of motorists, who are engaged as they arrive across the major bridges or near freeway exits. The system includes gateway signs welcoming people to Fort Myers, some of which are placed within the center medians of divided roadways. The intervals between waypoints in the system are also generally very long, except for the signs downtown. Most of the waypoints are within the downtown, while the balance are along major thoroughfares including Colonial Boulevard, Palm Beach Boulevard, and Dr. Martin Luther King Jr. Boulevard. Signs are posted as far east as Interstate 75, as far south as Colonial Boulevard, and as far west as McGregor Boulevard.

6 | Wayfinding

An example of how the signs are deployed is shown on **Figure 6.3**. Along Colonial Boulevard, gateway signs in the median just west of I-75 greet welcome travelers to Fort Myers.

Figure 6.3: Gateway Sign Installation Along Colonial Blvd



A directional sign just west of the intersection with Ortiz Avenue advises travelers to continue straight for the Historic River District and Edison Estate, and to turn right for the Planetarium. There are no further directions until Cleveland Avenue, more than four miles away, where street view imagery show where travelers are advised to turn right for the Historic River District and Justice Center and to continue straight for the Edison Estate, as shown on **Figure 6.4**. This sign at Cleveland Avenue was also posted in the median, and in the shadow of an overhead guide at the decision point for the Cleveland ramp. The location is not likely to garner the attention of bicyclists in that location. While there are shoulders, bicycle lanes, and wide sidewalk pathways along Colonial Boulevard, this route choice and the intervals between waypoints are not optimal for bicyclists or pedestrians.

Figure 6.4: Directional Sign Installations along Colonial Blvd



Lee County MPO Wayfinding Plan

In 2016 and 2017, the Lee County MPO developed a countywide wayfinding system intended to provide information for users of several popular trail facilities across the County, including the John Yarborough and North Colonial Linear Parks, the roadside trails that were part of the “Tour de Parks” loop route promoted by the County, as well as other popular trails across the length of the County. Within Fort Myers, these signs were proposed to be posted along, and at approaches to, the two Linear Parks mentioned as well as along pathways or sidewalks adjacent to major roadways including Colonial Boulevard, Ortiz Avenue, Six Mile Cypress Parkway, and Treeline Avenue. The signs were also proposed along roads with bicycle lanes, including Evans Avenue and Winkler Avenue.

The signs of this system include a branded logo that includes the words “LEE COUNTY BIKE ROUTES” around a bicycle symbol over a stylized sun shape. The logo includes white text and symbols with multiple shades of blue. The system includes a variety of sign types including separate directional for decision points and “blaze” signs for route continuity, which have blue backgrounds and white text and symbols. Examples are shown on **Figure 6.5** and **Figure 6.6**. Signs intended for pathways have a shape with rounded corners on one of the vertical sides and include a yellow accent field above one quadrant of the logo. Different signs for use on roadway have a curved top side to accommodate the logo and are only blue and white.

The primary installations of these routes are along pathways, either within the Linear Parks or adjacent to roadways. They are designed to have information on both sides and are mounted on the side away from the roadway for roadside trails, thus they are found on the left side of the path for users traveling in one direction and can be somewhat distant from bicyclists using the roadway.

Figure 6.5: Example of Lee County Wayfinding Plan Sign Installation



6 | Wayfinding

Figure 6.6: Example of Lee County Wayfinding Plan Sign Installation



The sign design includes symbols for identifying the intended users of a trail (bicyclists, leashed pets, hikers) and for indicating the activities available at parks and other destinations. The system includes related kiosk boards, with maps and other more detailed information, presumably to be read while stopped. In addition to the kiosk and directional signs, a “custom advisory sign” is proposed for directions that require more than a destination name and directional arrow.

While the County Wayfinding System is intended to serve bicyclists more directly than the City’s system, it focuses on roadside pathways and the linear park trails. As such, it is primarily developed on a few major roadways, and its signs are positioned for bicyclists who are out of the roadway, at positions that may require significant slowing or stopping to process the directional information and other information.

These systems overlap each other in their focus on the major roadways. Ortiz Avenue, Colonial Boulevard, and Evans Avenue each feature examples of both sign types. The two systems also overlap several of the main roadways and trails. What they don’t yet include are the local scale Bicycle Boulevards. This plan includes recommendations for how to expand a local system for bicycle and pedestrian wayfinding that guides users to the most comfortable connections available to important community destinations, in addition to the recreational trails and parks already served. The expanded system will need to include signs that are designed and placed specifically to communicate to bicyclists as they travel on local scale streets, while also connecting to and expanding the reach of the systems already in place.

Protocol for Wayfinding Signs

This section recommends a protocol for posting wayfinding signs for the benefit of users of the streets and pathways as they travel between residences and important community destinations, access goods and services, and for purposes both practical and recreational. While pedestrians use the sidewalks, and also share the linear park pathways with bicyclists, inline skaters, and other users, bicyclists are recommended as the design user for the proposed signs. Bicyclists are likely the most common user and they are the highest speed typical user, so sign sizing and placement that is adequate to their decision making should also be sufficient to other users as well.

Because bicyclists are the design user, this recommended protocol for wayfinding signs is derived from Section 9B.20, "Bicycle Guide Signs", of the MUTCD. Bicycle Route Guide Signs are appropriate for use both along streets and pathways leading to services or destinations. These standard guide signs use white text and symbols on a green background.

In their basic form, these signs include a directional arrow (on the extreme left for left and ahead arrows, on the extreme right for right arrows), the destination name, and a mileage distance numeral. Each sign location may display up to four destinations using stacked signs or multiple destination signs, as appropriate. If the sign is not posted in an assembly that includes a network identity plaque that clearly indicates the directions are part of a bike route, then a bicycle symbol should also be included on each line, to the left of the destination name, for those signs which are posted along a roadway.

These signs are intended for use by bicyclists, and as such are permitted to be smaller than signs intended for motorists. According to the MUTCD, these signs are either 6, 12, or 18 inches high, depending on whether there are 1, 2, or 3 destinations listed.

The network identity plaque could feature an emblem or logo against a green background. Emblems could be the City logo, a system logo, or variations on other iconography of the City, such as the palm leaves used on the City's motorist wayfinding signs. Example applications of these emblems are shown in **Figure 6.7** for illustration only.

On each sign cluster, choices must be made about which destinations to include and the sequence in which to list them. First, signs should always include the terminal destinations of the continuing and intersecting routes, and then the closest interim destinations as space allows. Then, once the destinations for a particular location have been selected, they should be sorted by direction (ahead, then left, then right), then by distance (nearest to farthest). The hierarchies for destination selection and destination display are summarized below.

Figure 6.7: Examples of Network Identity Plaques



A supplemental network identity plaque is recommended for development, to be placed above each sign cluster to help promote and identify the wayfinding system.

6 | Wayfinding

At any given location, editorial discretion may warrant altering the selection hierarchy depending upon the relative importance of interim locations. At longer distances, general or collective destinations may also be used to describe terminal destinations and devolve into more specific destinations on approach. For example, signs leading north may identify “Downtown” as the terminal destination, but at the end may differentiate the directions for City Hall, the Science Center, or the Library.

- Selection of Destinations at Route Turns and Junctions**
1. Terminal Destinations (nearest to farthest)
 - 1a. Continuing Route
 - 1b. Intersecting Route
 2. Interim Destinations (on all routes; nearest to farthest)

- Display of Destinations at Route Turns and Junctions**
1. Destinations Ahead (nearest to farthest)
 2. Destinations to Left (nearest to farthest)
 3. Destinations to Right (nearest to farthest)

Distances of less than two miles should be displayed in 1/10-mile increments; distances of two miles or greater should be displayed rounded to the nearest half-mile. Example sign assemblies are shown in **Figure 6.8**.

The green guide signs may also be supplemented with blue service signs directing to points to obtain water, food, bicycle service or supplies, or to access restrooms. These blue service signs should be posted beneath all green non-service destination guide signs. Their format of text and symbols should be the same as the guide signs but against a blue background. Unlike guide signs, service sign text is typically in all capital letters. All service points (blue background) should be posted separately and beneath all guide destinations (green background) posted in the same assembly.

Figure 6.8 Example Route Turn Sign Assemblies



6 | Wayfinding

The service signs should not display branded information, but generic descriptions of the available service (e.g., FOOD, BIKE SHOP, C-STORE, etc.), as shown on **Figure 6.9**. The City may wish to develop larger informational kiosks at parks or other locations around the network. Displays within such kiosks would be the appropriate medium for communicating specific establishment names, perhaps located on a map, and possibly with room for paid advertisements to offset the cost of constructing the display.

While the roadside wayfinding signs are primarily intended to provide direction to bicyclists, they can be useful to pedestrian travel as well. Supplemental pedestrian wayfinding may be recommended to certain destinations if a preferable route for pedestrians is identified and bicycles are prohibited or discouraged along that route.

Sign assemblies positioned on roadways and pathways should be of the same general size and follow the same basic template. A bicycle symbol should be added to the directional lines on a roadside sign if the identity plaque does not clearly identify the system as being for bicycles, to confirm to bicyclists and motorists that the directions are for bicyclists' use.

Roadside sign assemblies should only be placed on the right side of the road and in accordance with requirements for horizontal and vertical clearance appropriate to the specific roadway.

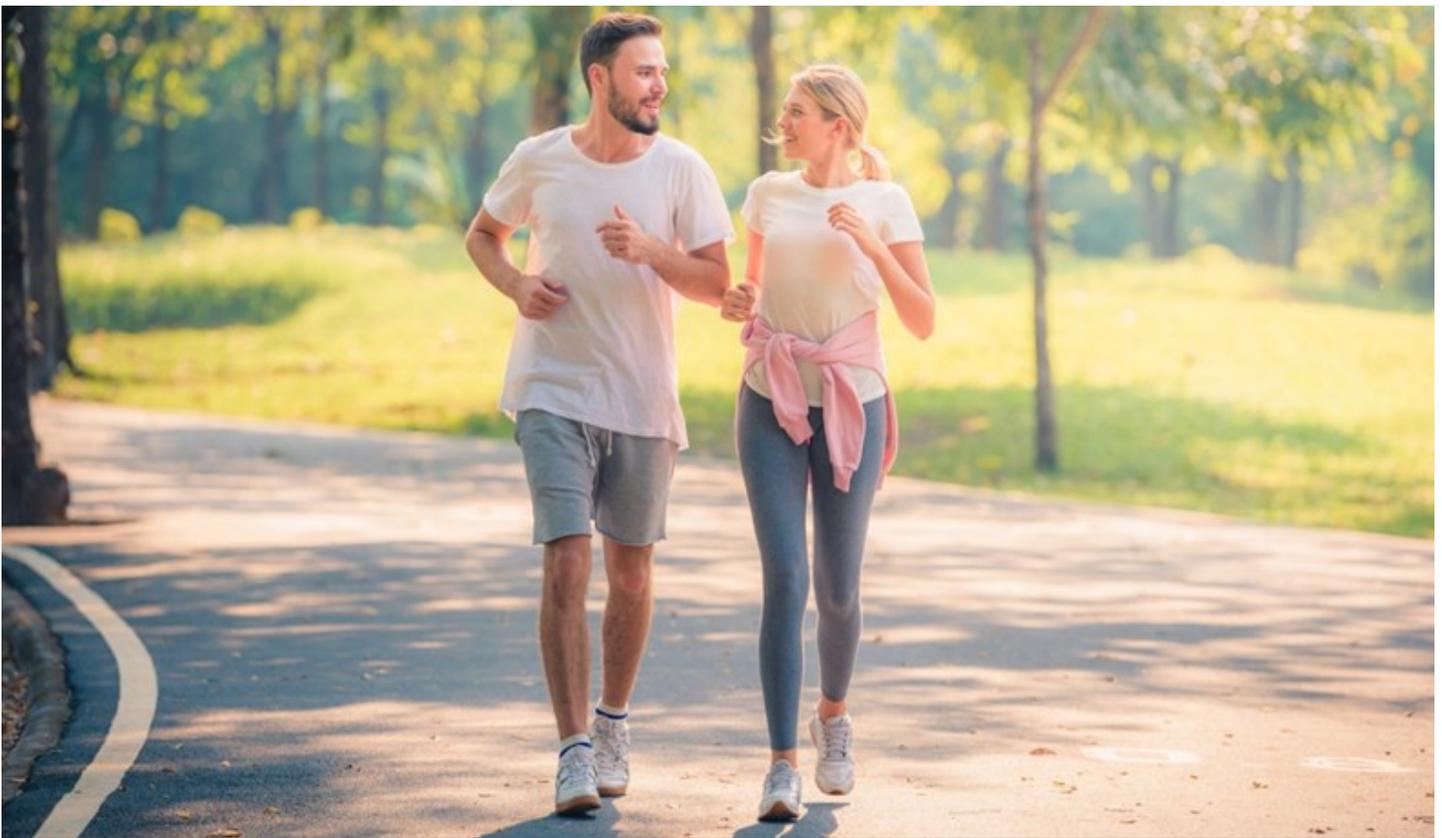
Trailside signs shall be placed in accordance with standards described in Section 9B.01 of the MUTCD, including being placed so the edge of the sign is clear of the trail by at least two feet laterally and with the bottom of the sign at least four feet above the ground. Trailside signs should generally be placed to the right of the trail as viewed from the direction of travel the sign serves. Trailside signs may be mounted back-to-back on a shared post provided the resulting left-hand sign can still be read from the approaching trail.

MUTCD does not provide guidance or standards on service signs directed primarily towards bicyclists. The recommendations in this document have been developed to be consistent with the understood intent and criteria of MUTCD guidance on motorist service signs and bicycle guide signs.

Route confirmation signs could be placed on the departures from junction points, at route turns that do not include intersections with other routes, and at ¼ mile intervals along straight stretches of road. These signs could consist of the network identity plaque, the Alternative Bike Route Guide Sign showing the terminal destination of the continuing route, and directional arrow plaques as appropriate.

Figure 6.9: Sign Example with Service Points





7 | Improvements and Recommendations

The ongoing projects and recommendations will help establish a network for increasing bicycle and pedestrian trips throughout Fort Myers by providing further connectivity and establishing programs that are designed to increase bicycle and pedestrian safety.

	Page
Funded and Ongoing Projects	7-2
Sidewalk Improvements	7-3
Bicycle and Multimodal Improvements	7-3
Recommendation of Areawide Feasibility Studies	7-8
Micromobility Task Force	7-9
Wayfinding Recommendations	7-11
Programs Recommendations	7-12

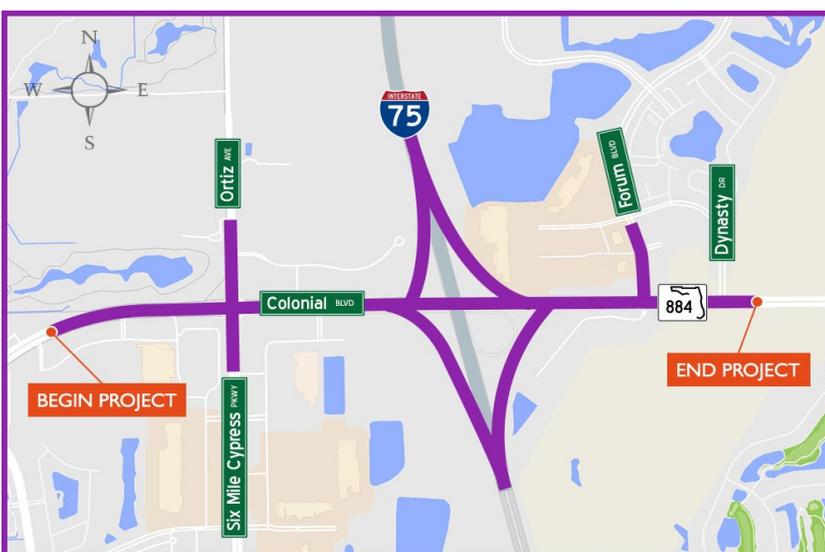
7 | Improvements and Recommendations

The City, County and FDOT all have ongoing, partially funded, and fully funded projects in different stages of development and evaluation that will enhance the pedestrian and bicycle experience. The recommendations from this plan are a culmination of the data gathered, the needs assessment, and the public involvement. The information gathered during these phases of the plan helped inform the recommendations that are contained herein. They identify the facility choice from the Design Palette that is most appropriate to enhance the pedestrian and bicycle experience. Program enhancements are also proposed to help improve coordination and bicycle and pedestrian safety throughout Fort Myers.

Funded and Ongoing Projects

There are several partially or fully funded projects in Fort Myers where funds have been committed for undertaking a planning, design or a construction phase of a project. Most projects are proposing sidewalks, with a couple proposing shared use paths, and one proposing a linear trail.

In addition to the City projects, a few additional projects are ongoing within the City limits. The ongoing project along Ortiz Avenue is a Lee County project, whereas the ongoing projects along Metro Parkway and Colonial Boulevard are FDOT projects. The Colonial Boulevard project (shown in the image below) will include portions of Ortiz Avenue and I-75. It will include a Diverging Diamond Interchange at I-75, a Continuous Flow Intersection at Ortiz Avenue/Six Mile Cypress Parkway, and a Redirected Crossing U-Turn at Forum Boulevard.



- ### Funded City Projects
- ✓ Nuna Avenue Sidewalk
 - ✓ Clifford Street Sidewalk
 - ✓ South Street Sidewalk
 - ✓ Hill Avenue Shared Use Path
 - ✓ Passaic Avenue Sidewalk
 - ✓ Grace Avenue Sidewalk
 - ✓ JYLP Trail
 - ✓ Marsh Avenue Sidewalk

- ### Funded Lee County/ FDOT Projects
- ✓ Ortiz Avenue Bicycle Lanes
 - ✓ Metro Parkway Separated Bicycle Lanes and Sidewalk
 - ✓ Colonial Boulevard Bicycle Lanes and Shared Use Path

7 | Improvements and Recommendations

Sidewalk Improvements

Sidewalk improvements are proposed on a few roadways within Fort Myers, mostly to complete gaps in a larger sidewalk network. These improvements are graphically differentiated by whether they are proposed on one side of the roadway or on both sides. Sidewalk recommendations along Hanson Street are based on a previous roadway design project initiated by the City. Additionally, sidewalk improvements shown along Fowler Street and Evans Avenue are a result of coordination with FDOT. Proposed sidewalk improvements are graphically depicted on **Figure 7.1**.

Bicycle and Multimodal Improvements

A variety of bicycle and multimodal improvements are proposed including bicycle boulevards, bicycle lanes, separated bicycle lanes, shared use paths (one side and both sides), trails, and a bicycle & pedestrian promenade. Each of these facilities are graphically differentiated by line type and color on **Figure 7.2**. The map also distinguishes the funded improvements by the City. Although specific facilities are proposed, some roadways may require further study to determine the most appropriate facility type, given factors such as right-of-way and drainage.

Fowler Street & Evans Avenue Improvements

There has been coordination between the City and FDOT to modify the roadway geometries along Fowler Street and Evans Avenue to make them more bicycle and pedestrian friendly. Improvements discussed include:

- **Fowler Street:** Eliminate one northbound lane, increase width of the outside southbound and northbound travel lanes, increase the right-of-way, and add sidewalks to both sides of the roadway between Dr. Martin Luther King Jr. Boulevard and Hanson Street.
- **Evans Avenue:** Convert the existing one-way roadway to a two-lane roadway with one southbound lane and two northbound lanes, reduce the travel lanes widths, and create a ten-foot wide separated bicycle lane with a concrete separator and six-foot sidewalks on both sides of the roadway between Dr. Martin Luther King Jr. Boulevard and Metro Parkway.

The City should continue discussion efforts with FDOT to implement these roadway and pedestrian/bicycle improvements along these key roadways in Fort Myers.

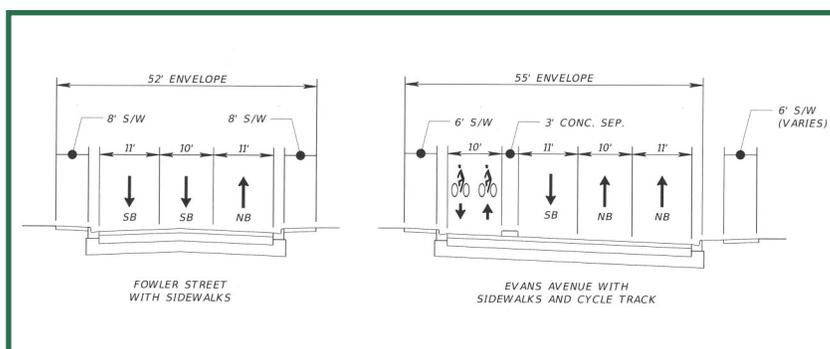
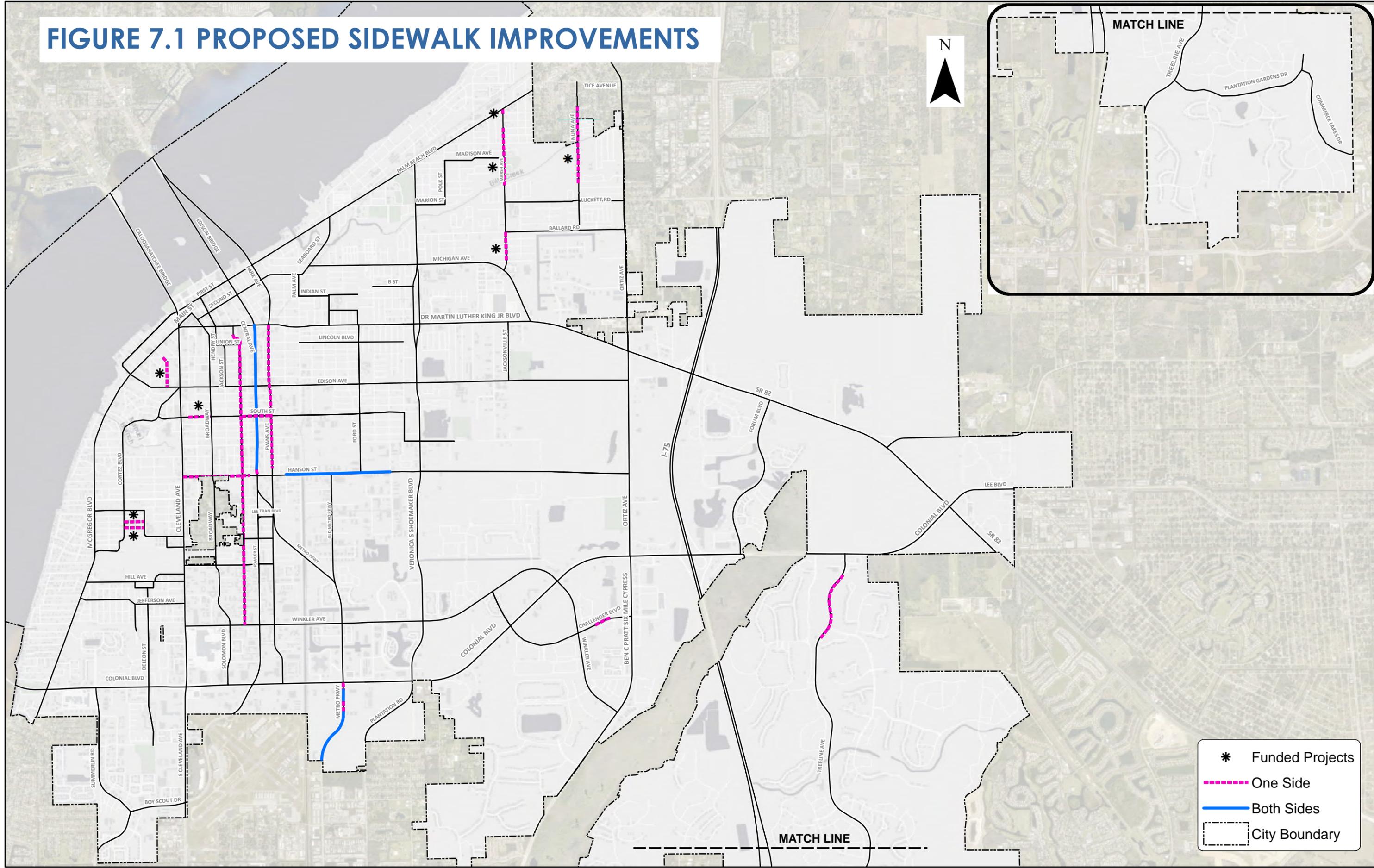
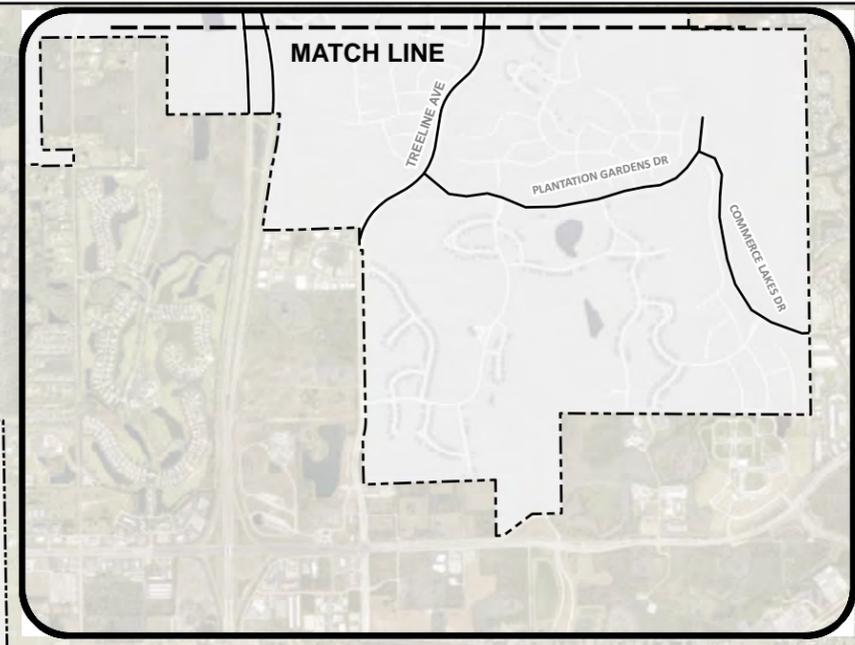


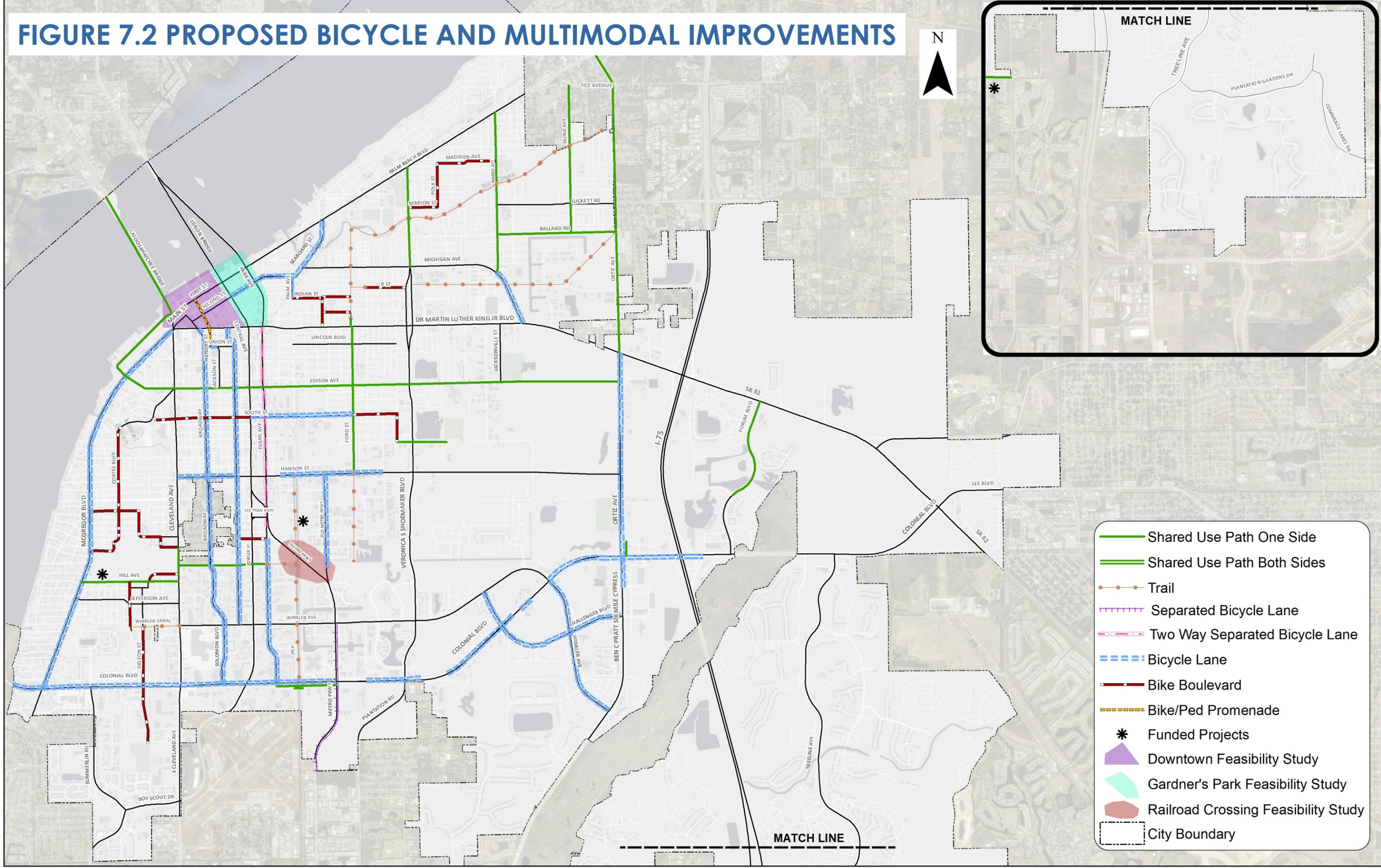
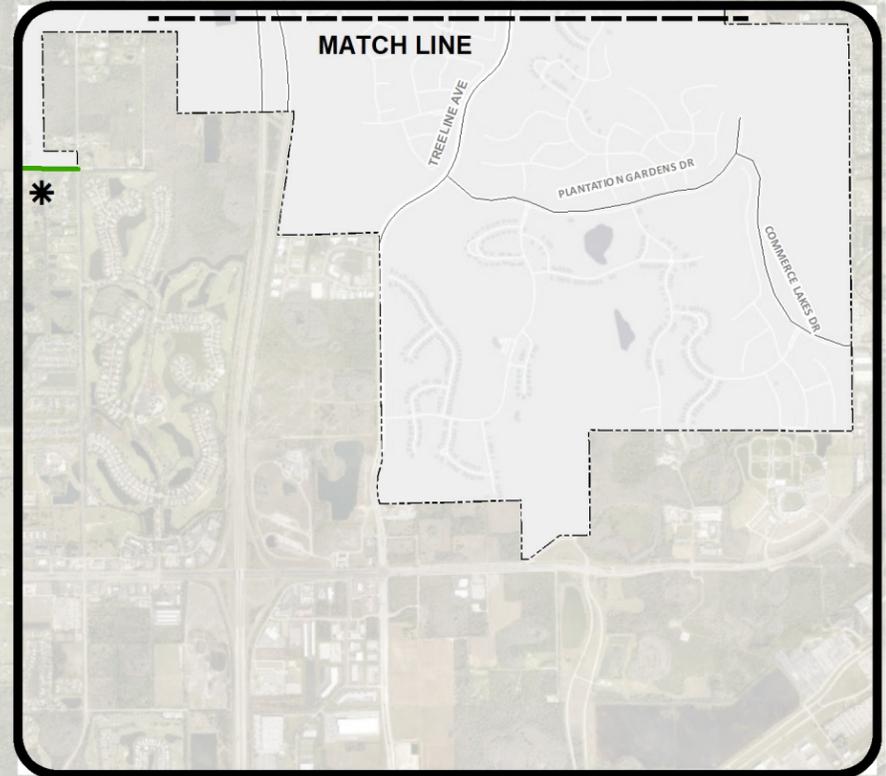
FIGURE 7.1 PROPOSED SIDEWALK IMPROVEMENTS



- * Funded Projects
- One Side
- Both Sides
- City Boundary

MATCH LINE

FIGURE 7.2 PROPOSED BICYCLE AND MULTIMODAL IMPROVEMENTS



- Shared Use Path One Side
- = Shared Use Path Both Sides
- Trail
- - - - Separated Bicycle Lane
- - - - Two Way Separated Bicycle Lane
- - - - Bicycle Lane
- - - - Bike Boulevard
- - - - Bike/Ped Promenade
- * Funded Projects
- ▭ Downtown Feasibility Study
- ▭ Gardner's Park Feasibility Study
- ▭ Railroad Crossing Feasibility Study
- ▭ City Boundary

7 | Improvements and Recommendations

LeeTran Rosa Parks Transportation Center Improvements

LeeTran is making revisions to the site layout at the Rosa Parks Transportation Center, located at the southeast corner of Hendry Street and Widman Way. Immediately adjacent to the Rosa Parks complex, there are designated “City Police only” parking spaces along the east side of Hendry Street. These spaces will be relocated to other nearby areas and allow LeeTran to repurpose those spaces for City trolleys per their plan. The LeeTran modifications that are shown should be considered along with any proposed pedestrian or bicycle recommendations.



JYLP Linear Park Trail Extension

The JYLP currently extends from Six Mile Cypress Parkway to Colonial Boulevard. The design of a new trail extension started in 2020. The project is funded by SUN Trail, and involves the design and permitting of a 12-foot-wide ADA-compliant trail from the existing JYLP trail near Colonial Boulevard, continuing north approximately 1.8 miles to Hanson Street. The project includes a new pedestrian bridge over Colonial Boulevard and a separate pedestrian bridge spanning the Ten Mile Canal. The design phase is projected to be completed by the end of 2021.



First Street/Second Street Conversion to Two-Way

The City is currently working on Phase 1 design plans for the conversion of First Street and Second Street from one-way to two-way operations. This phase mainly includes revised pavement markings and signal modifications. A second phase will consider redesigning these roadways to account for Complete Streets. The Bicycle & Pedestrian Master Plan is recommending bicycle lanes along Second Street/Seaboard Street; however, the City will determine if that is the most appropriate facility type as they move through the process with the second phase of this project.



7 | Improvements and Recommendations

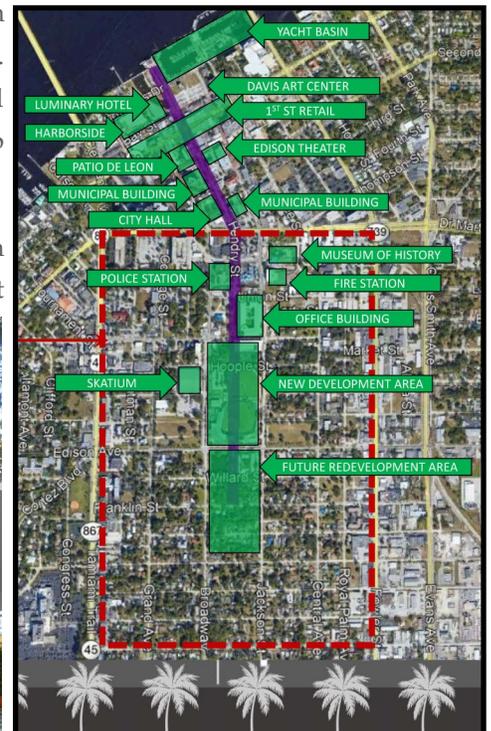
Midtown Bicycle and Pedestrian Promenade

Fort Myers’ vibrant Downtown and River District include a variety of activities that make the area a very popular tourist destination. Locals also benefit from the many destinations and attractions such as theaters, walking tours featuring historic and arts related themes, dining, fishing charters, and cruising, amongst others. Connecting this popular area with Midtown and other communities will allow for an expansion of the urban core and provide more accessibility for residents and tourists to experience the City’s charm.

A bicycle and pedestrian promenade/mall is recommended for consideration along Hendry Street from the Caloosahatchee River, south through Midtown. This will help create a more walkable, livable community for visitors and residents alike. Transforming Hendry Street into a public plaza will help promote more outdoor dining and social events.

The promenade would benefit from accommodating the City’s trolley system to help pedestrians move around this area and to help connect the different communities. Promenades are seen around the world and can be designed to accommodate transit users, pedestrians, and bicyclists.

The City should consider all aspects of such a facility and determine if they would like to further explore this bicycle and pedestrian promenade.



LINCOLN ROAD MALL – MIAMI BEACH, FLORIDA

Leger Design Group—Midtown Connection



FULTON ST MALL – NEW ORLEANS, LOUISIANA



PEARL STREET MALL – BOULDER, COLORADO



ITHICA COMMONS – ITHICA, NEW YORK

MIDTOWN CONNECTION



7 | Improvements and Recommendations

Recommendation of Areawide Feasibility Studies

Several areas in Fort Myers would benefit from areawide studies to help improve bicycle and pedestrian safety, and propose the appropriate infrastructure. Three areawide design feasibility studies are proposed: the Downtown Feasibility Study, the Gardner’s Park Feasibility Study, and the Railroad Crossing Feasibility Study.

Downtown Feasibility Study

Downtown Fort Myers is the City’s urban core with a mix of municipal and private office buildings where people work, as well as restaurants, hotels, retail, and other entertainment establishments where people socialize. It is generally a very pedestrian and bicycle friendly area. With recent development that has occurred within the downtown, as well as potential future development, and the current redevelopment of Centennial Park to include an amphitheater as well as a park, a comprehensive evaluation of the bicycle and pedestrian infrastructure should be undertaken to help increase connectivity and safety. Opportunities may exist for lane repurposing within the downtown area.



Gardner’s Park Feasibility Study

In 2016, the Gardner’s Park Visioning Plan was completed for the Fort Myers CRA. It encompassed the area generally between Fowler Street and Evans Avenue, from the Caloosahatchee River to Dr. Martin Luther King Jr. Boulevard. This planning effort supported redevelopment in this area to help address declining existing conditions, such as pedestrian connections. Among other issues, vehicular speeding and pedestrian crossing were major concerns that required attention. The redevelopment plan addressed these challenges by creating more walkable streets where vehicular speeds would be reduced via narrower travel lanes, and bicyclists would be prioritized by providing a separated bicycle facility on Fowler Street.



Railroad Crossing Feasibility Study

The N. Colonial Linear Trail currently extends from Ortiz Avenue to Old Metro Parkway. Recommendations for shared use paths are proposed from McGregor Boulevard, along Hill Avenue, US-41, and Carrell Road to the JYLP. With the possible connection of the current and proposed networks across the railroad crossing, this would provide a continuous east/west path along most of the City.

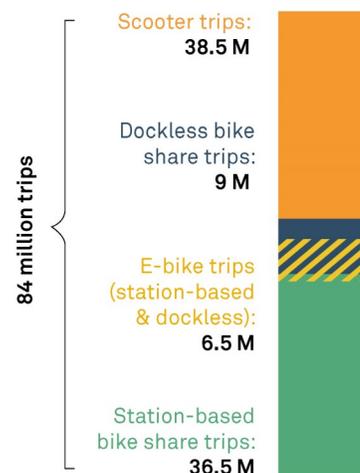


7 | Improvements and Recommendations

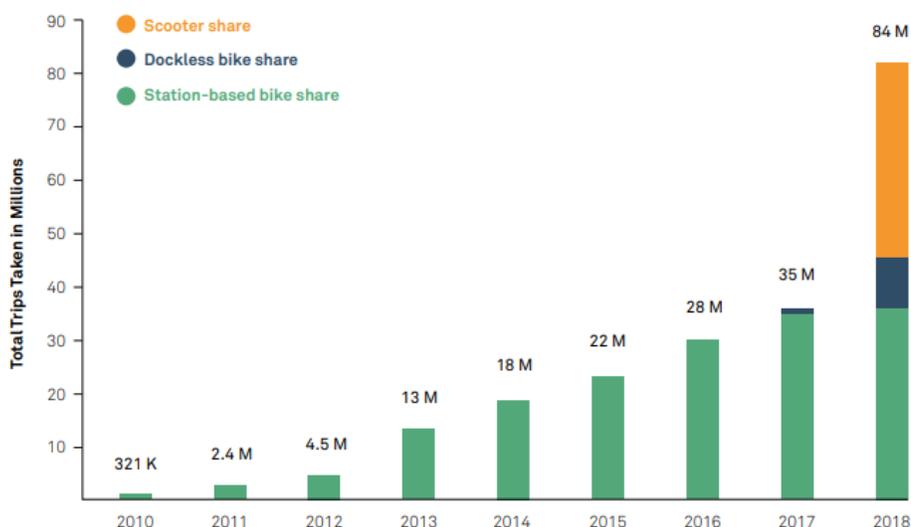
Micromobility Task Force

Micromobility trips have increased dramatically in the last decade. According to NACTO, people took 84 million trips on shared micromobility devices in the United States in 2018, more than double the number of trips taken in 2017. The 2018 data revealed that the number of scooter share trips and station-based bike share trips were very similar. A much smaller number of trips was attributed to dockless bike share trips.

Breakdown of 2018 Trips



84 Million Trips on Shared Micromobility in 2018



Source: NACTO

We recommend that the City designate a **Micromobility Task Force** to discuss the different variables and possible obstacles to a shared micromobility system. What type of vehicles the City wishes to use, what facilities are appropriate for each type of vehicle, and what pricing structure will be used are just some factors for consideration by the task force. Some systems operate free to users, while others have a complex pricing structure. It may also be beneficial for the City to develop a micromobility ordinance that could help regulate the use of micromobility in a way that benefits them and reduces possible conflicts or safety concerns.

Other variables to understand when creating a shared micromobility program include considerations such as: docked versus dockless systems; motorized, partially motorized, or non-motorized; speed concerns; accessibility; maintenance of micromobility devices; and the use of equipment such as helmets, locks and cables.

7 | Improvements and Recommendations

There are different types of electric bicycles, which can be partially human-powered, or used without pedal assist. Electric bicycles and scooters can reach higher speeds than traditional bicycles and scooters, providing higher convenience to the user. They may be used to replace longer trips and are a viable option for commuting to work or school; however, they have the potential to create conflicts on facilities typically designed for lower speeds, or areas with high pedestrian activity, such as sidewalks.

Another variable to take into account is accessibility. Most systems operate with the use of a credit card or a smart phone application, to which some people may not have access. A review of the targeted population for the use of the system should be performed in order to provide appropriate means of access to the system.



7 | Improvements and Recommendations

Wayfinding Recommendations

Fort Myers would benefit from a wayfinding system for bicycles, focusing on interconnected low-volume streets, to complement the systems already implemented on the thoroughfares and trails. This complementary system can also encompass any pathway not on the Lee County MPO network. If any routes are selected that require overlap of the two systems, then protocols for multiple route posting should be followed, such as those recommended in the report for NCHRP 20-07 Task 350, US Bicycle Route Signing. In an assembly shared with the countywide system, signs for the City network would be in a subordinate position to those for the County network.

A preliminary study could identify those routes and destinations that are most important for non-motorized mobility in Fort Myers. The facility recommendation maps can serve as the basis for a network, to be refined based on on-the-ground analysis on the current suitability of candidate corridors for biking and walking. As the proposed system is developed, a detailed audit should be conducted to identify the roadways and pathways that will provide the best balance of comfort, convenience and connectivity to meet the needs of Fort Myers residents and visitors. The audit should identify maintenance, traffic control, and other enhancements that will make the identified roadways work as priority corridors for non-motorized travel.

In addition to wayfinding signs, routes should have consistent traffic control that is clearly discernible by all users, on streets and pathways alike. Bicycle-specific traffic control should be MUTCD compliant. Traffic control for pathways as they approach roadway crossings should be designed so that the priority and expected behavior of all users are clearly communicated; and that intersection geometry allows sufficient space for compliance. The shapes of signs should be apparent from behind so that conflicting traffic can surmise what the trail users will be doing as they approach an intersection.

Routes should be selected, and pathways designed, so that conditions to be warned about are minimized. If necessary, warning and regulatory signs should be standard symbols or word messages in MUTCD standard colors. Regulatory and warning information is distinct from general safety advice, which can be provided at informationals kiosk displays, on paper maps, or other promotional literature. Warning signs should be limited to specific locations where the condition cannot be mitigated by being removed or otherwise designed around. Regulatory postings should also be specific and limited. Pathway or other general bicycle regulatory information should be posted at points of entry to the system, where an operating rule changes, or where a specific compliance concern has been identified.



7 | Improvements and Recommendations

Program Recommendations

As a complement to the recommended bicycle and pedestrian facilities, supportive programs related to education/outreach, enforcement, encouragement, engineering and other administrative programs can be an effective means for increasing safe walking and bicycling for all.

Education and Outreach

Education programs are a great way to support walking and bicycling, and create a safer environment for all users. The City may host its own events, workshops and classes, or partner with other organizations like the Lee County MPO, School Board, Police Department, LeeTran, local schools, and advocacy organizations. Programs should be developed with the needs of diverse users in mind, including older adults and children/younger bicyclists. Some examples include pamphlets distributed by LeeTran for transit users safety; targeted messages as advertisement on transit vehicles, trash receptacles, benches, or other locations around Fort Myers; safety classes for motorists, as well as pedestrians and bicyclists; and bicycle rodeos that provide safety information for the target audience. Events and workshops can also focus on environmental, social and economic benefits of bicycling. Distributing informational brochures at events or local schools and organizations is another way to encourage the use of bicycles. Bicycle user maps are especially useful because they inform the public on local routes, different bicycle facility types available, and the location of key destinations, bike parking, and other amenities. These maps are useful for residents and visitors alike.

Enforcement

Behaviors, such as vehicular speeding, vehicles not yielding to pedestrians/bicyclists at designated crossings, jaywalking by pedestrians, pedestrians disobeying traffic control signals, and bicyclists disregarding traffic control devices and traffic laws, create safety issues that discourage walking and biking. Law enforcement can play an active role in encouraging good behavior by monitoring speeding, enforcing laws, and helping to reduce bicycle theft, as examples.



Source: Sunny Isles Police Department

7 | Improvements and Recommendations

Encouragement

Encouragement can be an extension of the education and outreach effort with the goal of getting everyone excited about getting out of their vehicles and walking and biking for various trip purposes. The City could encourage visitors and residents by hosting special events, promoting healthy lifestyles, and inspiring others with projects that involve an entire community. Events to consider could include:

- Join National Bike Month activities by starting a “Walking School Bus” or “Bike Train” to get to school.
- Help transform a roadway into a pedestrian and bicycle promenade or mall by closing the roadway to vehicular traffic. This will allow the use of the street for people running, walking, biking, kids playing, parents pushing strollers, etc. This can help transform the way people experience the street.
- Encourage people to get out of their cars and ride the bus! Partnering with Lee Tran to provide a regular schedule of free bus passes could help increase transit ridership and reduce traffic congestion.
- The City could organize community bicycle rides or walks by promoting events with local bicycle or runners’ associations.
- Social media campaigns are a great tool to spread the word about new or frequented bicycle routes in the City.
- Engage the entire family on weekend morning to get out and PAINT! Painted intersections and public art help to create a sense of space. Encouraging people to get out and participate is an opportunity to bring the community together.
- Incentivize employers to promote walking and biking by providing bicycle racks in convenient and secure locations, partnering with local fitness clubs that can provide showers and lockers for employees who walk or bike to work, hold a “step” competition for those with a pedometer/Fitbit, or even provide preferential parking spaces to those individuals who commute part-time by walking or biking.

These are some examples of strategies for encouraging walking and biking. Other ideas should be contemplated by the City and the City’s Bicycle Pedestrian Advisory Board.



Source: Safe Routes To School—East Central Wisconsin



Source: New York Times



Source: Leegov.com



Source: Bikewalktampabay.org

7 | Improvements and Recommendations

Engineering

The quality and safety of the bicycle and pedestrian facilities will directly influence the usage. Improving the experience, by ensuring adequate pedestrian and bicycle infrastructure is present around Fort Myers, will help foster an inviting environment and attract higher levels of activity.

Inventory of Bicycle and Pedestrian Infrastructure

The City should consider a program to inventory existing pedestrian and bicycle equipment and evaluate the need for upgrading and bringing items into compliance with current standards. The operational status of the equipment should also be documented. Items to consider could include the presence of standard versus special emphasis crosswalks, ADA truncated domes, visible and operational countdown signal heads, and pushbutton detector and signs, as examples.

Safety Evaluation

Safety evaluations could be performed at locations of high pedestrian and bicycle crashes or other locations that are considered unsafe for pedestrians and/or bicyclists. Intersection or roadway segment assessments could include field reviews during peak periods of vehicular congestion and high pedestrian activity, to evaluate potential conflicts; detailed crash reviews to identify crash patterns; and signage. “Vehicles Yield To Pedestrians” signs, or other signs and markings, to help encourage safe crossing by pedestrians near crosswalks, are just some of the tools that can be considered. The need for leading pedestrian intervals can also be established. Some examples of safety study types and/or locations for safety studies include:

- √ *Pedestrian/Bicycle Crossing Studies*—The City should conduct studies and identify the need for pedestrian crossing locations and treatments, including midblock and intersection locations.
- √ *Marsh Avenue at Palm Beach Boulevard Intersection*—This intersection was identified in both the pedestrian and bicycle crash maps as having a very high crash density and should be considered for evaluation.
- √ *Cranford Avenue at Orange Street Sidewalk Extension*—There are gaps in the sidewalk on both the east and west sides of Cranford Avenue across the railroad tracks. The City should coordinate with the railroad to connect the sidewalk on one or both sides of Cranford Avenue.



7 | Improvements and Recommendations

Administrative Programs

The inclusion of several administrative initiatives could influence the goal of this plan.

- √ The integration of small scale pedestrian and bicycle improvements into the City's annual budget could help ensure that deficiencies in the infrastructure are addressed adequately.
- √ Checklists with regard to pedestrian and bicycle infrastructure could be developed for use in the review of developer projects, to ensure gaps in the sidewalk, bicycle and multimodal network are minimized.
- √ Establishing a process that includes review by the City's Bicycle Pedestrian Advisory Board for projects where pedestrian and/or bicycle infrastructure is being modified or constructed.
- √ Consider the implementation of safety countermeasure on City of Fort Myers owned roadways and intersections from the Lee County MPO Bicycle and Pedestrian Safety Action Plan, dated June 2, 2020.
- √ Coordinate with FDOT District 1 and the FDOT Statewide Non-Motorized Traffic Monitoring Program Coordinator to determine suitable locations for pedestrian and bicycle data counters. This will help provide FDOT Central Office, FDOT District 1, and the City with pedestrian and bicycle counts on critical roadways within Fort Myers.
- √ The City should consider implementing a system to assist with the accountability with regard to bicycle and pedestrian projects and plans in the City. The system could include a three-tier approach as follows:
 - * Designate a Bicycle and Pedestrian Coordinator to oversee the documentation of pedestrian and bicycle projects and be responsible for the inclusion of projects into the City's Capital Improvement Plan.
 - * Establish a continuing services RFQ contract/program, specifically geared for consultants prequalified in bicycle and pedestrian projects. Select a Consultant from this program's list of consultants who would then monitor the status of this Master Plan's recommended list of improvements. The Consultant would also periodically follow-up by providing the City's designated Coordinator with resources to conduct studies, establish performance metrics, and document the process of all pedestrian and bicycle projects.
 - * The City's BPAB could monitor the progress of pedestrian and bicycle projects on a yearly basis.



8 | Future Network

The future network contains the complete vision for Fort Myers and represents all future routes for walking and biking.

Future Network

Page
8-2

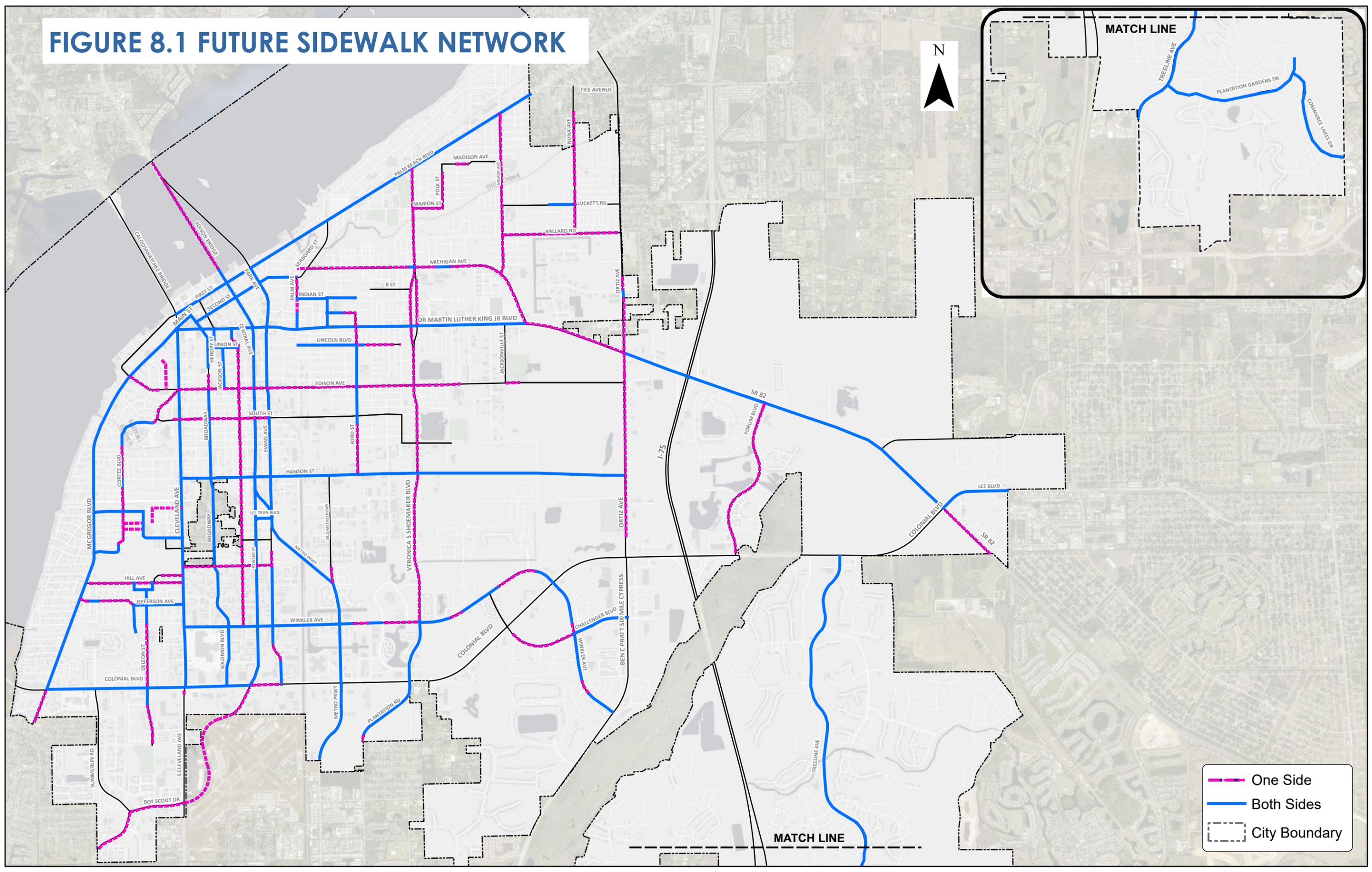
Future Network

The future network represents all future routes and facility choices for walking and biking within Fort Myers. It combines facilities that currently exist within Fort Myers, with those that are proposed either through government initiatives or as recommended by this plan. **Figure 8.1** graphically depicts the future sidewalk network and **Figure 8.2** graphically depicts the future bicycle and multimodal network. These graphics serve as a visual representation of the future bicycle and pedestrian connectivity for Fort Myers.

For visitors and residents alike, these graphics will be a visual guide to help them plan a biking trip using either on-road or off-road facilities. For those wishing to walk, the future sidewalk map could help guide them in selecting the best way to reach their desired destination.

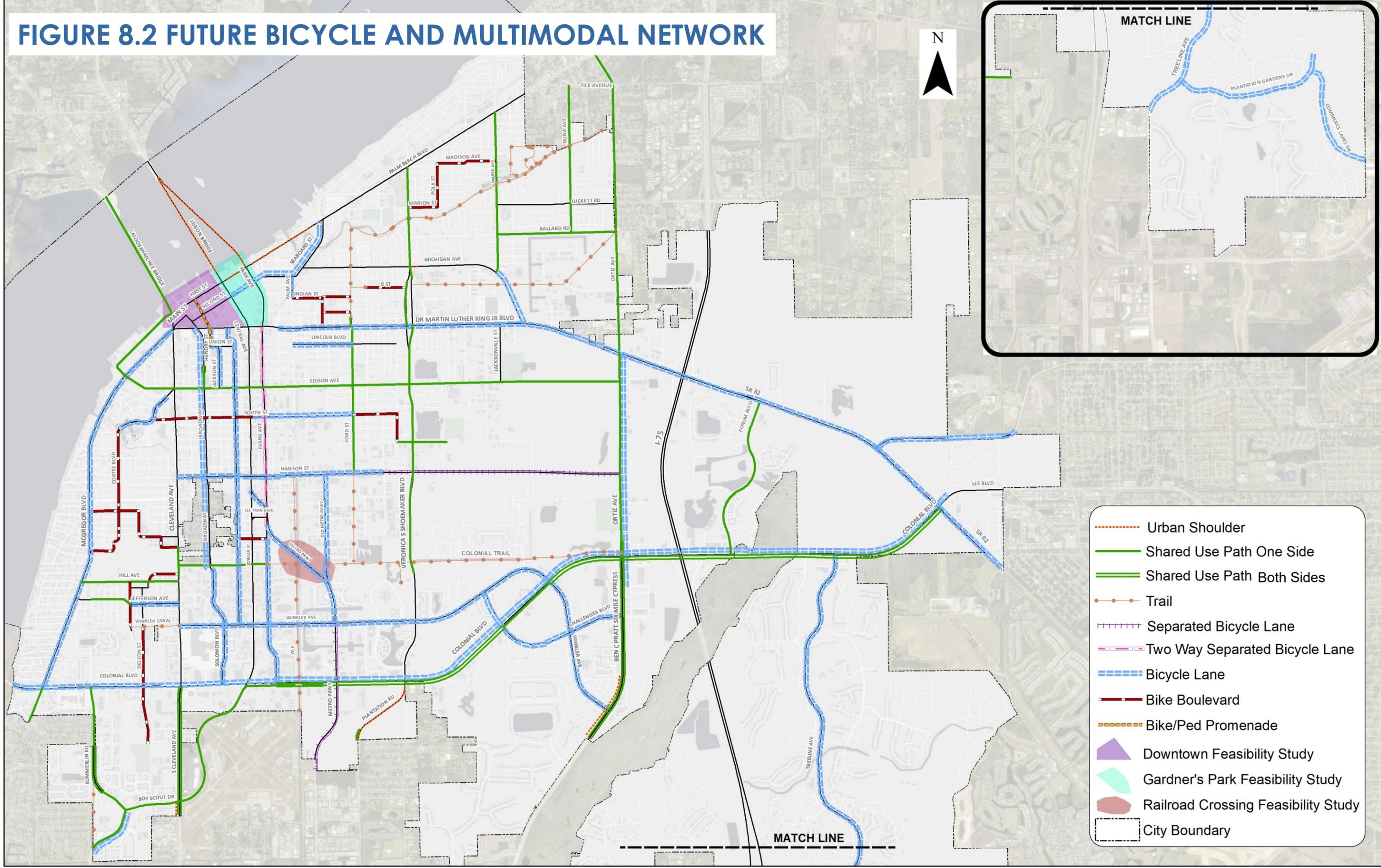
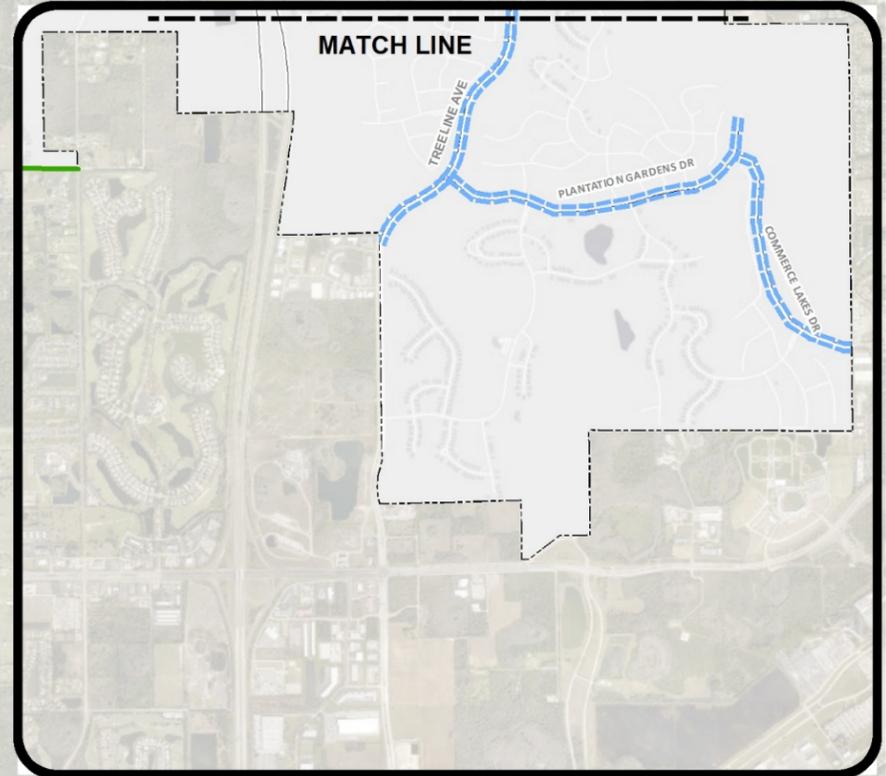


FIGURE 8.1 FUTURE SIDEWALK NETWORK



- One Side
- Both Sides
- - - City Boundary

FIGURE 8.2 FUTURE BICYCLE AND MULTIMODAL NETWORK



-  Urban Shoulder
-  Shared Use Path One Side
-  Shared Use Path Both Sides
-  Trail
-  Separated Bicycle Lane
-  Two Way Separated Bicycle Lane
-  Bicycle Lane
-  Bike Boulevard
-  Bike/Ped Promenade
-  Downtown Feasibility Study
-  Gardner's Park Feasibility Study
-  Railroad Crossing Feasibility Study
-  City Boundary



9 | Implementation Strategies

The final step in the master planning process was to help bring the ideas and recommendations to fruition, by prioritizing the projects.

	Page
Project Prioritization Methodology	9-2
Implementation of Infrastructure Projects	9-6
Short-Term Recommendations	9-6

Project Prioritization Methodology

To help the City develop a schedule for development and implementation of the projects recommended in this plan, each project was analyzed by a variety of criteria that included the benefits the project will bring to the community and the value to the City. The criteria included “supply” measures that consider the type of facility recommended and how it adds to the overall quality of Fort Myers’ bicycle and sidewalk network, as well as “demand” measures that consider the project’s proximity to various types of bicyclists/walkers who will use the proposed facilities. These criteria were weighted based on importance and then a comprehensive project benefit score was calculated based on all criteria. The projects sorted by this score were then given ordinal rankings. The processes by which criteria were measured and weighted are described in the following sections.

Supply Benefits

The supply benefits evaluate the recommended facilities for the connections they make to other bicycle facilities and for how much they improve bicycling conditions.

Connectivity Measure

The Connectivity Measure considered the number of existing and proposed bicycle and pedestrian facilities to which a proposed facility will connect. A tally was taken for each departing direction of another bicycle facility that intersects with the proposed facility, with existing facilities counted at double value. Points were assigned to each connection based on the type of facility connected to, according to the system in **Table 9.1**. Points were assigned to each connection regardless of the number of sidewalks presented at the given intersection (one-sided versus two-sided sidewalk facilities).

Table 9.1 Summary of Facility Point System

Facility Type	Value per Connecting Departure
Pedestrian/Bicyclist Promenades	6
Shared Use Paths (One Side or Both Sides)	6
Trails	6
Separated Bike Lanes (One or Two-Way)	5
Bicycles Lanes	4
Urban Shoulders	4
Bicycle Boulevards	3
Sidewalks (One Side or Both Sides)	1

Facility Quality

The Facility Quality considered the final bicycling/walking condition realized by implementing the proposed facility. The measure was then assigned value for the proposed facility type, using the same values used in the connectivity measure.

Demand Benefits

The demand benefits evaluated the potential use of a facility based on several indicators of existing or potential bicycling and walking activity, including public input, crash density, demographic, population density data, and value.

Public Input Measure

Roadways that appeared frequently in responses, gathered via public outreach, were listed and given a positive weighting to reflect the community's desire to see improvement along that segment. The project either *did* or *did not* include a road named on the frequently requested list and was thus assigned a binary score of 0 or 1.

Crash Density Measure

This included comprehensive mapping of bicycle and pedestrian crashes between 2015 and 2019. For this analysis, the total number of crashes that occurred within a given project were counted. While individual crashes may have highly variable contributing factors that include operator behavior and facility conditions, concentrations of crashes are good indicators of high demand for bicycling and walking as there must be existing activity for the crashes to occur.



9 | Implementation Strategies

Demographic/Population Density Measure

Using 2018 Census socio-economic data, recommended projects were assigned values representing residents, workers, number of no-vehicle households, and school-enrolled children within a ¼-mile buffer of a proposed facility. These factors were weighted to create a total Demographic/Population measure.

Project Value

The relative value for each project was developed based on the inverse relationship of the relative cost for each project type. The intent of the project value criteria was to maximize the benefit that can be achieved as funding becomes available. The project value measure does not account for the potential need for right-of-way acquisition, utility relocation, and/or major drainage impacts, which would need to be determined during a feasibility or design stage.

Combined Benefit Calculation

The results of each supply or demand criterion were normalized on a 100-point scale, with the highest scoring project for that measure equal to 100, and all other scores scaled proportionally. The normalized criterion scores were then multiplied by the weighting factors shown in **Table 9.2**, with the supply measures comprising 30 points of the total weighting and the demand measures comprising 70 points. The weighted results were then summed into a total benefit score for each project. Each benefit score was indexed in the same way the previous metrics were and then assigned an ordinal ranking for priority.

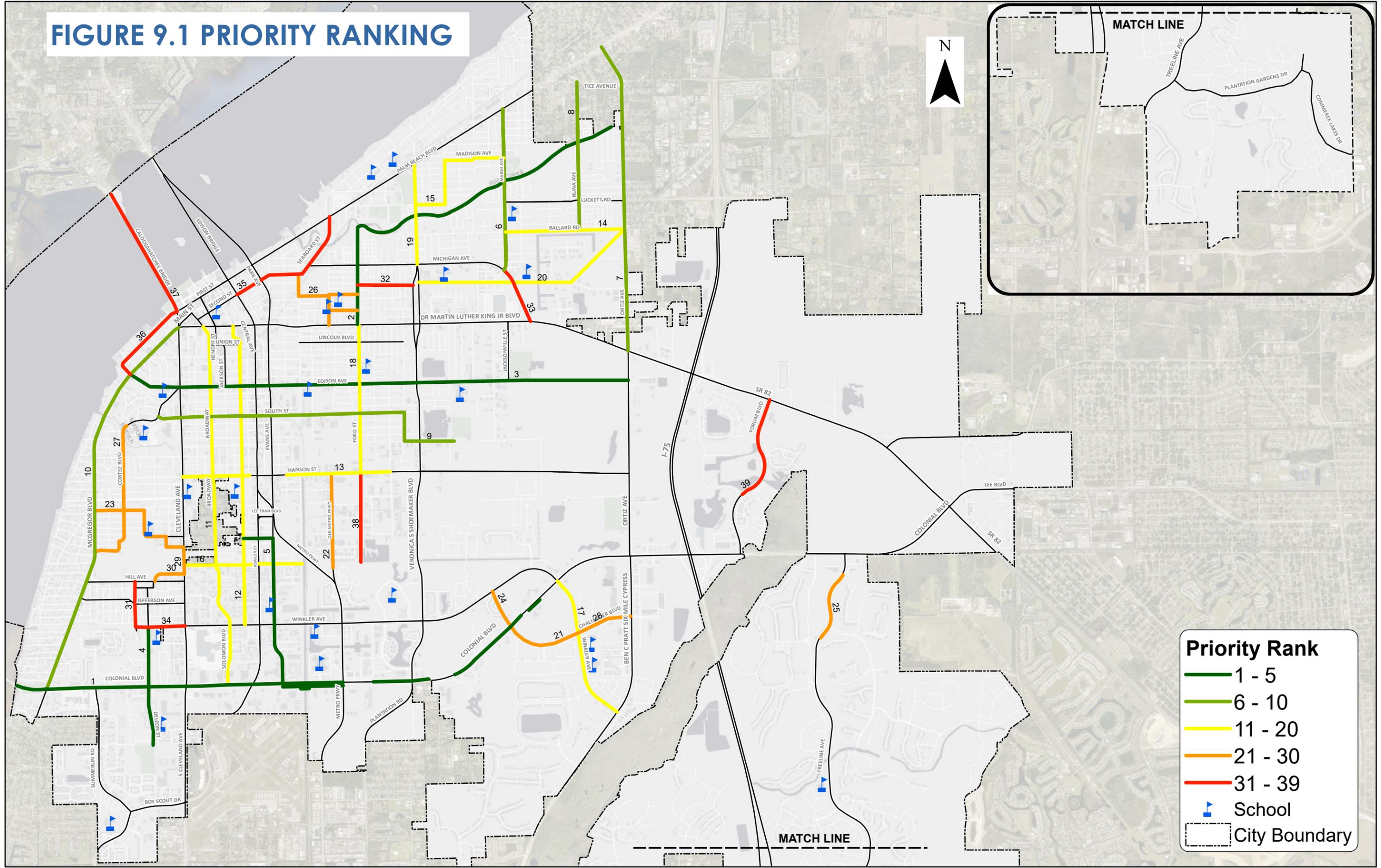
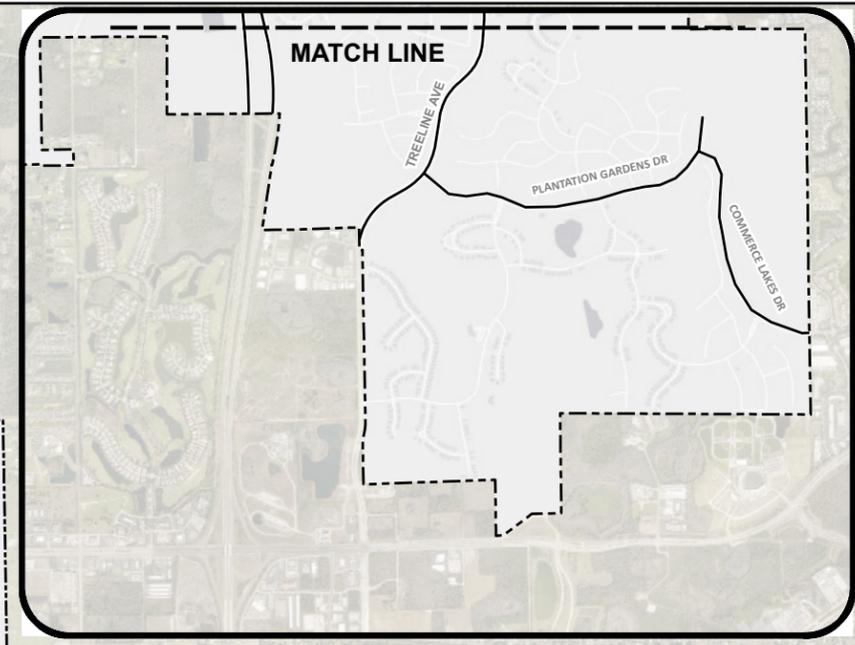
Table 9.2 Criterion Summary

Criteria	Weight
Connectivity	20
Facility Quality	10
Public Outreach	10
Crash Counts	10
Demographics	30
Total Population (5%)	
Employed over 16 years old (5%)	
Population without Car Access (10%) Enrolled Students (10%)	
Project Value	20

Project Priority Ranking

Figure 9.1 graphically depicts the final priority ranking for each proposed project that is being prioritized. Ongoing projects, funded projects, and special projects such as the Hendry Street Pedestrian and Bicycle Promenade, as well as the Fowler Street/Evans Avenue improvements that are ongoing with FDOT, are not included in the prioritization. The prioritization matrix, which includes a list of all prioritized projects and the ranking, is attached in **Appendix B**.

FIGURE 9.1 PRIORITY RANKING



Priority Rank

- 1 - 5
- 6 - 10
- 11 - 20
- 21 - 30
- 31 - 39
- School
- City Boundary

Implementation of Infrastructure Projects

The prioritization ranking will serve as a guide to the City when considering a schedule for the development and implementation of each of the recommended infrastructure improvements. As projects are considered for design and construction, projects of different rankings may be grouped together to enhance the overall connectivity of the network. The ranking order may also be modified when considering the proposed complexity, or simplicity, of a project. Further, some projects may benefit from being added to upcoming utility or other type improvements. Projects located along State or County roadways should be coordinated with the respective maintaining agencies, which would include proposed infrastructure projects along Colonial Boulevard, Ortiz Avenue, Treeline Avenue, US-41, and the Caloosahatchee Bridge.

Short-Term Recommendations

Immediate benefits could be achieved through recommended programs. These programs could be implemented and commenced in the short term; however, some of the efforts are meant to be ongoing programs that will help upgrade the quality of pedestrian and bicycle infrastructure and environment in Fort Myers for years to come.

SHORT TERM

- ✓ DOWNTOWN FEASIBILITY STUDY
- ✓ GARDNER'S PARK FEASIBILITY STUDY
- ✓ RAILROAD CROSSING FEASIBILITY STUDY
- ✓ CREATION OF A MICROMOBILITY TASK FORCE
- ✓ COMPREHENSIVE WAYFINDING STUDY AND IMPLEMENTATION
- ✓ EDUCATION/OUTREACH, ENCOURAGEMENT AND ENFORCEMENT INITIATIVES
- ✓ INVENTORY OF CURRENT BICYCLE AND PEDESTRIAN INTERSECTION INFRASTRUCTURE AND REQUIRED UPGRADES
- ✓ SAFETY EVALUATIONS AT CRITICAL LOCATIONS
- ✓ ADMINISTRATIVE PROGRAMS



APPENDIX A —MEETING MINUTES



City of Fort Myers 2020 Bicycle and Pedestrian Master Plan Kick-off Meeting Minutes February 10, 2020

Project Roles

- City (Manny in GIS – Bike and Pedestrian facilities map)
- Landis Evans & Partners (way finding signage, crash data)
- Cella Molnar & Associates (PIO, prepare meeting minutes, on-line survey)
- Other (Streets Alive – Diana, looking for grants, safe routes to school funding)
- McMahan Associates, Inc. (Engineering project management)

Gather data, analysis and evaluation, existing condition

- Open discussion

PAC Meetings

- Meetings at Fire Station
- 20 people and should be pared down
- Boards, presentation, existing conditions, explain scope

Stakeholder Meeting

- Show existing conditions map
- Show existing conditions map bike and pedestrian plan
- Show all data gathered prior to public meeting so they can weigh in

Public Workshop

- Location and date of PM, mid-April
- CMA will handle advertisements that can be links to other sites, next door, FB
- Show programmed bike/ped improvements at public meeting, then public can comment
- Show 2007 list of projects done to show how the process works
- Need maps of longer areas that need facilities
- Need maps of shorter trips that need facilities
- Break up FM by Ward and all of city, have a table for each ward
- Bring to PM, sign-in sheets, survey cards, iPad with survey
- Website - English and Spanish surveys, documents and maps
- Wiki maps (Ron) -Public can go and pinpoint and comment from each person
- City Manager to inform council and mayor well ahead of public meeting so they can plan to be there or send a representative
- Flyers to schools **must be** approved by school board
- Jody Walborn – school bike/ped education, outreach

Surveys

- Provide survey questions
- CMA will develop on-line survey and give weekly stats for one month
- On-line survey but provide ADA (written) for disabled users

- Don Scott – add question to survey: Do you have an electric scooter? (not wheelchair and ADA scooter)

Public Meeting Locations

- Carrie Robinson (1st choice)
- Lee Tran
- Collaboratory (Economic Dev. Center (MLK) 5-8pm – check conflicting meetings)

Underserved Communities – City can talk to Wards 1 & 2 (some Haitian / Spanish)

Advertise link to electronic survey on posters.

- Dunbar
- Palm Beach
- Salvation Army – mid town
- Quality of Life Center
- Stars Complex
- Housing Authority
- Library

Council Meeting

- Must request council workshop
- City Manager would need copy of packets/ward maps prior to meeting
- City Manager will schedule council meeting

Next Steps

- Identify location for Public Meeting and date
- Establish PAC



City of Fort Myers 2020 Bicycle and Pedestrian Master Plan PAC Meeting Minutes July 9, 2020

Virtual Meeting Format and Information

- Meeting from 10 a.m. until 12 p.m.
- Due to COVID-19 the meeting is held in the Zoom online meeting format
- The meeting is being recorded

Team Panelists for Meeting

- Ron Gogoi, AICP – Transportation Planning Administrator, Lee MPO
- Carl Karakos, P.E. – Transportation Engineer, City of Fort Myers
- Trent Ebersole, P.E. – General Manager, FL and VP – McMahon Associates, Inc.
- Natalia Lercari, P.E. – Senior Project Manager – McMahon Associates, Inc.
- Ashlynn K. Super – Assistant Public Information Specialist – Cella Molnar & Associates, Inc.
- Christopher B. Fellerhoff, MLA – Project Designer – Landis Evans + Partners

PAC Members

- Thank You
- Refer Any Questions to the Project Team

Website Presentation

- Show Project Overview presentation from the website
 - Project Team
 - Purpose of the Master Plan
 - Master Plan Process
 - Project Timeline
 - Existing Related Plans
 - Existing Sidewalk Facilities
 - Existing Bicycle and Multimodal Facilities
 - Existing Transit Routes
 - Public Engagement Process
 - Master Plan Vision
 - Master Plan Goals
 - Toolbox for Future Potential Facilities
 - How Can I Learn More?

Public Engagement Process

- Press Release
- Post Cards/Flyers
- NextDoor Application
- E-mails to Key Officials
- Social Media Posts
- Project Website
- Questionnaire Results

- Consistent Comments
 - Dangerous Intersections
 - Too much traffic and high vehicle speeds
 - Sidewalks not connected, too narrow or need maintenance
 - Extend and connect linear park trails
 - No good north-south bicycle routes
 - Intersections poorly designed
 - Need protected bicycle lanes
 - McGregor Boulevard – roads are too narrow, sidewalks are used by many pedestrians, joggers and golf carts

Crash Data

- Pedestrian Historical Crash Data (2015-2019)
 - Critical Locations
- Bicycle Historical Crash Data (2015-2019)
 - Critical Locations

Functional Classification Map – Key Roadways

- Basis of the Master Plan

Discussion

- Short-Term vs. Long-Term Projects
 - Focus on sidewalk projects without drainage issues
 - Focus on Crash Data to provide areas that need improvement the most
 - Focus on intersection improvements specified in the updated Lee Countywide Bicycle and Pedestrian Safety Action Plan
- Access
 - No bike access on bridges
 - No pedestrian access except for Edison Avenue
- Specific Roadways to Consider
 - Hanson Street
 - Fowler Street from Hanson Street to the Edison Bridges
 - Lee Boulevard
 - McGregor Boulevard
 - First Street between 41 and Broadway
- Education and Outreach
 - The City should set up an education and outreach budget
 - The School Board needs to be engaged
- Quantifying Unreported Crashes
 - How do we consider crashes involving bicyclists and pedestrians that are not reported
- Infrastructure
 - Completion of infrastructure around schools needs to be prioritized
 - Put more sidewalks around parks
- Gated Communities and HOAs
 - Some communities do not use NextDoor to receive information like this
 - Connect with City HOAs directly in Ward 6
 - Email information directly to the communities through their management companies
- Property Owner Right of Way Responsibility
 - What responsibility does a property owner have in the City to upkeep (example - trimming trees) the public right of way on their property line? What if the sidewalk is broken up, who is responsible?

- Suggestions to the City
 - Have an ADA Coordinator on City Staff
 - Have a better functioning BPAB
 - No biking is allowed on sidewalks Downtown – Signage is Needed
 - Recommend a process to monitor that the master plan gets implemented
- Lee Countywide Bicycle and Pedestrians Safety Action Plan
 - The 2013 version is being updated
 - Provides countermeasures to reduce number of crashes
- Interactive Mapping – App Development
 - Maps being generated should be able to be integrated into an interactive app
 - An app could be generated based off these interactive maps for route planning
 - Funds could be made available for this use, so as not to leave responsibility on the City
- Facility Designation
 - Inventory will be taken of current facilities and new facilities will be proposed or identified
- Micromobility
 - Recent law changes are an issue
 - Cities and Municipalities have authority to restrict it
 - Safety concerns
 - Enforcement of rules is an issue
 - Design speeds for sidewalks
- Bike/Scooter Sharing
 - Brought up and researched in the past but no determination was made from the City
 - Some municipalities do not want them because of safety/liability
 - The City needs to hire a consultant or create a task force to investigate this
 - City of Sanibel does not like this in order to preserve the existing rental companies
 - Use the City of Punta Gorda – Bike Share Program as an example
- E-Bikes
 - Higher speed vehicles
 - Would we need to invoke speed registering devices for E-Bikes?
- Policies
 - Bikes not allowed on many trails
 - What is the County versus City policies for Electric vs. Non-electric bikes?
- Streets Restricted to Only Walking and Biking
 - Businesses would not like it, but they are the ones that benefit the most
 - No good opportunities to bike in the River District, this might help
 - Would not solve the issue in its entirety, but it might help
- Lighting for Safety
 - Huge benefit to all users, even vehicular
 - In an urban area, some lighting is disturbing due to no light pollution regulations in the City
- Timing/Schedule
 - The goal is to try to recommend improvements to the Lee MPO to incorporate into the 2045 LRTP. If improvements are recommended after October, they can still be added to the 2045 LRTP

Action Items

- McMahon to coordinate with Lee Tran on future improvements
- MPO to provide McMahon with updates on Lee plans
- CMA to follow up with Ward 6 HOA's



Fort Myers 2020 Bicycle & Pedestrian Master Plan

Virtual Public Meeting Minutes

July 27, 2020

Introduction

- Virtual meeting - Due to the COVID-19 Pandemic and in order to exercise social distancing measures, the meeting was held virtually in the Zoom online meeting platform.
- Public Notice
 - Press Release
 - Postcards/Flyers
 - Next Door Application
 - Emails to key officials
 - Social media posts
 - Project website
- Meeting Format
 - Meeting was recorded with closed caption and will be made available on the project website with a transcript.
 - All attendees were placed in listen only mode. Questions was addressed through Q&A at the conclusion of the presentation.
- Agenda
 - Webinar Information
 - Project Presentation
 - Q&A Session

Panelists

- Carl Karakos, P.E. – Transportation Engineer, City of Fort Myers
- Nicole Monahan, P.E. – City Engineer, City of Fort Myers
- Ron Gogoi, AICP – Transportation Planning Administrator, Lee MPO
- Trent Ebersole, P.E. – General Manager, FL and VP – McMahon Associates, Inc.
- Natalia Ramirez – Project Planner – McMahon Associates, Inc.
- William Grieve – Project Manager – McMahon Associates, Inc.
- Ashlynn K. Super – Assistant Public Information Specialist – Cella Molnar & Associates, Inc.
- Christopher B. Fellerhoff, MLA – Project Designer – Landis Evans + Partners

Presentation

- Project Overview Presentation
 - Project Team
 - Purpose of the Master Plan
 - Master Plan Process
 - Project Timeline
 - Existing Related Plans
 - Existing Sidewalk Facilities
 - Existing Bicycle and Multimodal Facilities
 - Existing Transit Routes
 - Public Engagement Process
 - Master Plan Vision
 - Master Plan Goals
 - Toolbox for Future Potential Facilities
 - How Can I Learn More?

Attendees

- There was a total of 114 attendees. (Project Team – 10 and Public Attendees -104)

Question and Answer Session (Q&A)

Question 1: Slide is blurry. - Anonymous Attendee

Answer: **Trent Ebersole:** We did some testing before we started, and with all the testing it appears as though the quality was pretty good. Hopefully, that's cleared up.

Question 2: It appears the master goals are not specific, measurable or time bounded. Right now, they look like a wish list. Do you plan to add metrics to measure performance?
- Jim Gilmartin

Answer: **Trent Ebersole:** The master planning process is to go from identifying issues to very specific recommendations. We don't have numeric measures of performance. It's really more a matter of looking at gaps in the system and safety issues and responding to the comments from residents who provide public input as in today's workshop. Of course, we can't promise that everybody's desired improvements will be implemented, but the job is to again, come up with a complete system for pedestrians and bicycles, and to provide the, you know, the best safety for all modes that can be provided.

Carl Karakos: I will just say consistent with our complete streets program. There are the objectives to have performance measures to evaluate not only bicycle pedestrian projects, but all infrastructure projects. We're still in our infancy implementing those complete streets policies, but it's something that can become a function of this bike and pedestrian master plan update is implementing such a program to monitor these improvements.

Natalia Ramirez: This is Natalia Ramirez, I'm a planner with the project. I just want to explain all of the goals and objectives that we have on the slides are actually part of the complete streets. As Carl mentioned and the plan in the complete streets, I think. I believe there's like an 18-month benchmark and a 24-month benchmark to kind of measure all of those in a larger sense within the complete streets framework for the City. And then as part of the specific bicycle and pedestrian masterplan, we can definitely look at short term improvements and long-term improvements and kind of setup timeframes for when we should check back and see what projects have been done. And that's something that can be measured for this plan.

Question 3: Is there any planning or re-planning of all the criminal law offices that are located in Fort Myers' main downtown tourist area? Why are so many criminal law offices, where criminals are going, comingled with restaurants and shops where tourists and shoppers are going? Who are the individuals who are allowing this many law offices in this area? It's nice to plan for bikes, but some real analysis needs to be applied to the downtown area so those who would like to eat, shop, go to the theater or the events typically held on Fridays can feel safe and not worry as they pass 15 criminal law offices. - Anonymous Attendee

Answer: **Trent Ebersole:** Unfortunately, this forum doesn't allow me to read the questions before saying them publicly, but I'm not sure that this one is appropriate. Yeah, I'm

going to skip this because it doesn't seem to be a constructive question. I will go on to the next one.

Question 4: Re: Definition (specifically Sharrows) – Please clarify that bikes are allowed on any roadway except limited access highways such as I-75. - Dan Moser

Answer: **Trent Ebersole:** This commenter is 100% correct by state law, other than...other than controlled access, limited access type facilities like interstates, all bicyclists are allowed on all roadways. What we aim for when we talk about a bicycle facility or designating a road as shared for vehicles for motorized vehicle lists and for bicyclists; the aim is to heighten the awareness of the motorists that the bicycle is there, and in some cases to better direct the bicyclist where the safest alignment for them to ride would be. It's not to indicate that there...that a bicycle is allowed to ride on that facility because again, they're alleging they are allowed to ride on any facility.

Christopher Fellerhoff: This is Christopher Fellerhoff on the project team. Yes Trent. I think you answered that very well. The intent of designating any roadway with a shared lane marking or supplemental signs would be mostly in the interest of connectivity between other facilities such as bike lanes or trails to help kind of establish a connection for bicyclists between them. And typically, it's on a larger scale roadway, but one in which a separate facility was not able to because space was not available to provide that separation, so it's a reinforcement of the typical rules everywhere. But there's usually a reason related to conductivity and a constraint that would lead to designation.

Question 5: I emailed a question earlier which you covered pretty well! Are we looking at ways we can better protect our bike lanes that are part of some of our roads? I am a bit nervous riding on a bike lane that is separated only by a white line. Is there a method such as, coloring the bike lane, bollards, flex posts or zebra barriers, or other methods that are not cost prohibitive to provide more peace of mind? I am not sure if painted lanes really help much and I think there is proof that protected bike lanes are safer.
- Jerry Miller

Answer: **Trent Ebersole:** So, to answer this question again, we haven't gotten down to the level of looking at all of the facilities and determining what would be the best bicycle facility for each roadway. However, the answer, generally, is it depends on the type of road. A lot of the measures listed are deemed more necessary for higher speed roads and high-volume roads, for example. You know when to tell you his presentation talked about bike boulevards or neighborhood roads. Protected facilities and those types of roads aren't deemed necessary, however, if there is going to be bike lanes along Cleveland Avenue for example, then the wider lanes that are definitely deemed better for that type of facility and separation is deemed better for that type of facility and probably even a raised separation or barrier. Then, you know, then of course, the question comes in...how wide is the available right-of-way or available roadway, to be able to put these measures and so sometimes, unfortunately, the best or most desired facility becomes not feasible and we're not at a point where we've come to conclusions on any particular roadway at this point. Anybody from the panel like to jump in on that one?

Carl Karakos: Um Trent. Let me just jump in because you gave a very good answer. I will just say on City projects, especially some of the new infrastructure such as our Hanson Street Extension, which is going, you know, between Veronica and Ortiz, it's a brand-new roadway. We are putting seven-foot buffered bike lanes in there. It's always a balance between cost and available right-of-way, but wherever possible. We try to implement these standards. Now, as far as different colored paint and it's something that we've addressed a number of times on certain projects, but I think it's something that this group can really implement as part of the plan to become a standard because right now we only inventory certain types of paints and certain colors. There's a budget. There's a maintenance issue addressing these things. So, while we may want to use color paint, it's not, right now, a standard but that is something that can become a standard and something that can be budgeted for of course these colors have to be compliant with Manual of Uniform Traffic Control Devices (MUTCD) standards. That's it.

Trent Ebersole: Right. And just to add a little more to that. The other thing is if the roadway facilities are county or state facilities, we also need to coordinate with those entities. And, you know, as Carl mentioned their standards must be met as well. So, we don't, unfortunately, we don't have carte blanche to do whatever we want on whatever facility.

Question 6: Is the downtown river walkway part of this master plan? - Jeff Fenne

Question 7: Will there be any consideration for a path to Manatee Park? - Joe Schreiner

Answer: **Trent Ebersole:** The next two questions (6 & 7) I am going to read and then turn over to Carl immediately, I think it will speed up the process because they are regarding other projects.

Carl Karakos: Um, well, I'm not sure I'm the best answer I know Nicole's online and so is Tony as a planner. I know they're in our, our master or excuse me, our, our riverfront plan for the whole waterfront. I just don't know where they are specifically at this point.

Trent Ebersole: So, I'm not sure if Nicole or Tony will be able to jump in on that. I will add that it is part of the master planning process to look at all the other projects that are going on within the City and incorporate the findings from those studies into the master plan is that this is not intended to be done. As a separate thing apart from those other projects. But again, we're still in the intake process. So, we don't necessarily have all that information summarized at this stage of our master plan.

Carl Karakos: And maybe Ron Gogoi, I think you're on the line. Isn't there a project that the City is participating in funding a planning study for bicycle facility across the colors hatching and through our Downtown district that eventually tie into the JYLP?

Ron Gogoi: Yeah this is strong. We do have a potential study, but that's based upon whether we get the funding from the state so that particular project is definitely going to look into connectivity over the other side streets to North Fort Myers and to Downtown Fort Myers and then connection to the proposed extension of the two while be nor to answer the strip.

Nicole Monahan: This is Nicole Monahan, the City Engineer, as far as the, what we call the Riverwalk project through Downtown adjacent to the river, as development comes in along those frontage areas, as riverfront edges we have asked each developer to set aside an easement that will allow us at some point in the future to build that connection that...that riverfront walkway. We currently don't have funding in in current year budget, but we're looking at in the next five years, adding some funding to start that process of design permitting all the parts and pieces, we need to start construction. We do understand there's some properties...they're going to be hurdles to this that are long developed, older properties that we may have to figure a way around or past that may not be waterfront, but we do have some money in the five-year budget currently to look at starting that process.

Ron Gogoi: Also, um, I just want to add to what I said earlier, I'm not sure whether I said it or not, but that MPO study is based upon whether we get the funding from the state we applied for some federal program funds. We should know about it sometime in October.

Question 8: Can you show the map of the Wards again? - Anonymous Attendee

Answer: **Natalia Ramirez:** Trent, I sent you a link. If you would like to share. I have the City Wards map something GIS online.

Trent Ebersole: Okay, let me see if I can get that my screens. Alright, this is the map being shared at this point.

Natalia Ramirez: There you go. I can see it now.

Trent Ebersole: I'll leave it up for just a couple. Let me leave it up there. While I go to the next question.

Question 9: Re: Definitions – Please clarify the difference between paved shoulders and bike lanes. Operator or bikes are not required to use paved shoulders as they are not legal travel lanes and may not meet safe design standards (esp. width) nor do they need to be maintained so are frequently problematic. - Dan Moser

Answer: **Trent Ebersole:** So yeah, the easy answer to the difference, I mean...by the way, there are different versions of paved shoulders. You know, some paved shoulders on roadways that have curbing, gutter and others are paved shoulders that are open section roadways, which basically means it goes right out into the grass. And then there are different widths and yes, I think, a common problem with shoulders are with regard to maintenance of debris on those. The easy answer, as I was going to start with, was...is just the markings because you could have, in theory, a five-foot wide paved shoulder and a five-foot wide bike lane. And the bike lane would have the pavement marking that depicts, the you know, the bicyclists and the...and the lane, shoulder would not so, unfortunately, a lot of...a lot of the times when we see a paved shoulder and that...that has not been designated a bike lane, it wasn't because we have the intent to just save on pavement markings, it's usually because it does not have an adequate width to declare it a bike lane. A three-foot shoulder, for example, wouldn't meet the current guidelines for bike lane and the commenter is correct. Bicyclists can try to use the three-foot shoulder if they feel safer and they can also ride in the roadway. This becomes

problematic on higher speed roads and higher volume roads. Of course, and most are a lot of bicycles would not feel safe, either in the roadway or on that shoulder and that very likely is a target for improved bicycle facilities moving forward. So that's...it was a somewhat of a general comment and question and very general answer to go with it, but I'll go back to that's part of this process is trying to identify roadways that may have even if it may have a bicycle facility, but it's not the appropriate one or the safest one and we will look into the possibility at least of upgrading those.

Carl Karakos: Let me just add this, I think, a lot of these older roads that were designed way back in the day and they had shoulders. Bicycle access wasn't considered the way it is today going forward with new projects. Today, we wouldn't design within a high-speed roadway. A shoulder that isn't accommodating bikes/bicycles, especially if it's...if it's something that we want to include such as bike facilities on our roadways, we should create a bike lane, as opposed to just the shoulder. So, I think it's something that will evolve over time, whereas some of the older roads, just then have that and they haven't been transformed.

Question 10: Are there plans to widen the Billy's Creek bridge? - Paul Barnett

Answer: **Carl Karakos:** There are, I mean Billy's Creek goes through a few roadways, but I'll assume it's First Street. That's in our long-term plans to address that bridge. I know its historic. It's a...it's a lift bridge. I mean, Nicole, you may know more about that, and may want to say something.

Nicole Monahan: As a second or third phase to our First and Second Street conversion. We have put in the scope of services to look at the Billy Creek bridge over at First Street and make some recommendations, make some plans on what the long-range plan should be for that. Do we take out the existing lift bridge and replace it with something that is wider, lower? There's a slight distance, some slight distance considerations to be had with the existing bridge so that is something that we're looking at. It's not part of the first phase of turning First and Second Street back to two-way traffic, but it is part of the longer-range plan to take a look at making improvements on First Street.

Question 11: Integration of landscape on road designs to allow for traffic flow but address motor vehicle speed, including the previously presented input regarding shade trees.
- Diana Giraldo

Answer: **Trent Ebersole:** Reiteration of earlier comment regarding implementing landscaping.

Question 12: I have heard that there are many people in Fort Myers who oppose roundabouts I reside in - George Grasser

Answer: **Trent Ebersole:** This question seems to have gotten cut off.
Christopher Fellerhoff: It picks up a few more down the list

Question 13: I reside in western NY in the summer. People in western NY want roundabouts. Is there anything being done to show the public how roundabouts work and how they are safer

for motorists and pedestrians, e.g. by having people in other communities tell how the roundabouts have benefitted their community. - George Grasser

Answer: **Trent Ebersole:** I could give my, my answer to this, but it would probably be better to turn this over to Carl and Nicole again.

Nicole Monahan: The short answer is yes, there are people in the City that oppose roundabouts, there are people in the City that are for roundabouts; we've been successful in getting approval for two roundabouts at the corners of Veronica Shoemaker and Hanson Street and Hanson Street in Ortiz Avenue. We've been unsuccessful at negotiating/presenting a roundabout for approval at McGregor, and Virginia Avenue to different locations, two different sets of parameters that were looked at. One is on a historic roadway that has some additional hoops that we had to go through and that's where we kind of got hung up on, that we have educated, the current Council on the benefits of a roundabout whether that impacts to safety and lives, and greenhouse gases, and cost for signals and things like that. We have had that discussion. I think it is not over yet. There's still continuing conversations about roundabouts in some various places within the City and we'll continue to educate as we get new councilmembers. I still think that there's a lot of places in the City that could benefit from roundabout. And as far as a staff is concerned because we got shut down in one particular location, we have not stopped, you know, looking for places/opportunities to install a roundabout. We currently have one under design at Winkler and Challenger and will continue to look at opportunities to fund and build additional a roundabout.

Carl Karakos: Let me just add to what Nicole said because she pretty much summarizes it, um, I think roundabouts is a technology. It's been around for a long time, but it's relatively new. In the United States but moving forward. FDOT has implemented a new program called Ice Evaluation (Intersection Control Evaluation. And they're requiring all developers over a certain traffic threshold and any new projects to consider evaluating an intersection for the best possible design, which includes costs, which includes deaths, because there's a price for deaths. So just moving forward, I think that's something that's going to filter down to the local levels. At some point, it's something that should be considered for any intersection design. Now this is really mostly bicycle/pedestrian-related, and roundabouts do slow down traffic, but it's something that you/we can make recommendations for as part of this plan as to, you know, evaluating intersections before we actually decide that it's going to be a traffic signal or whatever, it should be evaluated for the safest possible scenario in consideration of everything costs and right-of-way.

Question 14: I think that's great that you are looking at this. I know they are switching 1st and 2nd streets back to 2-way. I hope they will strongly consider the bike lane to have enhanced safety measures. thank you. - Jerry Miller

Answer: **Trent Ebersole:** As was mentioned, there are those projects to go back to, two-way is ongoing and as with all new projects and ongoing projects, the bike facilities and pedestrian facilities are looked at anew on those projects.

Question 15: Justin Hanneken here, Executive Director of Ends of the Earth Cycling. We are an active bicycling community impacting youth globally, based out of Fort Myers. How can we see better maintenance of the existing bicycle lanes? Can that be worked into your plan? For example, Winkler Avenue between Metro Pkwy and Colonial Blvd. is almost always littered with debris. Also, Treeline Ave (our busiest cycling road in Ft. Myers) on the corner of Alico Rd, there's almost always construction debris. Could we please see a regular clean-up of these areas as part of the plan? Thanks so much. - Justin Hanneken.

Answer: **Trent Ebersole:** I'll just start off with trying to portray the difference between maintenance and the long-range master planning. I think the main thing, maintenance is an ongoing task at all times. It certainly wouldn't be something that we would say, you know, 20 years from now; "let's begin maintenance." And I'm sure though that funding and resources sometimes prevents it from being everything that the City would like it to be. Carl, do you want to jump in on that one?

Carl Karakos: Yeah, I'm sorry. Um yeah, I agree maintenance is something that's really needed for all of our facilities, I will just say Treeline is really a county-maintained roadway. Um, and so that's really not something we would be addressing under our plan. Um, and I think maintenance is something that we can include as one of our performance measures. See how these roadways and bike trails have to be maintained.

Question 16: I understand that First and Second Streets east of downtown will become a two-way, and I fully support that. Do you yet know what kind of traffic calming will be employed? The traffic must be much slower if pedestrians and bicyclists are to feel safe. - Anonymous Attendee.

Answer: **Trent Ebersole:** So, I think the same answer applies that will be part of that study and design, actually that's in a design phase. So, that will be designed according to standard and with the best possible enhancements for putting bike.

Carl Karakos: Let me just say something Trent, to this, because we've gotten a lot of questions on this. I've got people asking me too, "are we going to take right-of-way?" Businesses are concerned, are we going to take right-of-way to add bike lanes and I think as Nicole touched on earlier, the projects being done really in three phases. The very first phase is to just see what traffic is doing when we convert to two-way operations. Rather than try to anticipate what we need to do, let's see what the operations are doing, see what's impacted, where we need to add turn lanes, and then we will look, based on public input, where we/how we can best improve bicycle and pedestrian access. Second Street is more challenging than First Street and as part of that, we're going to recommend some immediate improvements and some longer-term improvements. Perhaps a roundabout at seaboard First, or even at Second. So those will come and depending on the funding that we have and what some of these inputs are, we will plan them accordingly. So First and Second streets, it's got a whole plan that we still have to put into it based on seeing how our Phase One turns out.

Question 17: Reinstating of ADA compliance by the city and hiring again the ADA coordinator

Answer: **Nicole Monahan:** We currently don't have a position that is entitled "ADA (Americans with Disabilities) Coordinator". I think it is a combination of personnel including some staff from our Human Resources (HR) department, our safety officer from our HR department, who on a regular basis, gives engineering and public works a list of issues that he sees...mostly sidewalk-related issues around and facility-related issues around the City of Fort Myers. We do have a member of our staff and engineering, who as time allows, attends the monthly ADA meetings. We still are working on some improvements to some of our facilities that were not ADA compliant, mostly our fire stations. I think we have a couple of fire stations left to do, our public works annex, so we're still continuing in our ADA compliance. I know that our Department of Justice consent order is officially closed, but we still continue to budget money and when it is available, to do ADA compliance work. And as we come across issues, we draw on that money to correct ADA compliance issues. But again, I think we, the City does not currently have an ADA Coordinator in that that is their main focus of their job on a daily basis.

Question 18: Will you be filling gaps within Lee County right-of-way that services the City residents (within the City limits)? - David Murphy

Answer: **Trent Ebersole:** That's a very good question. Our process certainly would identify those types of gaps and then the next phase would be to coordinate with the County to determine whether that's something that the County would allow for again, you know, unfortunately, we always have to talk about funding, but what are the funding sources and whether it would be a County project or City project. So, but that's a, you know, that's a process and a dialogue that needs to happen. And so, I believe the person who asked the question, knows the answer and I appreciate that being brought up for the benefit of everybody listening to hopefully better understand the process.

Nicole Monahan: To add to that Trent, we have been working with the County on a couple projects to fill some gaps to address some deficiencies. Specifically, on Penzance, on both sides of the slough, are working on some projects with the County to address some critical needs in those areas.

Trent Ebersole: And by the way, the same answer would go towards gaps in bicycle and pedestrian facilities on state roadways, but the coordination, obviously there, would be with FDOT.

Question 19: Would not a roundabout make sense at the intersection of Palm Beach Blvd., First Street and Seaboard? - George Grasser

Answer: **Trent Ebersole:** Well, I can say I know that there has been planning efforts regarding putting a roundabout there. I believe it's been the intention of the City at several points and probably still is in the future to have a roundabout there but I'm not sure. I think Nicole would say that might be in one of those three phases of the design that's going on for the conversion of First and Second.

Nicole Monahan: Yeah. Yes, it is. It is part of the scope of services for the First and Second Street conversion as a third phase to look at that intersection. We have had discussion with at least one of, I think it was one of the current property owners at that intersection and what would be necessary from them as they came in with some of their development plans, but that is a longer term phase that we have to design budget for because obviously there's right-of-way necessary for that. But I do agree that would be a...that potentially is a good fit for a roundabout.

Carl Karakos: Yeah, I did know the County steering committee, I think in 2016, that looked at about 19 roundabouts in the County and that was one of the locations where they did show a roundabout. It just didn't rank too high in their scoring. I think the other one was Seaboard and First was another roundabout that they recommend it. So, both of them are being considered as potential future projects.

Ron Gogoi: Hey, Carl, I just wanted to clarify that was not the County, but the Metropolitan Planning Organization (MPO) part of roundtables.

Carl Karakos: Right, I'm sorry. The Lee County MPO.

Question 20: Are you modeling your plan from other cities in the US or EU? What if your design inspiration? - Katarina Danks

Answer: **Trent Ebersole:** Well, I'd start by saying that I know the City and MPO staff are very learned in the different elements of bicycle and pedestrian facilities and the consultant team does projects all over, over the country, and stays current on the latest Planning and Design techniques for multimodal facilities including bike and ped. The inspiration goes back to the vision and goals, but the specific design will be, you know, the culmination of the entire process, which again looks at needs, looks at desires of the residents and basically completing an entire network, but always providing the best possible facility in terms of access circulation and safety. Understanding that there are constraints that we've talked about already. The, the right-of-way constraints and sometimes the funding constraints and jurisdictional constraints.

Christopher Fellerhoff: Hi. This is Chris with Landis Evans. I would say that we all do our best to stay aware of trends and developments. There's a lot of new ideas being tried lots in places across the country and around...the around the world with regard to bike/ped. But at the end of the day, we have to do what works best for Fort Myers and also make sure that ideas we come up with are consistent enough with practice in Florida and United States, so that when we go looking for funding and things like that, we're doing things that you know, our partners that fit or the MPO is they distribute federal funds, that we're doing things that are within the standards of design practice or the areas. They're just now interested in kind of experimenting with, but we don't want to get too far. We look for inspiration, but with actual County proposals, we don't want to get too far ahead of the curve and get things that are not implementable or supportable by our partners.

Carl Karakos: You know, I'm just going to say one other thing about that because we are, as engineers and planners, we are always I know I say "inundated," but always presented with new state of the art Planning and Design tools. The problem is that the public is not always educated on these tools. And since everybody drives and people

walk and many people ride, they're all transportation experts, but they don't all have the benefits that we have as professionals evaluating these. So, the biggest challenges are how do we implement some of these new strategies and convince the public that they are best for their community? I can't tell you how many people have come up to me and said, you know, we don't need a damn roundabout. We don't need this. We don't need that. Well, they are not educated in the tools, with the tools that we have. So, the biggest problem is educating the public so that they understand the benefits of what we are learning.

Question 21: I understand a developer of a new apartment complex as an example can opt out of including a sidewalk fronting the project site by instead paying a fee into the general fund. If this is true, shouldn't this policy be reviewed? - Anonymous Attendee

Answer: **Nicole Monahan:** I can address that. It should be reviewed, and we've made some changes internally to...What our staff is requesting and requiring to do what we call "payment in lieu of sidewalk." So, we did have this issue come up earlier this year where a development presented a cost estimate for a sidewalk. Without a plan that showed how that site will be built, and it was grossly underestimated, in our opinion, and it is flipped through and they got away with not building it. We have now, I've asked my staff, that any multi-family or commercial development that wants to get out of the sidewalk requirement, I need to review. Not only their cost estimate and what...but I want to see some kind of cross-section that shows that they have actually engineered a solution to where that sidewalk could go. And we have developers who are bringing me cost estimates to build sidewalk for \$1.50 a square yard, and when that happens, I asked them to bring me the contract from the developer from the contractor because I'll pay that developer or that contractor, the money to build it if they can get it done that cheap because the City certainly can't. So, we're holding these developers, I think a little bit more accountable. I can say that we've had some issues with a couple and that's on my staff and myself for letting those get through without me knowing about it or without me revealing it but I believe we've corrected the problem. We haven't changed what's written in the code at this point. And I'm not sure that we need to, but on the City review side, we certainly are taking a much harder look at that, and the only ones that I have allowed to go through in the last couple months have been on some very low income redevelopment site where there isn't a sidewalk within several blocks. And as they're trying to develop and redevelop abandoned properties, we have let that requirement go so it's not to burden those already very low-income homeowners with another expense.

Carl Karakos: You know, just to add Nicole, I think you've experienced this firsthand. I mean, there are neighborhoods where the residents, just don't want a sidewalk put in there. And so now, even though we're doing an improvement, whether it's a utility improvement or a roadway improvement on the neighborhoods, they just do not want a sidewalk in there. And so now it's a position where we're going to, we're not going to force a neighborhood to put in a sidewalk, if they don't want it. Maybe you know better to call how to address that, but...

Nicole Monahan: We do come across that situation from time to time, mostly as we're doing neighborhood utility improvements. Once we go into a neighborhood to replace water and sewer lines, we look at things like drainage, sidewalks, where there are existing sidewalks, are there gaps that need to be filled? Are there ADA issues that we need to correct in some of these older neighborhoods? And so that we're only in a

neighborhood one time. We're not "piece-mealing" many improvements in their sidewalks. There had been some areas where sidewalks have become an issue. Neighbors don't want it on their side of the road. They don't want it in their front yard. They don't want kids, you know, riding up and down the sidewalk on their bikes on, in their mind, what they considered their yard, but it's very few and far between. I think that the overall benefit of sidewalks in neighborhoods. A lot of people see the benefit and are happy with that. There are some places where we have to make that choice. There's a choice we made between existing right-of-way, drainage facilities and sidewalks and so we do the best we can in choosing the right side of the road to put the sidewalk on versus the side of the roads to put drainage on if it's an either-or situation. So, there's a lot of competing facilities that have to go in an already sometimes constrained right-of-way and we strive to get sidewalk on at least one side of those roads. In a continuous sidewalk and sometimes it's just a, it doesn't really matter what side it goes on as far as the City is concerned, but there may be some resident reaction that would draw it to one side or the other.

Question 22: There is a lack of (or none that I can find) bike racks downtown. Can we include bike racks downtown in this plan? - Anonymous Attendee

Answer: **Trent Ebersole:** Well, amenities for bicycle facilities is certainly part of the planning process specifically for downtown. We haven't gotten to a point where we're evaluating that. I again can turn it to Carl or possibly Nicole regarding any ongoing efforts to put bike racks Downtown.

Nicole Monahan: So, a couple of years ago, we had a group of interns working for the City in the summer months. And one of the tasks that they were given was to map all of the Bike Racks Downtown and I can tell you, there are a number of them. There's some at City Hall. There's some across the street at the Lee County Administration building. There's some in Patio De Leon, those are the ones I can think of off top my head because I walked by them on a daily basis. And we did map them, we mapped them all in an app called Bicycle Parking so we had like I said three or four interns and they spent several weeks, walking through Downtown and coming up with all the locations that there were bike racks and making sure that that information made it into this app called Bicycle Parking. So, I encourage whoever made this comment to download that app and take a look at where those locations are, because there they are available. They're not right on First Street. They're not right out there in the middle of the public sidewalk on First Street or where we have a high pedestrian volume of people. They are a little bit, you know, tucked away to where somebody parking their bike is not blocking half of the sidewalk.

Question 23: Does the master plan address the increased use of E-bikes which are a growing mode of transportation, especially in urban areas? - Thomas Grolemond

Answer: **Trent Ebersole:** This is a good question. The discussion of E bikes and all forms of micro mobility are definitely in the current discussion. I wish I could say that there was an easy answer to this topic because while vehicles, bikes, and pedestrians each have the potential to conflict with each other as we throw in these newer modes of transportation. We're increasing the number of conflicts. Do E-bikes go on the road? Do they get, you know, do they go, should they be in a in a bike lane with other bicyclists, should they be on the sidewalks? And so, what's been discussed so far is that

a comprehensive study regarding E bikes for you know City wide needs to be undertaken. And usually what goes with that is policy first regarding what the City wants to see in terms of micro mobility.

Carl Karakos: Well, I'll just say this, that I've been with the City now five years and it's been an ongoing battle to answer this question, because we get vendors coming in trying to sell services or their Bike Share programs and we don't really have, I think what's needed. You kind of hit it on the nose Trent is that there really needs to be like a task force, or somebody committed to evaluating and just seeing how this has played out in other cities. Because there's been mixed reviews about this and we need to do a comprehensive evaluation and inform City council of the pros and cons and make a determination because if it affects anything we do with any of our newer projects, especially with Midtown and some of the improvements we are doing in Downtown. So, it's something that this committee, I think can perhaps make some recommendations.

Natalia Ramirez: I just want to add. I'm sorry Trent. I want to add that we did have some questions regarding this on the survey. So, we are aware that this is a growing mode of transportation and we're asking in the survey, whether people own E-bikes, whether they would like to use scooter share or Bike Share. So, for anybody on the call that's interested in this topic if they would like to answer the survey as well. And, you know, provide any comments there, we will definitely take the input.

Question 24: Wasn't that a concrete Shared-Use Path in the slide that Natalia used in her Presentation? Why can't fpn 435341 utilize the existing 8' wide concrete sidewalk sections to create a Shared-Use Path so the portion of the Statewide SUN Trail Network along SR 80 not have a substantial amount of variations from FDOT Design Manual? - John Majka

Answer: **Ron Gogoi:** He's outside the City limits of the City of Fort Myers and not part of this like that master plan exercise.

Trent Ebersole: Okay, so I don't know how specific. Well, I know we can't get too specific, with an answer there. But there are again, we're looking at the City-wide network. Of Course, working with the county and the state on facilities that they own or maintain within the City and we are looking at where any of our facilities would cross the boundaries. SUN Trail network being a county wide project is you know in planning stages as well so...I believe this comment/question is something that can be taken into consideration in the appropriate studies.

Christopher Fellerhoff: I'm trying to understand. I understand what Ron said; it's outside the City limits but if the core of the question is asking why we can't just use an eight foot wide concrete sidewalk to avoid variations from design manual assuming you're just going to leave it at eight feet that would require a huge variation because SUN Trail has a 10-foot minimum and a 12-foot desirable as it's starting point and would only allow eight feet in very, very short and constrained sections, but I'm not sure that's what the question is suggesting. But that is one concern that would come up, if you're just going to grab an eight-foot sidewalk. that's not a typical section for SUN Trail.

Trent Ebersole: Yes, in fact, to expand on that, just general bike trail or multi -use trail planning eight foot typically is not desired. A minimum of 10 is usually what we try to achieve. So, eight foot would typically be used for a short segment where there's a

specific constraint, but not... for the entire... but this speaks to some very specific things like an FDOT project number, which I'm not familiar with. I think Ron was because he said it was outside the City.

Ron Gogoi: Plans you know like this has been going on for a while, this particular project. And we said, MPO project relay information and have FDOT managing that project. There are some issues that were raised by John, Mike, and I as part of the administrative hearing proof process so now has been discussed at MPO board meetings and other MPO Committee meetings.

Question 25: A path connecting downtown with the beaches would be ideal. Is there any consideration for it? - Richard Walker

Answer: **Trent Ebersole:** I assume that he is talking about going all the way towards Fort Myers Beach... and I guess maybe even Sanibel that's a long stretch and that would be outside of the scope of a Citywide masterplan. There are definitely challenges of some of the north south corridors that that we're looking at, and hoping, hoping to find a good solution to.

Nicole Monahan: Trent I would say that Summerlin Boulevard has a very good path on one side that runs the length of Summerlin from the City, all the way down towards the beaches. I'm not sure if it empties out right on Fort Myers beach. I think there's a connection there. But a pretty good path. It's, getting from Downtown to Summerlin with something wider than a sidewalk, given the constraints of some of our north/south roads, particularly McGregor, and US 41.

Carl Karakos: Also, Ron, I think there is a state project for the bridge going into Fort Myers where that whole stretch is going to be redesigned. Isn't it with the pedestrian and bicycle pedestrian facilities and roundabout something?

Ron Gogoi: Are you talking about the project, that involves the Caloosahatchee Bridge or something else? Alright, so we're talking about the San Carlos Boulevard project. Yes, that is an ongoing project which includes a bunch of proposed improvements that have been funded with a mix of state and federal dollars. Improvements include widening the Matanzas Pass Bridge to support a shared-use path on the west side (there's an existing walkway on the east side) resurfacing and restriping San Carlos Blvd from Main Street to north of Hurricane Pass Bridge to accommodate bicycle lanes, resurfacing and restriping the Hurricane Pass Bridge deck to accommodate bike lanes while adding a sidewalk on the west side, and various intersection modifications to increase ped safety.

Question 26: Can we look into gaps in bike-ped facilities that are surrounding schools? It would be beneficial to students to have infrastructure in place on school routes as the school district moved towards the "proximity plan" which will result in smaller school zones and encourages walking/biking to school. - Cindy Leal Brizuela

Answer: **Trent Ebersole:** Well, the short answer is yes. Especially pedestrian facilities are usually prioritized around the schools. There are Safe Routes to School studies that are done and actually let me get Carl in on this one.

Carl Karakos: Well, I mean, I think you touched on it. The Lee County School District is one of our stakeholders in this whole master plan and we coordinate with them on various projects and Nicole knows there's a lot of projects that we work with the district to complete some of these gaps so I think It should be a coordinated effort to identify and prioritize some of these improvements. I know the state is also giving us some, I want to say \$450,000 to improve all the school zone signage. They're getting rid of the static signage and actually funding this. So as part of that funding, I mean, I think we should look at each of the school zones and say before we not only do those improvements, but let's look at what other deficiencies need to be addressed and plan for it as part of our whole master plan, but it's kind of going to be a cooperative process between the City School District and MPO and other funding opportunities.

Trent Ebersole: And without a doubt, to be clear, looking at the ped/bike facilities surrounding schools is definitely part of this master planning process.

Question 27: City should raise impact fees with developers to fund bikeway along river walkways. Why wait 5 years? - Anonymous Attendee.

Answer: **Trent Ebersole:** I mean if the City wants to answer that they can, I don't know that there's an immediate answer for that.

Nicole Monahan: I'll speak to that Trent, impact fees are... what you're asking is to... have impact fees on only those developers that have property along the river. There's a number of those properties that are in development that have already signed agreements for dedication of easements... an impact fee generally covers... you have road impact, library fee, EMS, things like that, that cover all development within the county to fund those kinds of improvements, you're asking for a very... what you're with the question asked for.. Is that just have those developers, pretty much build the walkway in front of their development. I don't know if that's feasible to call that an impact fee. I'm not a lawyer, I don't know the legality of that, but you would still have many, many gaps in that walkway. You'll still have parts and pieces and stops and starts to it because development is not happening continuously along all of the riverfront, it's happening piecemeal in just some pieces. Out east of Downtown that are happening, there's a couple in Downtown that are happening, we'd have parts and pieces. There's also a lot of City owned property. Between Centennial Park and the yacht basin that you know we were addressing as we go through and make improvements in those places. So, I would love to have it built inside of five years but financially, I just don't think that the competition for general fund money in the City will allow that to happen.

Question 28: Why weren't there any public involvement opportunities for fpn 429823 or fpn 435341 along SR 80? Why were numerous community folks at the April 13, 2019 Lee County Community Development Workshop restricted from discussing the proposed Shared-Use Path and Sidewalk projects that were proposed to come through their community? - Anonymous Attendee

Answer: **Ron Gogoi:** Like I said. He's already been covered a lot and we really don't have any time to answer all that.

Question 29: I concur with the comment on roundabouts. They are effective and can be beautiful. The idea of educating the public about them is a good one. For example, use images from Coral Gables (part of Miami). - Anonymous Attendee

Answer: **Trent Ebersole:** Okay, that was a comment. I'll move on to the next one.

Question 30: Roundabouts go back at least a century in the U.S. Again, look at Coral Gables, inspired by the City Beautiful movement, the basis for New Urbanism, on which the City of Fort Myers redevelopment plan by Duany is based. - Anonymous Attendee

Answer: **Trent Ebersole:** Okay, that was a comment, we'll move on.

Question 31: I believe the increase of traffic noted at Winkler/Challenger is becoming very heavy during the busy season. Light now is working well and traffic is finally flowing safely.

Answer: **Trent Ebersole:** There's a long history with that intersection. I'm sure you know the people who live around it, know it pretty well regarding planning. Planning through design, there were two safety studies done and one was a thorough comprehensive safety study that was then updated later, several years later, with more current information, but all modes of control, traffic control, at the intersection, were evaluated, a two way stop, four way stop, a signal and a roundabout. Based on the data and you know, industry standard ways of evaluating these things, the roundabout showed to be both the most efficient for processing vehicles, bikes and peds through the intersection and for improving safety. So, the because... at the time, was uncertainty and funding. It was deemed you know, worthy to put a temporary signal and because, in part because the signal equipment became available from a location where it is being removed and the thought was we can make the intersection somewhat safer by putting the signal in, but let's not give up on the ultimate best solution, which would be a roundabout there.

Carl Karakos: That's very good. And I'm just going to add to it that that intersection was part of the steering committees, MPO's roundabout study 2016 and I want to say it came out, number two, or maybe number three out of the 19 intersections and it was later put forward in the TIP program for funding. And so, the City has 543,000 of federal dollars to build this roundabout. And I think now's the time to take advantage. You've got two schools right nearby, that constantly complain about speeding traffic on Winkler and Challenger so a roundabout would address those problems much better than a signal does. It forces people to go slow. So much.

Trent Ebersole: And it is considered safer for pedestrians and with the school right there on the corner of the intersection presents a better solution for the school zone there.

Question 32: Lee County has an RFA (Request for Action) on our Web Page. Simply put in your request and the county will put out a work order for that. Clean up bike paths, clean up debris, clean up litter. - David Murphy

Answer: **Trent Ebersole:** And just that I think that's worthwhile. I'm going to repeat that. If you go to the county's website or the web page, there is a request for action where you can put in a request for maintenance.

Carl Karakos: Trent, the City has something similar. It's called a CRS. Where you can put any kind of requests and we are obligated to answer it within, you know, four or five days. And we do that on a regular basis.

Question 33: I was just wondering why it wasn't a live link. It made it appear that I could not join the meeting. If I weren't computer savvy, I would have had to ask a friend how to get on. I was told that whatever gets posted in here would be public record and go to David Wagley, will this be the only way to get public input? - Anonymous Attendee

Answer: **Trent Ebersole:** Admittedly, I don't, I'm not sure I completely understand that question. Well, I can definitely say that everything that's being asked and answered even... the spoken part of this workshop is being transcribed and will be available for you on the project website. I know there are, if this is regarding things that are outside of the City, I know there are several county representatives that are participating in the public workshop and are hearing this, as I mentioned already, the assistant director of the Department of Transportation jumped in with the with the request for action on their webpage, so I think this is a good forum for you to be heard.

Carl Karakos: Yeah, Trent the reference to David Wagley, he's with the county and he's involved with all their bicycle pedestrian projects. So, anything outside the City limits that relates to the county should be addressed to him or David Murphy.

Trent Ebersole: And again, we have everything from maintenance, which is immediate too long range planning and so the Lee MPO, I think, is also important in this in terms of those who are interested in more long range, larger projects that aren't in the City and which wouldn't make it part of this master plan. There's a lot of master planning that's being done countywide.

Natalia Ramirez: I just want to add. He asked or he or she asked what the public input was. Is there any other way to get public input for this project? I want to say that we do have the survey online that is still available for anybody who hasn't responded to it. And we do also have the interactive map where you can look at any problem areas... just add comments to specific locations within the City.

Trent Ebersole: I'm going to go back a few steps in and be a little apologetic; this public workshop would be in person if it weren't for the COVID-19 situation that we're in. We would definitely prefer to be doing this in person. We normally do this type of workshop in person. It's just unfortunate that the current situation, puts us in a position where we need to lean on the technology instead. We're trying our best to make this available in as many ways as possible. Through these zoom meetings and again the pretty good website, robust in terms of the ability to chime in there and the survey that Natalia keeps mentioning is important to us because it doesn't just ask for what type of facility do you want, but it helps to give us insight into the cross section of bike users and pedestrians that are in the City and interested in this master planning process.

Carl Karakos: Yeah. And I just want to say Trent. I know you guys really put a lot of effort in brainstorming with the City as many ways as possible to hold this meeting. And to reach out to the public, some of the underserved, it's not an easy thing to do in this climate and the City itself has certain restrictions on meeting with the public. I mean, so our opportunities to reach out were limited. I think you guys did a good job.

Trent Ebersole: And it feels like we're reaching a lot of people... we were over 50 attendees for this workshop at one time. It's now dwindled down, and people have dropped off. And in the initial survey, when we put it out, I believe we reached close to 1000 respondents to the survey. So, I don't think we're in a situation where we're not getting to people. Unfortunately, I do understand that there might be some people who

could have attended the meeting, but don't have as good of access to the electronic methods, but again, with some apologies, we are doing our best to try to get to everybody.

Question 34: Trent, I like how you said you would follow the design manual in the city, but why did they throw it away when fpn 429823 was designed? Because designing fpn 429823 and fpn 435341 are not comprehensively addressing the North side and will have many substantial variations from the FDOT Design Manual? - John Majka

Answer: **Trent Ebersole:** I'm with permission going to skip the discussions of the ongoing project numbers.

Question 35: I love you guys! PLEASE HELP US OUT IN OUR UNDERSERVED COMMUNITY! Carl K., I agree, the majority of the traveling public are not educated well enough about what are transportation improvements. I would like to add Ron Gogoi to your list. Possibly had Ron Gogoi read the 2010 Feasibility Study evaluating the constructability of a Shared-Use Path along the North side of SR 80 or influenced the BPC to force FDOT to design a Shared-Use Path pushing costs from 1.2 million to be 5.7 million dollars and be largely only 8' wide? - John Majka

Answer: **Trent Ebersole:** I think we're dwelling on projects that are ongoing instead of looking forward to the planning process of this master plan. So, I'm going to go on the next one.

Question 36: San Carlos is going to be updated from Summerlin to the Beach. - David Murphy

Answer: **Trent Ebersole:** So that's a county response to a topic that was discussed earlier regarding paths to the beach.

Question 37: Great answer on roundabout at Winkler/Challenger. Thanks. - Anonymous Attendee

Answer: **Trent Ebersole:** The next comment was an appreciation for the discussion about the roundabout at Winkler and Challenger.

Trent Ebersole: We're getting near the end here of the written comments. So, we do have eight minute left. So there's time for a couple more. But I'm going to finish up with these two questions until I see more.

Question 38: Is there a goal in the plan for enabling safe cycling for kids? If so, a target age? I've seen other cities target kids from 8 and over. - Teresa Lewis

Question 39: What is being done to reduce design speed for roads where there is cycling? As well as work with law enforcement on enforcement? - Teresa Lewis

Answer: **Trent Ebersole:** There are good questions. Part again of the questionnaire that's online is to look at different types of users. We don't typically break it down into a target age we look more at the different types of users. There are some, I'm going to go with bicyclist, because it makes the point a little easier. Some bicyclists prefer to ride in the road with vehicles, regardless of what bicycle facilities are provided, others like to be in the mix and appreciate some separation by way of a bike lane, preferably a separated bike lane and others. No matter what kind of a facility you provide, they simply don't

want to be close to vehicles, they don't feel safe and those types of users are going to prefer facilities more like a multi-use path or a trail that is completely separated from the vehicular traffic. So those are more of the divisions and target and that's where finding out what types of bicycle users and pedestrians for that matter are in the different areas of the City so that we can accommodate the prevalent user in that area. Again, as it was pointed out earlier, bicyclist can always ride in the road, apart from the interstates. But in terms of making use of the available right of way, sometimes choices have to be made. A lot of times those are made by the conditions. Even if it's not a limited access facility, if you have a speed limit of 55 miles an hour with a really high volume, a narrow bike lane beside that roadway is not going to be ideal. We're moving more towards separated bike facilities and even putting multi-use trails, the shared-use paths, if you will, in the mix of roadway projects, as opposed to the bike lanes. Whereas, a 30 mile an hour roadway with low volume, a bike lane, even undivided, might be perfectly safe. So that's more of the targeting that that we tend to do. Having said that, going back to another earlier comment in the vicinity of schools, we'll be much more likely to evaluate the facilities with regard to the users in that vicinity, which are going to be heavily weighted towards school aged children that will certainly be part of the planning process and those areas.

Christopher Fellerhoff: Hey, Trent, real quick. I think it's one of the circle back to... a lot of our discussions are about some of the major roads and that's how people conceive of getting around the City. But the presentation did allude to you know the bike boulevard concept is something we're going to be considering. It's too early to make any promises that we will be routing any specific ways with that but it's certainly something I think that we've got on the table, and that the question about traffic calming and about the young children, if we can find good connectivity on local streets, you know that is an option where we've got on the table for how to plan the network and recognize different people's comfort levels with different types of facilities.

Trent Ebersole: As far as the law enforcement part of that question that's usually, while the general premise of law... of enforcing the rules... along with things like education, which has also been mentioned in the questions. These are all part of the planning process, but that's really more of a coordination effort between the City and the law enforcement agency and of course even residents and the citizens. It's perfectly legitimate to call up your local law enforcement and say we're having a problem in our neighborhood with people not adhering to the to the laws and for example, speeding, they will set up a program where they come into your into your neighborhood or a roadway where you believe there's a lot speeding and set up a program for stronger enforcement. Now the problem is enforcement efforts like that are very effective for a period of time and then as time goes by, after that program is done, people will start speeding again. And I can't speak for law enforcement, but I know it's impossible to set up a speed trap when every road, every day.

Carl Karakos: So, Trent. Let me just add to this, because I get calls all the time for speeding and traffic calming and we get CRS's often as well. Veronica Shoemaker Boulevard is one where we have a lot of speeding. We've had speed studies done, actually you guys did one a few years ago, looking at lowering the speeds. I think the biggest thing... you can change the speed limit, all you want, it's not going to force people to slow down, if the roadway is designed as highway. So how a roadways designed and having other alternatives for people to use so they don't have to... having roads as their only solution to traveling will, and it's a whole different cultural shift to

implement complete streets, which talks about less cars and considering both bicyclists and pedestrians on an equal level with cars. So that said, we partnered with FDOT requests for lowering speeds on both Fowler and Park a couple of times we've had issues. Same thing on MLK and just doing a speed study is not going to just make cars go slower if you drop the speed limit. It involves enforcement and other things. So, I think what can happen out of this master plan is some of these new strategies and perhaps even looking at our traffic calming policy that's probably 15 years old or 20 years old now and implementing new strategies that can slow down traffic through the implementation of other off-road facilities.

Trent Ebersole: That is the end of the list of questions and it is exactly seven o'clock. I'm in a little bit of disbelief that it worked out that perfectly, but I am going to again encourage everybody that whether you have a following question, or whether you think of something, five minutes from now or whatever, please visit the website and use the available resources there to add any comments at any point. The questionnaire, I believe, is being closed on July 31, which is Friday. So, while I am encouraging you to do so, I'm going to encourage you to do so quickly. We would like to continue to take comments, but we need to close that so that we can start compiling comments and start with the next phase of the of the planning, which is starting to lay out potential solutions. So hopefully I didn't rush through that too quickly, I greatly appreciate everybody who participated. There were some really, really good questions. All of them were good questions. Again, I don't mean to belittle anybody that but I think we have a learned audience here because I think you guys managed to touch on a lot, if not all of the key issues that go into the planning process. Carl and Ron anything else?

Ron Gogoi: I'm fine.

Carl Karakos: I'm fine, I'm taking advantage of this next week and will make your thoughts known and come up with some good constructive ideas that we can chase down and follow up on.

Trent Ebersole: Thanks again to all the panelists and all of the attendees. And at this point, I'm going to close the recording and end the public workshop.

Question 40: Thank you for referencing the FDM minimum width correctly for a Shared-Use Path along a State road. MPO staff and the TAC Chair think it's 8' because it may be 8' in the County? Please look at fpn 429823 and contact Ms. Chen and Ms. Birdsong. You gentleman must know variations to FDM to the Statewide SUN Train Network must be approved by the Chief Planner at the Central Office. Then address steps to mediate the variations. Then flip the two opposing projects to bring them into compliance. - John Majka

Response: Thank you for your comments.

Question 41: In the design process do you visit challenging sites, or do you use photos and typical situations? With older communities would it make sense to understand how a business functions before using a standard opinion of it should fit because it shows on paper it will? Would it make sense to have an upfront review with the business' owner? - Anonymous Attendee

Response: Thank you for your comments.

Question 42: I just tried to submit a cleaning of bike ways under overpasses (I-75) impossible to do online. Try it! - Anonymous Attendee

Response: Thank you for your comments.

Question 43: Thank you for your time. Please look at the emails I sent. The bottom line is FDOT evaluated the North side of SR80 and more than strongly suggested to the MPO 2014 and 2015 the North side was barely feasible for a 6' wide sidewalk but R.G. wanted a 10' wide Path even when costs went from 1.2 million to 3.5 million. - John Majka

Response: Thank you for your comments.



City of Fort Myers 2020 Bicycle and Pedestrian Master Plan PAC Meeting Minutes December 7, 2020

Attendees

Ron Gogoi	Dan Moser
Natalia Lercari	Jerl McCollum
Antoine Williams	Theodore Petritsch
Ashlynn Super	Carl Karakos
Natalia Ramirez	Don Scott
Carolyn Usher	Victoria Peters
Trent Ebersole	Barbara Carr
William Grieve	Diana Giraldo
Jason Lamey	Deborah Chesna
Tony Palermo	Colleen Bennett
Cindy Leal Brizuela	Arnold Valdez
Dawn Huff	

Virtual Meeting Format and Information

- Meeting from 2 p.m. until 4 p.m.
- Due to COVID-19 the meeting is held in the Zoom online meeting format
- The meeting is being recorded
- Project materials will be posted on the website

Team Panelists for Meeting

- Ron Gogoi, AICP – Transportation Planning Administrator, Lee MPO
- Carl Karakos, P.E. – Transportation Engineer, City of Fort Myers
- Trent Ebersole, P.E. – General Manager, FL and VP – McMahon Associates, Inc.
- Natalia Lercari, P.E. – Senior Project Manager – McMahon Associates, Inc.
- Ashlynn K. Super – Assistant Public Information Specialist – Cella Molnar & Associates, Inc.
- Theo Petritsch, P.E., PTOE – Director of Transportation Services – Landis Evans + Partners

Public Engagement Summary

- Questionnaire Results
- Consistent Comments
 - Dangerous Intersections
 - Too much traffic and high vehicle speeds
 - Sidewalks not connected, too narrow or need maintenance
 - Extend and connect linear park trails
 - No good north-south bicycle routes
 - Intersections poorly designed
 - Need protected bicycle lanes

- McGregor Boulevard – roads are too narrow, sidewalks are used by many pedestrians, joggers and golf carts

Toolbox for Future Potential Facilities

- Shared Lane Markings
- Bicycle Boulevard
- Paved Shoulder
- Bicycle Lane
- Separated Bicycle Lane
- Shared Use Path
- Trail
- Sidewalk

Project Recommendations

Steps for developing recommended improvements:

1. Focus on Arterials and Collectors based on the City's Functional Classification Map. Local roadways were included, as appropriate
2. City, County and State projects were identified (JYLP, Winkler Canal, Fowler/Evans, Edison realignment and extension, Hanson, Challenger extension, etc.)
3. Considered public comment
4. Developed our preliminary recommendations
5. Reviewed 2007 Master Plan recommendations
6. Draft recommendations discussed with City and reviewed by MPO

Multiple facilities considered for some roadways. The master plan identifies one possible option. More detailed feasibility study will be proposed to identify appropriate facility (Edison, McGregor, Carrell etc.)

Three (3) areawide feasibility studies are proposed (Downtown, Gardner's Park and Railroad Crossing)

Bicycle Boulevard Samples

- On-Street Parking and Sharrows
- On-Street Parking, Striped Buffer and Sharrows
- Advisory Bike Lane and On-Street Parking
- Advisory Bicycle Lane
- Yield Street and On-Street Parking
- Speed Humps, On-Street Parking and Sharrows
- Traffic Calming, On-Street Parking and Sharrows

How Can I Learn More?

Visit the project website at: <http://cfmbikepedmasterplan.com>

Discussion

Sun Trail –

- Connectivity into Downtown is an important consideration with the Sun Trail
 - Replacement of facilities along Caloosahatchee bridge – consideration of bicycle only bridge and vehicle traffic only bridge or an entirely new bridge for both
 - Planned shared use path

Signals –

- Pedestrian Signals and Crosswalk Signals
 - Automatic crosswalk signals should be considered
 - Inventory should be made for automatic crosswalk versus push button crosswalk signals
- Timing for Signals – Why is the policy the way it is?

State Roads –

- Suggestion for State Roadways – Buffered bike lanes and shared use paths on both sides
- Have protected intersections been considered?
- Having specific design criteria provided in written form is helpful to FDOT to consider the wishes of the City

Toolbox -

- Projects should go before a Bicycle and Pedestrian Committee in order to be granted approval
- Further evaluation needed for specific roadways, even though one specific facility is designated on the map

Specific Areas -

- Hendry Street – Bike Promenade –
 - This has not been presented to the City Council or City Manager, is not in the CIP. It is not a City project
 - LeeTran is asking for the City to give consideration to two new bus berths in this area on Hendry Street when considering a bike promenade
 - A connective promenade between Downtown and Midtown is something the PAC would like to see
- Trail near Fort Myers Country Club
 - Connects Hill, Golf View and Carrell – on the west side of Cleveland
 - Currently an unpaved trail
 - Connects North and South neighborhoods bordering 41
 - Proposed only south connection
- Hanson Street
 - Sidewalk and bike lane connectivity is important here. There is not connectivity here
- Edison Avenue
 - Existing Sidewalks - Illegal Parking presents an issue here
 - Detailed study needs to be conducted
- Billy Creek
 - Trail along Billy Creek
- Fowler Street/Evans Avenue
 - The idea is to get bicyclists on Evans instead of Fowler and providing sidewalks on Fowler and a two-way cycle track on Evans

Protected Intersections –

- A closer look will be taken here

Additional Studies -

- Downtown Feasibility Study
- Gardner’s Park Feasibility Study
- Railroad Crossing Feasibility Study
- The PAC would agree that additional feasibility studies would be helpful

Next Steps

- Changes will be made to the plan based on the conversations today
- Finalize the report – short term and long-term projects



City of Fort Myers 2020 Bicycle and Pedestrian Master Plan Memorandum of Bicycle Pedestrian Advisory Board (BPAB) Issues from the January 21, 2021 BPAB Meeting

Meeting Attendees

- Nicole Monahan, P.E., City Engineer, City of Fort Myers
- Carl Karakos, Transportation Engineer, City of Fort Myers
- Dan Craig, P.E., Board Member
- Ezekial Robbins, Board Member
- Christopher Pierce, Board Member
- Mary O'Toole, Board Member
- William Prysi, ASLA, Board Member
- Natalia Lercari, P.E., Senior Project Manager, McMahon Associates, Inc.

An overview was given of the tasks completed and the timeline of the public and stakeholder involvement process for the Bicycle & Pedestrian Master Plan. The BPAB Members were asked for comments on the recommendations that are being proposed in the Master Plan. Some of the key issues were noted as follows:

- Micromobility should perhaps be considered at a later time after the desired pedestrian and bicycle infrastructure is in place. Technology is constantly changing, which makes it challenges to draft ordinances.
- Enforcement and community awareness should be considered in the short term.
- Dr. Martin Luther King Jr. Boulevard is used by many bicyclists and pedestrians and does not have enough crosswalks.
- Converting the railroad space for walking and biking improves quality of life and connectivity.
- There is a lack of safe ways to commute (by bicycle or walking) from one place to another in the City.
- Safety studies should be conducted in the short term to identify improvements at locations where the City already knows there is a problem with regard to pedestrians and bicyclists.
- Palm Beach Boulevard also has a lot of pedestrian and bicycle activity, lacks crosswalks, and has poor lighting. FDOT has conducted studies along Palm Beach Boulevard and has installed new concrete pads in the medians for pedestrians.
- The Downtown Feasibility study that is being proposed should be considered as a priority. It should consider the Edison Bridge that currently experiences a lot of pedestrian and bicycle traffic. Perhaps there is an opportunity for the City to consider a special event for the Edison Bridge.
- It is difficult to park bicycles in Downtown Fort Myers. The City should consider allowing bicycle parking within the City garages. City staff noted that they have a consultant currently working on a project to improve bicycle parking.
- The "Encouragement" portion of the Recommendations section of the report needs to be enhanced to include more examples.
- McGregor Boulevard was mentioned by a Board member as being challenging to cross. The City mentioned they are considering providing a bicycle facility on McGregor and/or parallel roadways.

The BPAB unanimously endorsed the Bicycle & Pedestrian Master Plan subject to the City including a memo with the BPAB issues in the appendices of the Bicycle & Pedestrian Master Plan report.



APPENDIX B—PRIORITIZATION MATRIX

Prioritization Matrix by Rank

Project Name	Facility Type	Description	Rank
Colonial Boulevard	Bike Lanes/Shared Use Path	Bike lanes from Midpoint Bridge to Metro Pkwy; fill in bike lane gaps from Metro Pkwy. to Winkler Ave.; shared use path from Evans Ave. to Metro Pkwy., north side; fill in gap on south side at canal.	1
Ford Street	Trail	North of Dr. MLK Jr. Blvd., follow creek	2
Edison Avenue	Shared Use Path	McGregor Blvd. to Ortiz Ave. with realignment from McGregor Blvd. to US-41. and an extension from Arcadia St. to Ortiz Ave.	3
Deleon Street	Bike Boulevard	Winkler Ave. to Matthew Dr.	4
Evans Avenue/ Hunter Terrace	Bike Lanes/Bike Boulevard	Hunter Terr. to Colonial Blvd/Central Ave. to Evans Ave.	5
Marsh Avenue	Shared Use Path	Michigan Ave. to Palm Beach Blvd.	6
Ortiz Avenue	Shared Use Path	Dr. MLK Jr. Blvd. to Palm Beach Blvd.	7
Nuna Avenue	Shared Use Path	from Ballard Rd. to Tice St.	8
South Street/Highland Avenue/Canal Street	Bike Boulevard/Bike Lanes/Shared Use Path	Bike Blvd. on South St. from Cortez Blvd. to Fowler St.; bike lanes on South St. from Fowler St. to Ford St.; bike Blvd. on South St. from Ford St. to Highland Ave.; bike Blvd. on Highland Ave. from South St. to Canal St.; shared use path on Canal St. from Highland Ave. to the end of roadway.	9
McGregor Blvd	Bike Lanes	Cleveland Ave to Colonial Blvd (by eliminating center left turn lane in some areas)	10
Broadway/Solomon Boulevard	Bike Lanes	Dr. MLK Jr. Blvd. to Colonial Blvd. with lane elimination from 4 to 2 lanes on Broadway from Edison Ave. to Victoria Ave.	11
Central Avenue	Bike Lanes/Sidewalk	Bike lanes from Dr. MLK Jr. Blvd. to Winkler Ave.; sidewalk from just south of Dr. MLK Jr. Blvd. to Winkler Ave.	12
Hanson Street	Bike Lanes/Sidewalk	Cranford Ave. to Work Dr. and from US-41 to Fowler St.	13
Ballard Road	Shared Use Path	Marsh Ave. to Ortiz Ave.	14
Madison Avenue/Polk Street/MarionStreet	Bike Boulevard	Veronica Shoemaker Blvd. to Polk St./Marion St. to Madison Ave./Polk St. to Marsh Ave.	15
Carrell Road	Shared Use Path/Trail	US-41 to Evans Ave. (shared use path one side), Trail from Evans Ave. and Palm Ave.	16
Winkler Avenue	Bike Lanes	Colonial Blvd. to Six Mile Cypress Pkwy.	17
Ford Street	Shared Use Path	Dr. MLK Jr. Blvd. to Hanson St.	18
Veronica Shoemaker Boulevard	Shared Use Path	Palm Beach Blvd. to Michigan Ave.	19
B Street Extension	Trail	Veronica Shoemaker Blvd. to west of Michigan Ave. then diagonal to Ortiz Ave., follow power lines.	20
Challenger Boulevard	Bike Lanes	Colonial Blvd. to Six Mile Cypress Pkwy.	21
Old Metro Parkway	Bike Lanes	N. Colonial Trail to Hanson St.	22
Moreno Ave/Canelo Dr/ Maravilla Ave/Nelson St/ Halgrim Ave	Bike Boulevard	McGregor Blvd. to Canelo Dr./Moreno Ave. to Maravilla Ave./Canelo Dr. to Nelson St./Maravilla Ave. to Halgrim Ave./Nelson St. to US-41.	23
Challenger Boulevard Extension	Bike Lanes	Winkler Ave. to Colonial Blvd.	24
Treeline Avenue	Sidewalk	South of Colonial Blvd. to Fire Station.	25
Blount Street/High Street/Palm Avenue/Indian Street	Bike Boulevard/Bike Lanes	High Street to Ford Street/Dr. MLK Jr. Blvd.to Indian St./Indian St. to Seaboard/Palm Ave. to Ford Trail	26
Cortez Boulevard	Bike Boulevard	Cortez Blvd. from Sandra Dr. to Rosada Way; Rosada Way from Cortez Blvd. to Via Torcia; Via Torcia from Rosada Way to Olmeda Way; Olmeda Way from Via Torcia to McGregor Blvd.	27
Challenger Boulevard	Sidewalk	Missing segment between Winkler Ave. to Six Mile Cypress Pkwy.	28
US-41	Shared Use Path	Halgrim Ave. to Golfview Ave.	29
Golf View Avenue	Bike Boulevard	Hill Ave. to US 41.	30
Princeton Street	Bike Boulevard	Hill Ave. to Winkler Canal.	31
B Street/ B Street Extension	Bike Boulevard/Trail	Henderson Ave./Cemetery to Veronica Shoemaker Blvd.; Ford Trail to Henderson Ave., through Cemetery.	32
Michigan Avenue	Bike Lanes	Dr. MLK Jr. Blvd. to Marsh Ave.	33
Winkler Canal	Trail	Princeton St. to US-41.	34
Second Street/Seaboard	Bike Lanes	Fowler St. to Palm Beach Blvd.	35
West First Street	Shared Use Path	McGregor Blvd. to US-41.	36
Caloosahatchee Bridge	Shared Use Path	First St. to North Fort Myers.	37
Ford Street	Trail	Hanson St. to N. Colonial Trail.	38
Forum Boulevard	Shared Use Path	Champion Ring Rd to Dr. MLK Jr. Blvd.	39