

Shared-Use Nonmotorized (SUN) Trail Network

Statewide

State of Florida Department of Transportation
Systems Implementation Office

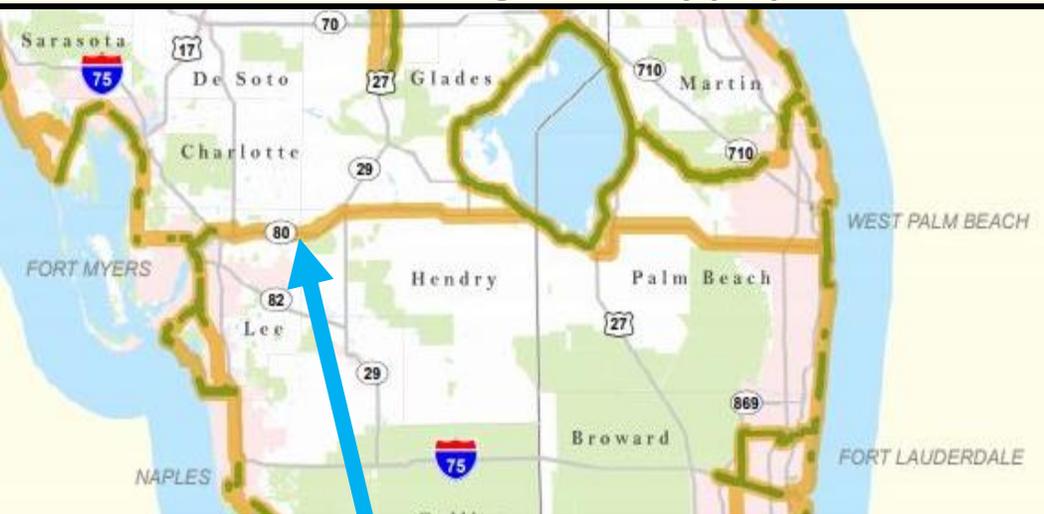
LEGEND

- SUN Trail Network
- Existing Trails

SR80 is the only proposed East West SUNTRAIL crossing South of Brooksville.

Hopes are for Multi Use Trails along both sides of SR80 to the East, but a Southern alignment is most likely.

The (Sun) Trail Network passing through Fort Myers Shores is proposed to consist of 8' and 10' wide sections separated by several interruptions to Retrofit Grandfathered Driveways. The proposed location also has an abundance of Conflict Points. The opposite side of the roadway will accommodate a much safer 10' to 12' wide Shared Use Pathway with a fraction of the motorized as crossings currently proposed.



A Northern alignment is proposed for a 4.7 mile long SUNTRAIL section. fpn 429823-1

NOTES:

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Additional trail information may be obtained by contacting your local government.

Source:

Florida Department of Transportation
-Systems Implementation Office

1. What is the SUN Trail Program?

The SUN Trail program provides funding for the development of a statewide system of paved multi-use trails (SUN Trail network) for bicyclists and pedestrians, physically separated from the road. The SUN Trail network is a refined version of the Florida Greenways and Trails System (FGTS) Plan's Land Trail Priority network. SUN Trail funded projects will improve the intermodal connectors by closing gaps in the statewide paved trail system to increase the reliability of Florida's transportation system. To learn more, visit: www.FloridaSunTrail.com.

11. What is the definition of a multi-use trail?

FDOT defines a multi-use trail as a paved shared-use path which is typically 12 feet wide but may vary from 10 feet to 14 feet wide (or larger), depending upon physical or environmental constraints or usage. In some areas of extreme constraints (such as at bridges or in environmentally sensitive lands) a multi-use trail may be as narrow as eight feet wide.

224.1.2 Considerations

Shared use paths are not replacements for on-street bicycle lanes. They serve different functions and different users.

Shared use paths may be considered when all of the following conditions are met:

- (1) The path is separated from the roadway.
- (2) There are few access points or roadways crossing the path.
- (3) There is adequate access to local streets and other facilities along the path.
- (4) There is a commitment to provide path continuity with other bikeways throughout the corridor.

C.1 Width and Clearance

The useable width and horizontal clearance for a shared use path are primary design considerations. The minimum paved width for a two-way path is 10 feet. Typically, widths range from 10 to 14 feet, with the wider values applicable to areas with high use or a wider variety of users, on steep grades, through curves, or used by larger maintenance vehicles.

In very rare circumstances, a reduced width of 8 feet may be used where the following conditions prevail:

- Bicycle traffic is expected to be low, even on peak days or during peak hours.
- Pedestrian use of the facility is not expected to be more than occasional.
- Horizontal and vertical alignments provide frequent, well-designed passing and resting opportunities.
- The path will not be regularly subjected to maintenance vehicle loading conditions that would cause pavement edge damage.

In addition, a path width of 8 feet may be used for a short distance due to a physical constraint such as an environmental feature, bridge abutment, utility structure, or fence.

Aerial view of the typical environment along 4.7 mile project length.

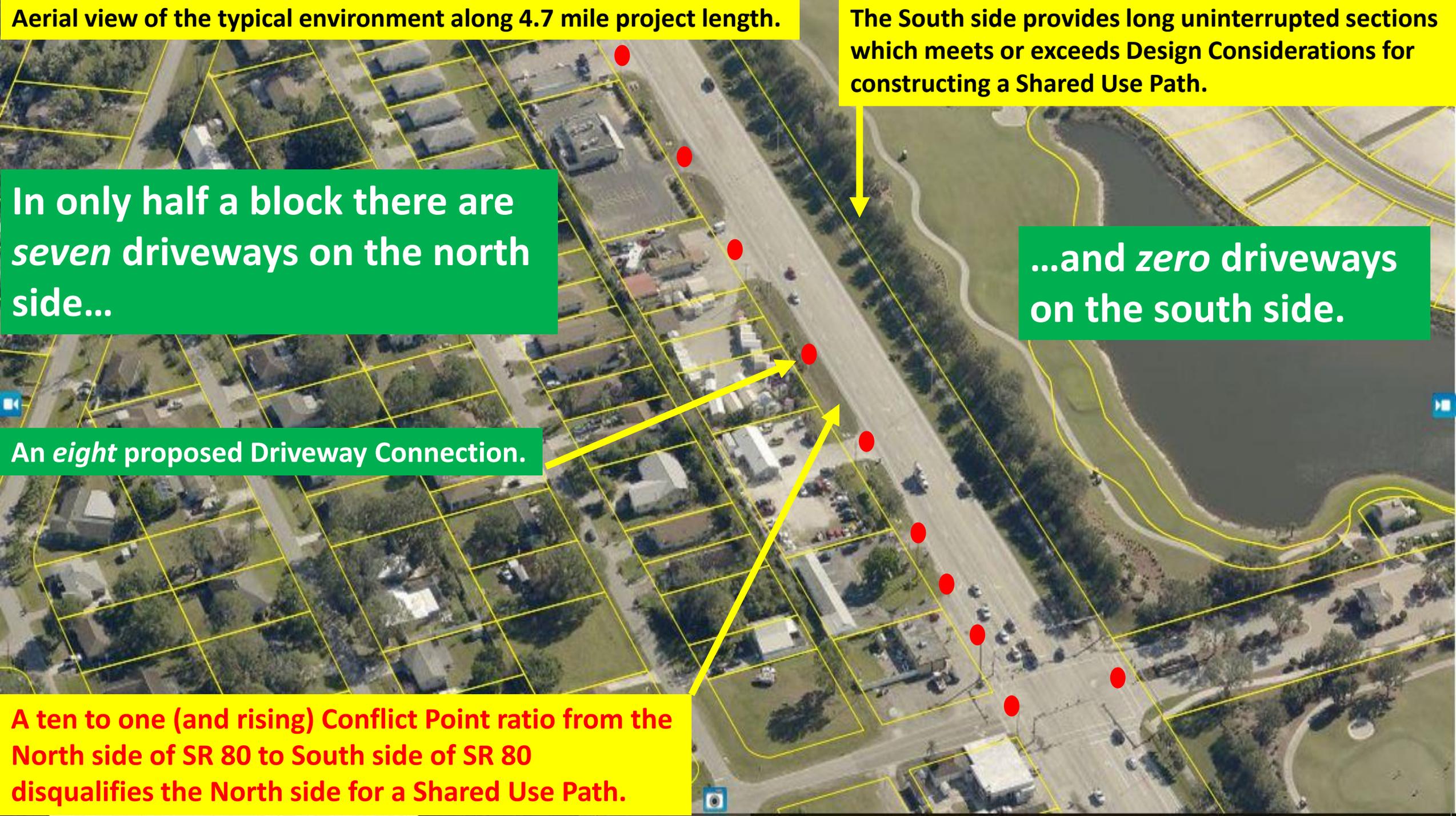
The South side provides long uninterrupted sections which meets or exceeds Design Considerations for constructing a Shared Use Path.

In only half a block there are *seven* driveways on the north side...

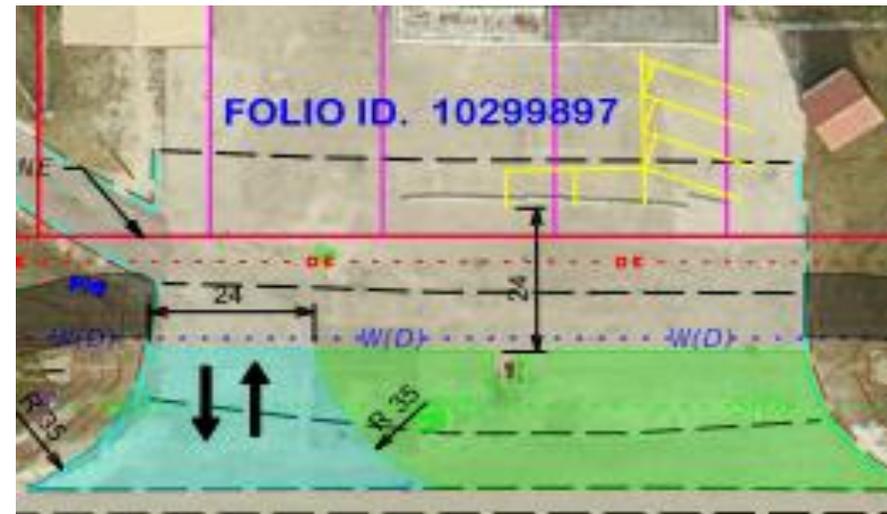
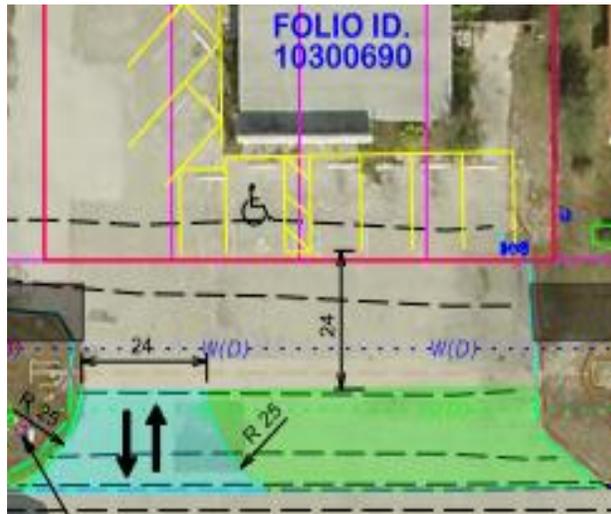
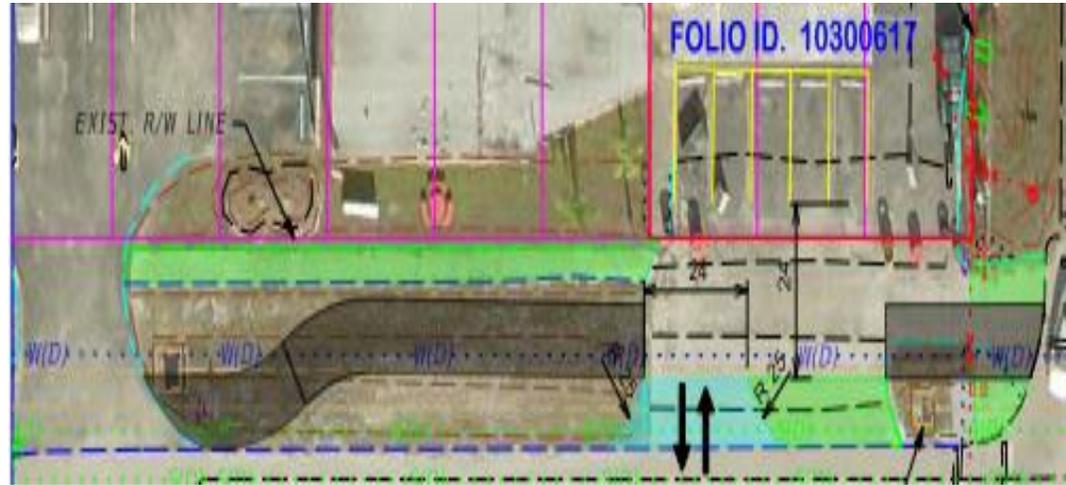
...and *zero* driveways on the south side.

An *eight* proposed Driveway Connection.

A ten to one (and rising) Conflict Point ratio from the North side of SR 80 to South side of SR 80 disqualifies the North side for a Shared Use Path.



Without taking existing businesses, the proposed 8' and 10' wide Bike Path sections will have unavoidable gaps in between to allow reasonable access to retrofit nonconforming grandfathered accesses.



The Public, County, or MPO has not seen complete proposed plans and there hasn't been a public Hearing in the Community. Therefore, it's likely there will be additional gaps. Exhibits not to scale.

Below is an Example of several Nonconforming Access Points that will need Retrofitting on the North side of SR 80.



This is an example of what not to do. Image copyright Smart Growth America

Stop building streets that are **Dangerous by Design**

2019 **DANGEROUS BY DESIGN** Smart Growth America Improving lives by improving communities National Complete Streets Coalition

The North side places the Path too close to the road.

South side provides Shade and Separation from the Roadway.



South side



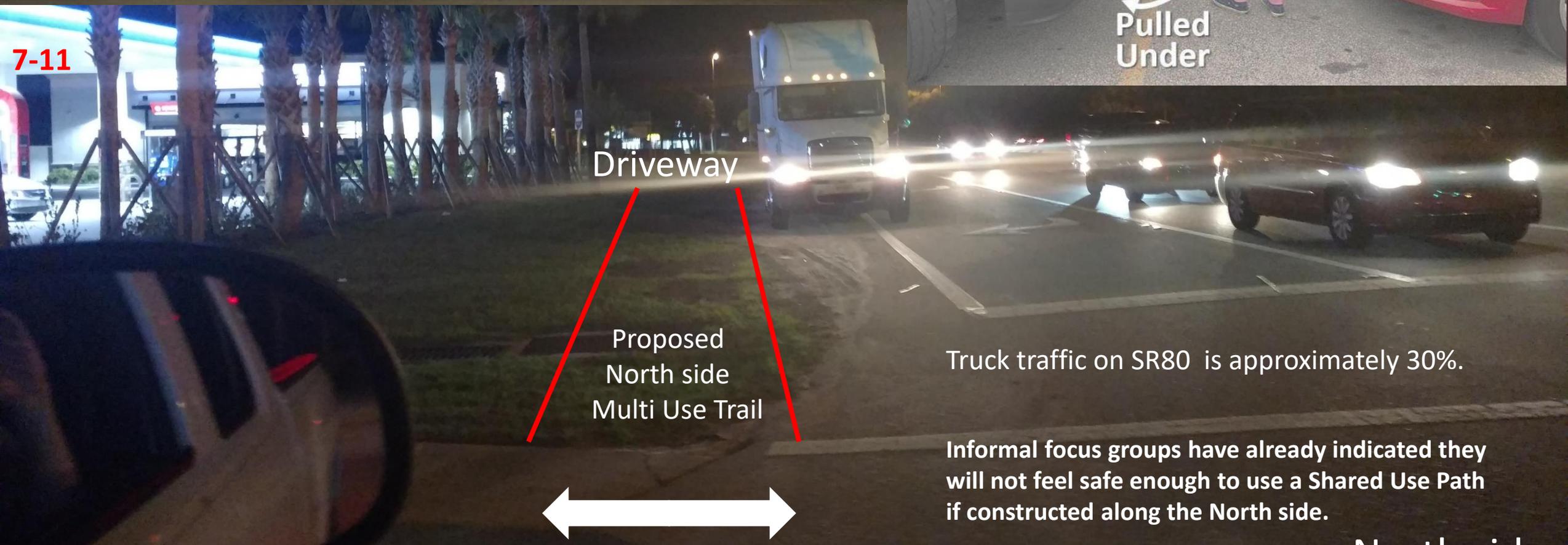
Driveway

Driveway

Driveway

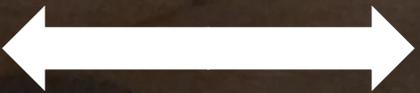
Driveway

North side



Driveway

Proposed North side Multi Use Trail



Truck traffic on SR80 is approximately 30%.

Informal focus groups have already indicated they will not feel safe enough to use a Shared Use Path if constructed along the North side.

North side

Multidirectional Collector Road Traffic.

South side



South side

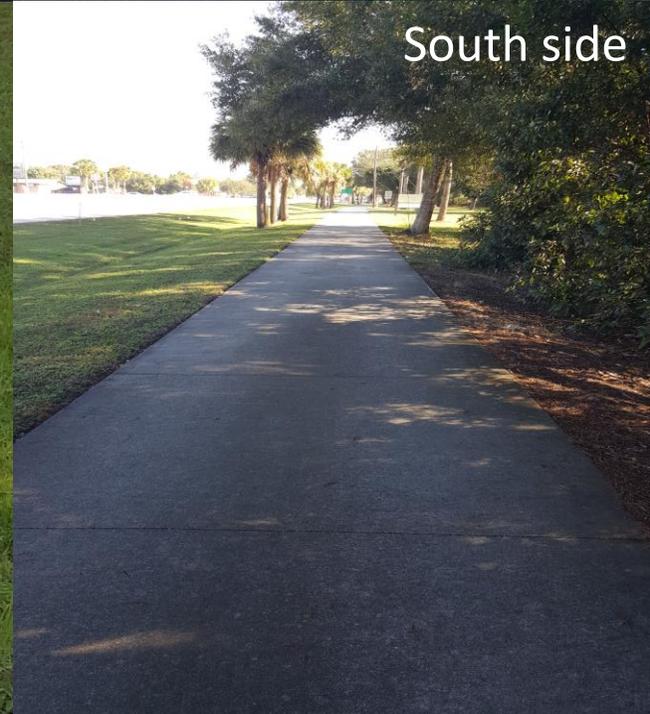


Shade

By far, the South side is the Safest location for the Statewide SUN Trail Network

- The South side offers a desirable environment for a Multi Use Trail with greater benefit to all.
- The pathway will be set back further from vehicle traffic with a deep drainage swale as a buffer.
- The Pathway will not have narrow pinch points.

South side



Shade

The North side project will terminate with no immediate plans to widen the bridge over the Orange River.

Connectivity can only be achieved with the South side project.



The South side will benefit from the existing pedestrian crossing (shown in blue) already separated and protected from SR 80 traffic by a concrete barrier.



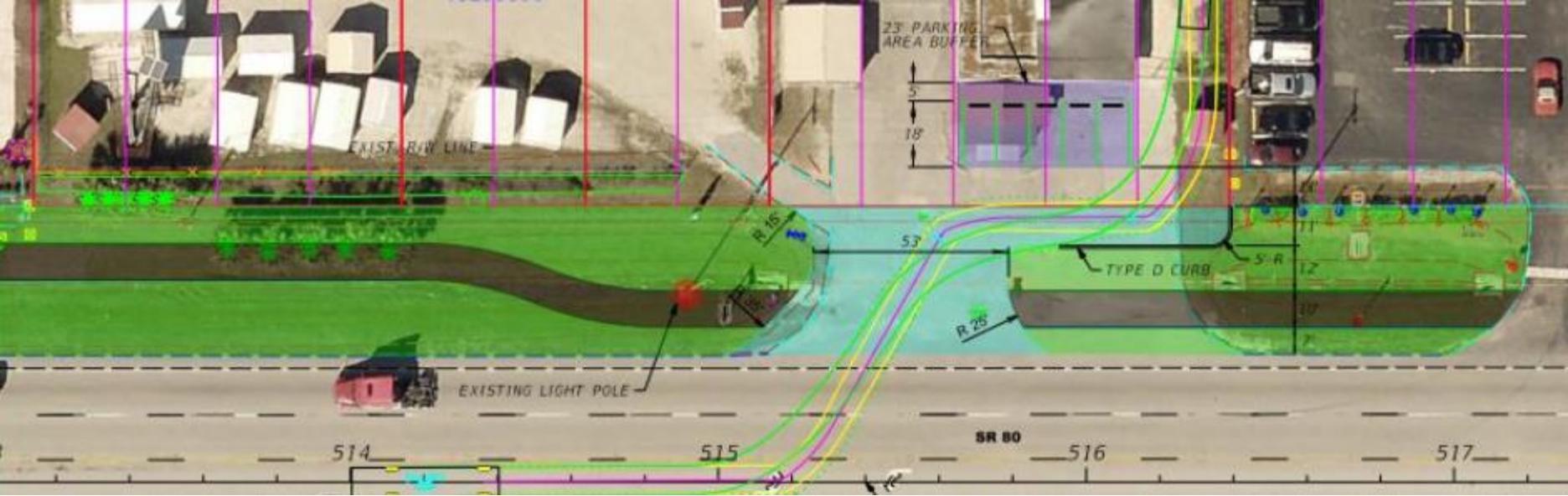
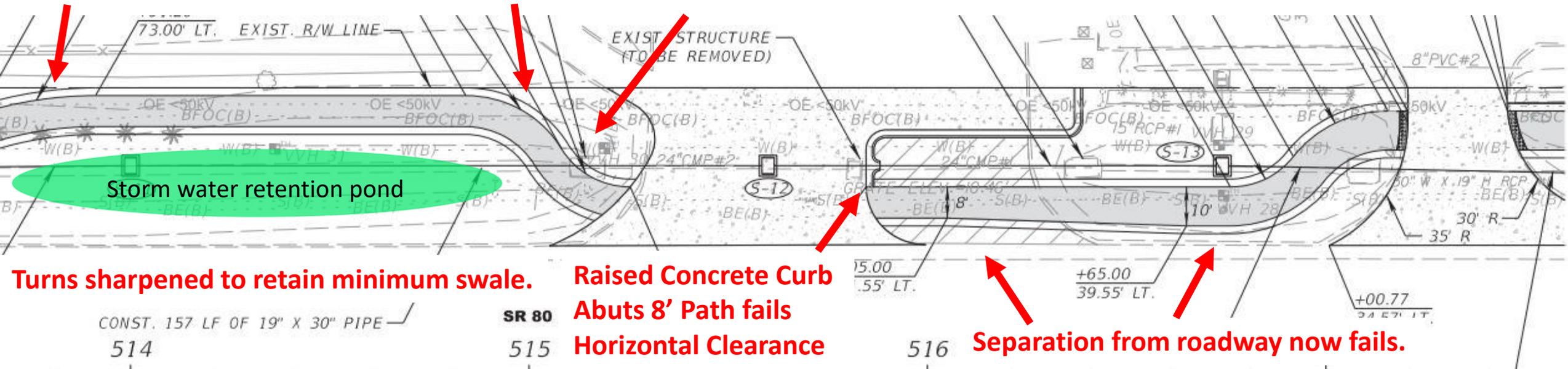


Image to the left was for a Conceptual 10' wide mostly straight Shared Use Path, until 5-15-20 when it suddenly became a largely 8' wide asphalt sidewalk with excessive curves added to not impact stormwater drainage any more than it already is.

Above image was a conceptual design for 10' wide Multi Use Trail along the North side. The bottom image is reality of the same road sections after recent revisions on 5-15-20.

Width reduced to non-conforming 8' wide

Curve fails FDM by more than 4 times the FDM Minimum Radii.



Storm water retention pond

Turns sharpened to retain minimum swale.

Raised Concrete Curb Abuts 8' Path fails Horizontal Clearance

Separation from roadway now fails.

This is a pic of an 1100' section of the largely 8' non-compliant North side path just constructed just East of Rt 31.

Proposed Path will cross a soon to be Widened SR 31



SR80 Westbound

Proposed 8' Section Fails FDM Width, Separation, and Clearances.

Roadway Separation Less than 5 Feet Wide.

Storm Drain in Path Fails and also should be turned 90 degrees

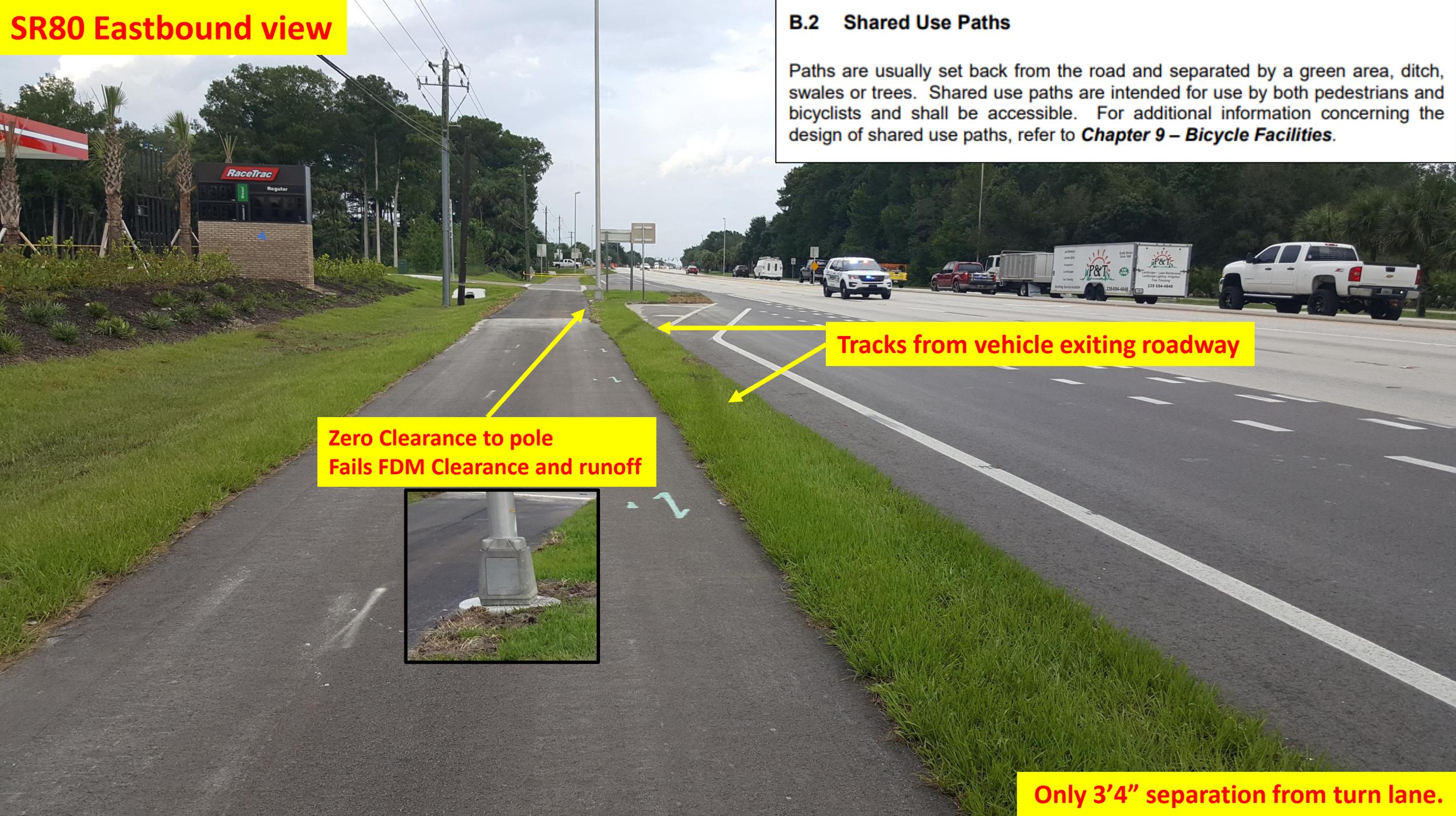


The Pathway is the lowest point, which is why in light rains stormwater flows from all 3 lanes of the roadway and the grassy runoff area down the middle of the Path to the storm drain.

SR80 Eastbound view

B.2 Shared Use Paths

Paths are usually set back from the road and separated by a green area, ditch, swales or trees. Shared use paths are intended for use by both pedestrians and bicyclists and shall be accessible. For additional information concerning the design of shared use paths, refer to **Chapter 9 – Bicycle Facilities**.



Zero Clearance to pole
Fails FDM Clearance and runoff



Tracks from vehicle exiting roadway

Only 3'4" separation from turn lane.

This is within the 1100' of substandard width North side path constructed just east of SR 31.

224.12 Separation from Roadway (FDOT Design Manual)

Provide a separation between a shared use path and the roadway when they are located adjacent to each other. This demonstrates to both path users and motorists that the shared use path is a separate facility.

Minimum separation is as follows:

- On flush shoulder roadways with design speed 45 mph or less, the edge of the path is to be at least 5 feet from the edge of the paved shoulder.



**A 3' wide Grass Strip Separates
The Traveling Public From SR80.**

1,100' of 8', 9', and 10' wide strips of asphalt were just constructed East of Rt 31 by the new RaceTrac gas station. Non-compliant North side 8' to 10' wide sections fail FDOT Design Manual for several reasons and is crumbling away already.



Horizontal Clearance Fails, FDM 4' minimum.



Horizontal Clearance Fails FDM, 4' minimum.



Path appears to be a the wrong elevation.





1100' non-compliant 8' to 10' new construction along the North side path just constructed that fails FDM for several reasons.



There's not enough space to construct a Reduced Width Multi Use Trail, especially at the expense of giving up on getting a Bike Path along the South side.



A Reduced Width Bike Path so close to SR80 on the North side will create a danger. A 6' to 8' wide Concrete Sidewalk is more appropriate.



**A Shared Use Path will be a safety detriment along the North side!
A 6' to 8' wide Concrete Sidewalk along the North side is the only prudent option.**

**Please do not envision what you know a Shared Use Path to be
and assume it will fit along the North side of SR80 in our community.**



Rene Bull • Veranda-Cotton Wood Bend



i'm with you. Decided this morning to take a ride on the South side (allegedly the safer side) it was a challenge to use great caution crossing the entrances, Publix + many others. i cannot imagine anyone wanting to ride on the North side ...! suggest that those making the decision to go for the North side take a bicycle for a ride. this should be an eye opener

5 days ago

[Thank](#)

[Reply](#)

224.4 Widths

(Sections below are all only 8' wide and abut SR80)

The appropriate paved width for a two-directional shared use path is dependent upon context, volume and mix of users. Widths range from a minimum 10 feet to 14 feet, with a standard width of 12-feet. SUN Trail network facilities that are less than 12-feet require approval by the Chief Planner. For shared use paths not in the SUN Trail network:

- 10-foot wide may be used where there is limited R/W.
- Short 8-foot wide sections may be used in constrained conditions.

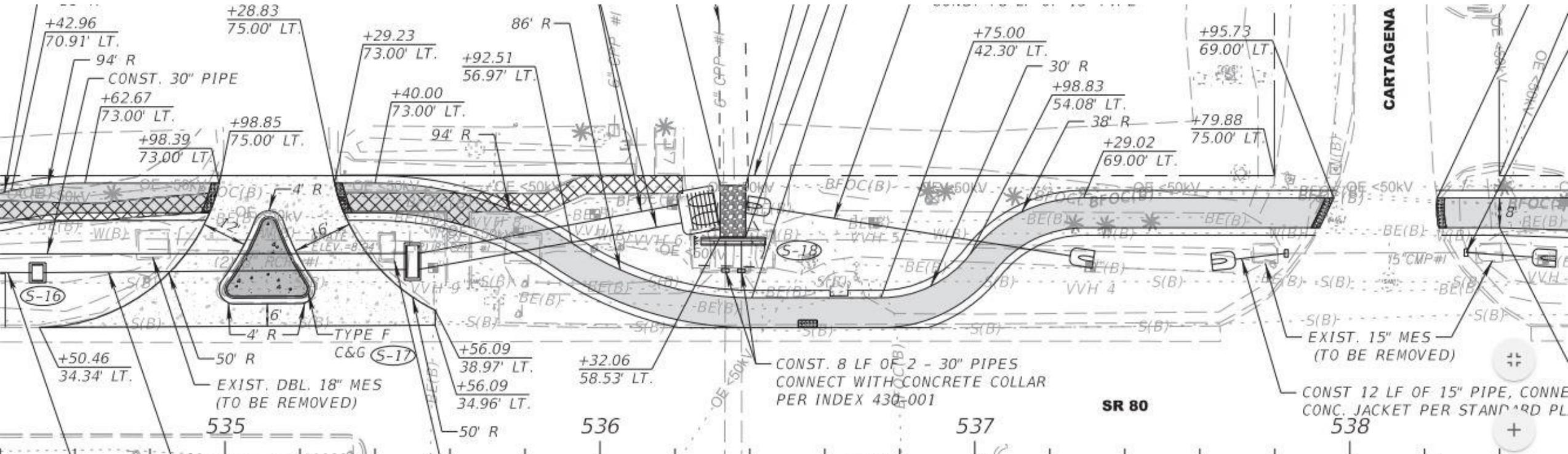
Consider the accommodation of emergency and maintenance vehicles or management of steep grades when selecting the width of the path.

FHWA's [Shared Use Path Level of Service Calculator](#) may be used as a guide in determining appropriate width.

Has the FDOT Chief Planner in Tallahassee approved the deviations from FDOT Design Manual? We need to ask her. **FDOT Chief Planner Ms. Huiwei Shen 850 414 4911** The mitigation handbook directs exploring alternatives before approving exceptions.

Clearly, shifting the alignments is the correct mitigation step so the exceptions does not swallow the rule.

The section below looks like the Path runoff area overlaps highway lanes like an onramp and offramp. Possibly, to get around the creek. Not really sure.



A 6' to 8' wide Concrete Sidewalk should be constructed along the North Side of SR 80 and a 10' to 14' wide Asphalt Multi Use Trail or Shared Use Path constructed along the South side.

Design Conflicts with Shared Use Path:

- **Safety.** Having a shared use pathway along the north side appears to be out of context. The south side offers less conflicts and greater compliance for a shared use pathway. The north side would be more compliant with a narrower sidewalk project (6' minimum, 8' desirable).
- **Conflict points.** Far too many conforming driveway access points, gaps to accommodate non-conforming driveways, streets, and proposed new driveways along the North side!
- **Width.** 8' wide sections of shared use paths are only allowed in ***“very rare circumstances”*** for ***“Limited distances due to a physical constraint”***. The fact a shared use path only meets design standards along the South side is not a qualifier to create unsafe conditions.
- **Radii.** Too many sharp turns that greatly exceed the minimum allowable radii for FDM shared use path criteria by over 4X, but would be more acceptable for a sidewalk project.
- **Radii/Width.** Can't maintain cycling at FDM minimum 18 mph speed for two-way traffic [as proposed](#). (Or even one way for that matter.) The minimum radii are 86'. Proposed is 20'
- **Separation.** Many sections are too close to the roadway for a shared use pathway and many sections do not meet the **minimum 5'** roadway separation. One 8' section is conjoined with State Road 80!
- **Horizontal clearances.** Concrete curb abuts 8' section of path at 90 degrees. (sheets 54 and 81)
- **Environmental/Maintenance.** 8' to 10' wide asphalt will not be as durable as 8' wide Concrete Sidewalks. Per design manual, asphalt edges will break up from service vehicles driving on sections and curves will force service vehicles to drive over pervious soils. See slide #14.