



COLLIER BPAC & LEE BPCC JOINT PUBLIC WORKSHOP

AGENDA

Fort Myers Collaboratory

2031 Jackson Street

Fort Myers, FL 33901

March 24, 2026

10:00 a.m.

All meetings of the Joint Lee County and Collier County MPO BPCC are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition by the Chairperson. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact **Ms. Calandra Barraco at the Lee County MPO** at (239) 330-2243; or **Ms. Suzanne Miceli at the Collier County MPO** at (239) 252-5814, 48 hours prior to the meeting; if you are hearing or speech impaired, call (800) 955-8770 Voice (800) 955-8771 TDD. Or, e-mail cbarraco@leempo.com or Suzanne.Miceli@colliercountyfl.gov

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with either the Lee County MPO Title VI Coordinator Calandra Barraco at (239) 330-2243 or by writing Ms. Barraco at P.O. Box 150045, Cape Coral, Florida 33915-0045 or the Collier MPO Title VI Coordinator, Ms. Suzanne Miceli at (239) 252-5814 or by writing Ms. Miceli at 2885 South Horseshoe Dr., Naples, Florida 34104.

Any person who decides to appeal a decision of this committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

- 1. Call to Order/Roll Call**
- 2. Pledge of Allegiance**
- 3. Election of a Chairperson**
- 4. Public Comments on Items on the Agenda**
- 5. Approval of Agenda**
- 6. Florida Department of Transportation (FDOT)**
- 7. Reports and Presentations**
 - A. Marco Island and Everglades Trail Town Designation Report (Patty Huff & Kevin Dohm)
 - B. Livingston FPL Trail Extension PD&E Study (Adam Rose virtually)
 - C. Bonita-Estero Rail Trail (BERT) Update (Scott Stryker)
 - D. Connection pathway between Bayshore Drive and Sugden Park
 - E. Caloosahatchee D 'Town SUN Trail Alternative Multimodal Feasibility Study (Ned Baier)
- F. City of Fort Myers SPIN Shared Micromobility Program Report (Steve Weathers)
- G. Local Micromobility Ordinance Updates in Lee and Collier
- 8. Members' Comments**
- 9. Information & Distribution Items**
 - A. Lee Collier Regional Congestion Management Update
 - B. Safe Streets for All Report
 - C. Heartland Regional Trail Kickoff Newsletter
- 10. Adjournment**

EVERGLADES CITY AND MARCO ISLAND TRAIL TOWN DESIGNATION REPORT

DISCUSSION ITEM:

Florida Trail Towns are communities located near regional trails that offer amenities and services for trail users, such as bike shops, restaurants, and lodging. These towns promote outdoor activities like hiking, biking, and paddling, enhancing both the local economy and the recreational experience for visitors. An explanation of a Florida Trail Town and a map of the designated Florida Trail Towns are **attached**.

Everglades City was designated a Trail Town by the Florida Greenways and Trails Council in April and Marco Island in October of 2025. Collier MPO BPAC Members and participants in the designation process will attend the March 24th workshop to present their success stories.



WHAT IS A FLORIDA TRAIL TOWN?

A “Trail Town” in Florida is a community located along or in proximity to one or more long-distance non-motorized recreational trails. Whether on a rail trail, paddling trail, equestrian trail or hiking trail, trail users can venture off the trail to enjoy the services and unique heritage of the nearby community. The town is a safe place where both town residents and trail users can walk, bike, jog etc., find the goods and services they need, and easily access both the trail and the town. In such a town, the trail is an integral and important part of the community.

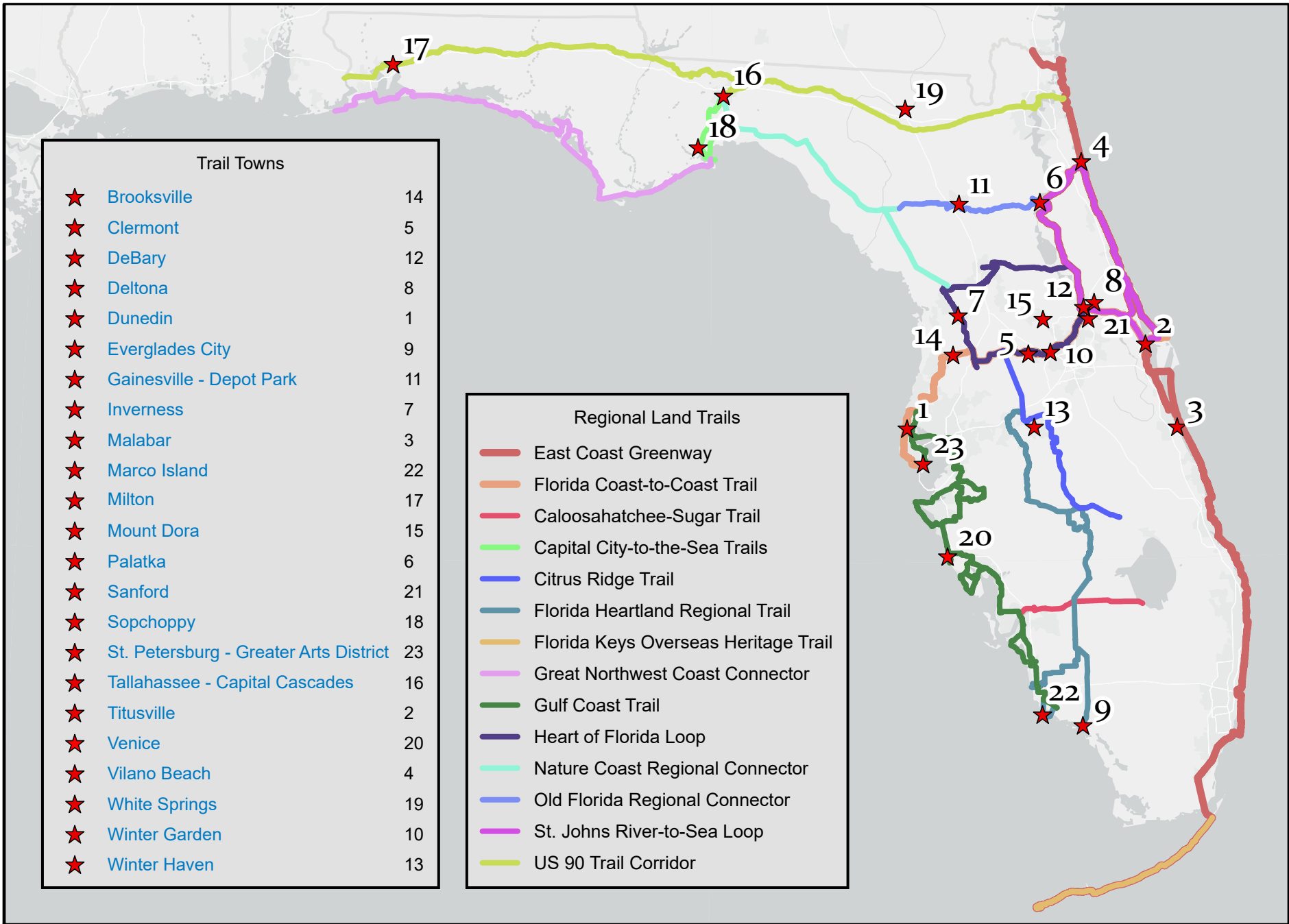
A Trail Town is a vibrant destination where people come together. A Trail Town is a friendly place which encourages trail users to visit and welcomes them with warm hospitality. It may have outdoor equipment shops, restaurants, a grocery store, quaint local shops, and lodging. It has wide sidewalks, clean streets, bike racks, and benches at convenient locations. The trail meets the needs of both the trail users and the town’s residents. Residents use the trail to access work, schools, parks and shops.

Trail Towns are not stand-alone communities; they are linked by the long-distance trail corridor. Trail users may be passing through a town on a day trip or longer trek, or may park and access other trails, such as a paddling trail. Trail users want to explore interesting and vibrant places in their travels and need services that the town provides. Basic characteristics of a successful Trail Town include:

- Enticements to get trail users off the trail to explore the town
- Making clear and safe connections between the town and trail
- Welcoming trail users by making town information readily available
- Educating businesses on the economic benefits of meeting the needs of trail tourists
- Promoting a “trail-friendly” town character
- Integrating the trail into the town’s culture with annual festivals and events that draw people to the trail who may not normally be trail users
- Connecting residents safely to work, schools, parks and shopping
- Working with neighboring communities to promote the entire long-distance trail as a tourist destination

Any trail, long or short, is an economic asset to a community. It provides free recreation for people of all ages and fitness levels, and offers opportunities to study nature or local history.

The Office of Greenways and Trails' Florida Trail Town program is oriented towards towns which connect to long-distance trails, ones that attract travelers from outside the local community and are not used solely by nearby residents. Studies show that the longer a trail is, the farther people will travel to visit it, the longer they will stay, and the more money they will spend. A day-user will spend four times the amount of a local user, and is likely to make a return trip to the Trail Town. An overnight visitor will spend twice the amount of a day-user. For information to recognize your town as a Florida Trail Town, call 850-245-2052 or contact our office at officeofgreenwaysandtrails@FloridaDEP.gov

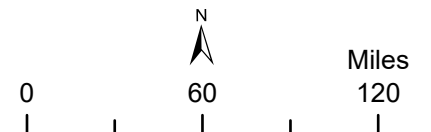


Trail Towns		
★	Brooksville	14
★	Clermont	5
★	DeBary	12
★	Deltona	8
★	Dunedin	1
★	Everglades City	9
★	Gainesville - Depot Park	11
★	Inverness	7
★	Malabar	3
★	Marco Island	22
★	Milton	17
★	Mount Dora	15
★	Palatka	6
★	Sanford	21
★	Sopchoppy	18
★	St. Petersburg - Greater Arts District	23
★	Tallahassee - Capital Cascades	16
★	Titusville	2
★	Venice	20
★	Vilano Beach	4
★	White Springs	19
★	Winter Garden	10
★	Winter Haven	13

Regional Land Trails	
—	East Coast Greenway
—	Florida Coast-to-Coast Trail
—	Caloosahatchee-Sugar Trail
—	Capital City-to-the-Sea Trails
—	Citrus Ridge Trail
—	Florida Heartland Regional Trail
—	Florida Keys Overseas Heritage Trail
—	Great Northwest Coast Connector
—	Gulf Coast Trail
—	Heart of Florida Loop
—	Nature Coast Regional Connector
—	Old Florida Regional Connector
—	St. Johns River-to-Sea Loop
—	US 90 Trail Corridor



Trail Towns and Regional Land Trails
 FL DEP, Office of Greenways and Trails



This graphical representation is provided for informational purposes and should not be considered authoritative for navigational, engineering, legal, and other uses.

LIVINGSTON FPL TRAIL EXTENSION PD&E STUDY

DISCUSSION ITEM:

A Project Development & Environment (PD&E) study is under way for a 11.5 mile proposed segment (FPID 447514-1) of the Shared-Use Nonmotorized (SUN) Trail Priority Network in Collier County. A map of the Collier portion of the SUN Trail Network is **attached**.

FDOT launched the PD&E study in October 2024 to assess the feasibility of a new 12-foot-wide separated shared-use path with alternatives parallel to Livingston Road or within the FPL Easement beside it from Radio Road to the Lee County line. The goal and objective of this study is to determine the location and conceptual design within the project limits. A newsletter from November 2025 regarding this study is **attached**.

A representative from FDOT will provide the presentation virtually at the March 24th workshop.



LIVINGSTON FPL TRAIL EXTENSION

From Radio Road to the Collier County Line

Project Development & Environment Study

November 2025

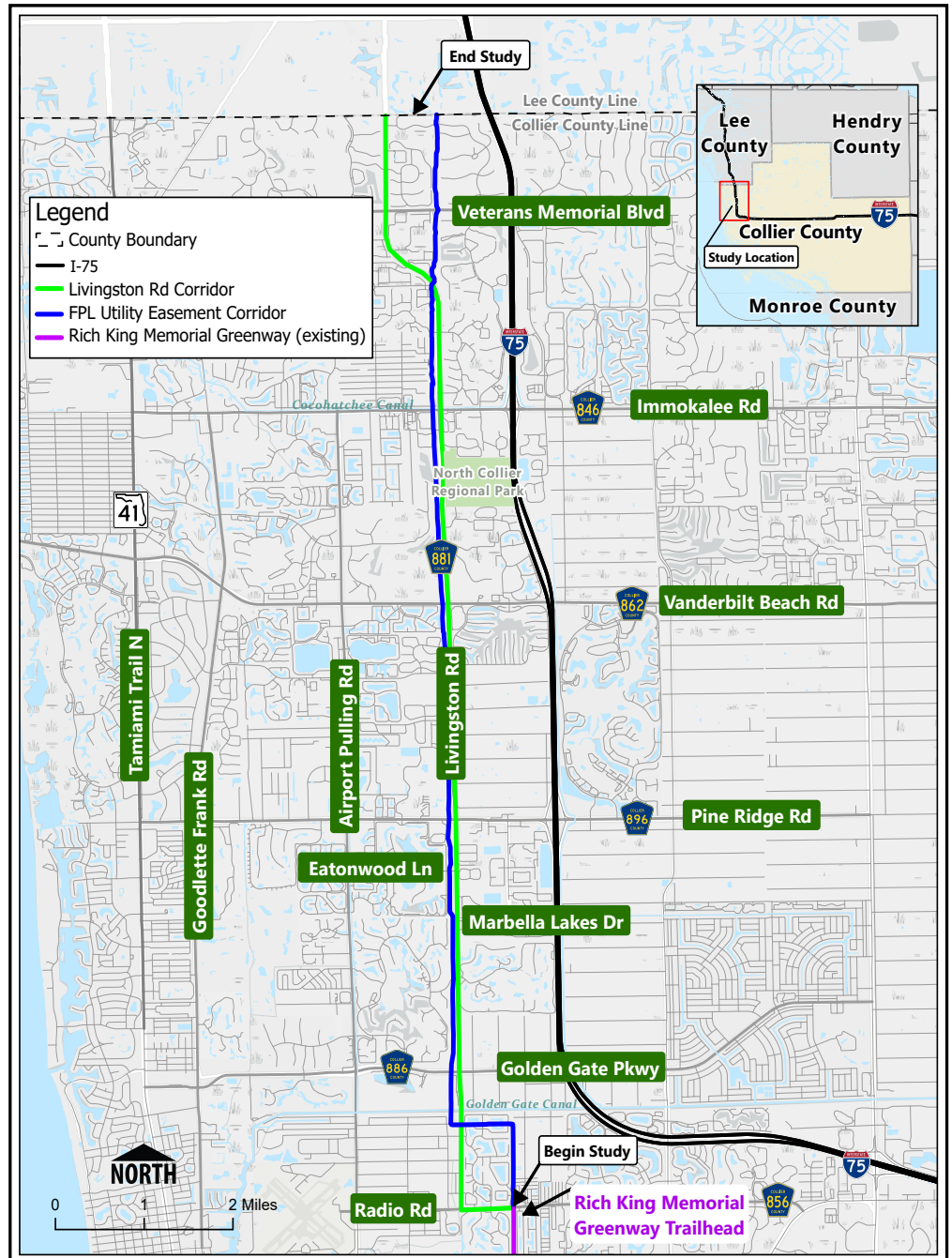
Florida Department of Transportation District One
FPID No.: 447514-1 Collier County, Florida

PUBLIC MEETING

About the Project:

The FDOT initiated the PD&E study in October 2024 to assess the feasibility of a new 12-foot-wide separated shared-use path in Collier County. This path is planned to extend from Radio Road to the Collier County line and is proposed as a component of the Shared-Use Nonmotorized (SUN) Trail Priority Network. This initiative aims to bridge a significant gap between the existing Rich King Memorial Greenway and Lee County's forthcoming SUN Trail network to the north.

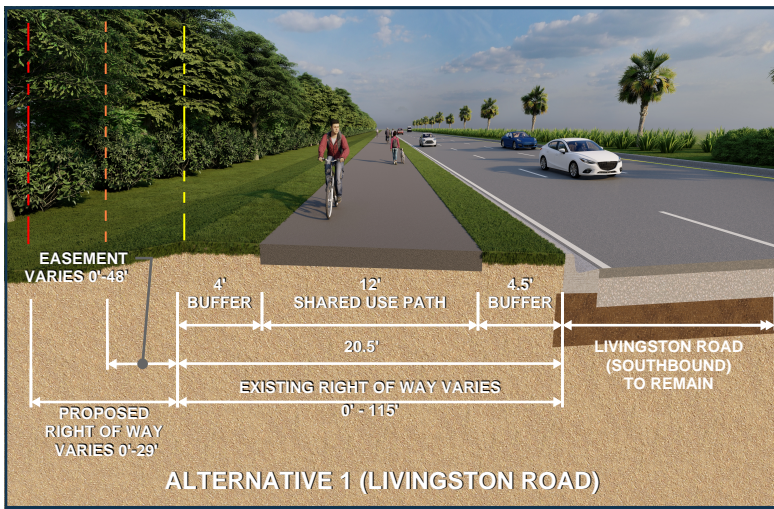
Within the project limits, the Livingston FPL Trail Extension, or any shared-use path, currently does not exist. The FPL utility easement varies in width from 110 feet to 405 feet within the study corridor. Livingston Road / County Road (CR) 881 is owned and maintained by Collier County. The existing six (6) lane divided principal arterial has a minimum right of way (ROW) width of 100 feet near Radio Road (CR 586) and a maximum width of 325 feet at the north end of the corridor. Some parts of Livingston Rd/CR 881 are located on easements, and not county-owned right-of-way.



FOR MORE INFORMATION ON THIS PROJECT, PLEASE VISIT:
www.SWFLROADS.com/project/447514-1

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Cynthia Sykes, FDOT District One Title VI Coordinator at (863) 519-2287 or at Cynthia.Sykes@dot.state.fl.us at least seven days prior to the hearing.

Para Materiales del Proyecto En Español
Por favor contacte a Karina Della Sera para información en español: (Karina. DellaSera@dot.state.fl.us o 863-519-



Alternative 1 - Livingston Road

Alternative 1 proposes constructing a new 12-ft wide shared use path with a 4.5-foot separation from the roadway, from the back of curb, and a 4-ft buffer area behind the path. The alignment for Build Alternative 1 is parallel to the west side of Livingston Road for the entire 11.5 miles of study corridor. Right of way needs for Alternative 1 vary along the corridor due to existing right-of-way widths and/or existing easement widths.



Alternative 2 - FPL Easement

Alternative 2 proposes a 12-ft wide shared use path with minimum 4 ft buffers on both sides within the FPL utility easement along the 11.5 miles of the study corridor. The alignment for Build Alternative 2 follows the existing gravel maintenance road within the FPL utility easement. Right of way needs for this alternative vary along the corridor and will be refined in the design phase.



LIVINGSTON FPL TRAIL EXTENSION

From Radio Road to the Collier County Line

Project Development & Environment Study

November 2025

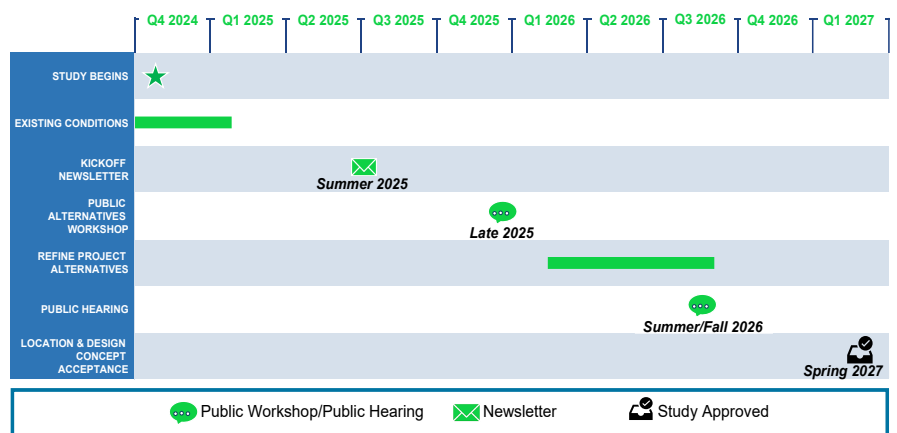
CONTACT US!

FDOT encourages the public to participate in the Livingston FPL Trail Extension PD&E Study public meeting. If you have questions regarding the meeting, please contact the FDOT Project Manager:

PROJECT CONTACT

Adam Rose | Project Manager
 Florida Department of Transportation - District One
 Environmental Management Office
 801 North Broadway Avenue | Bartow, FL 33809
 Tel: (863) 519-2832
 Email: Adam.Rose@dot.state.fl.us

FPID 447514-1: PD&E Study Schedule



Preliminary - subject to change

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

Connect on the web by visiting www.SWFLROADS.com project/447514-1 for more project details.

BONITA ESTERO RAIL TRAIL (BERT) UPDATE

DISCUSSION ITEM:

This item will provide an update on the right-of-way acquisition efforts to build the Bonita Estero Rail Trail (BERT) and upcoming tasks.

BERT is a proposed 14.9 mile long *r a i l s t o t r a i l* in the Seminole Gulf (SGL) Rail corridor. The project limits are from Wiggins Pass Road in North Naples to Alico Road in unincorporated Lee County. The alignment is on the SUN Trail Network and is also part of the Florida Gulf Coast Trail. The latter spans seven (7) counties.

Efforts had been underway since 2023 to acquire the SGL rail corridor right of way which had an original March 2026 closing date for finalizing the real estate transaction.

For ease and practicality in the acquisition of the rail right-of-way, the acquisition limits were divided into two phases - Phase 1 is from Wiggins Pass Road to Estero Parkway (11.4 miles) and Phase 2 is from north of Estero Parkway to Alico Road (3.5 miles). It is only the Phase 1 acquisition (with a re-negotiated price of \$60 million) that is moving forward, with the Trust for Public Lands working with the Collier County BOCC, the City of Bonita Springs, and the Village of Estero to secure the acquisition funds by the new closing date of October 2026.

Scott Stryker with *Friends of BERT* will be at the March 24th workshop to provide an update on the right- of-way acquisition involving Phase I. His update will cover renegotiated purchase price, costs per jurisdiction, and key tasks going forward (contract approval dates, due diligence, railbanking, purchase commitments, etc.).

CONNECTION PATHWAY BETWEEN BAYSHORE DRIVE AND SUGDEN PARK

DISCUSSION ITEM:

Bayshore's main street of amenities on a bay serving its residential area now has a near-half mile pathway connection including a pedestrian boardwalk over wetlands to Sugden Park with its trails and recreational areas surrounding Lake Avalon. The opening was on February 26th, 2026. Before then, the closest access point was 2 miles away. Collier County's Community Redevelopment Area created a presentation which will be given at the meeting.

**CALOOSAHATCHEE DOWNTOWN SUNTRAIL ALTERNATIVE MULTIMODAL
FEASIBILITY STUDY**

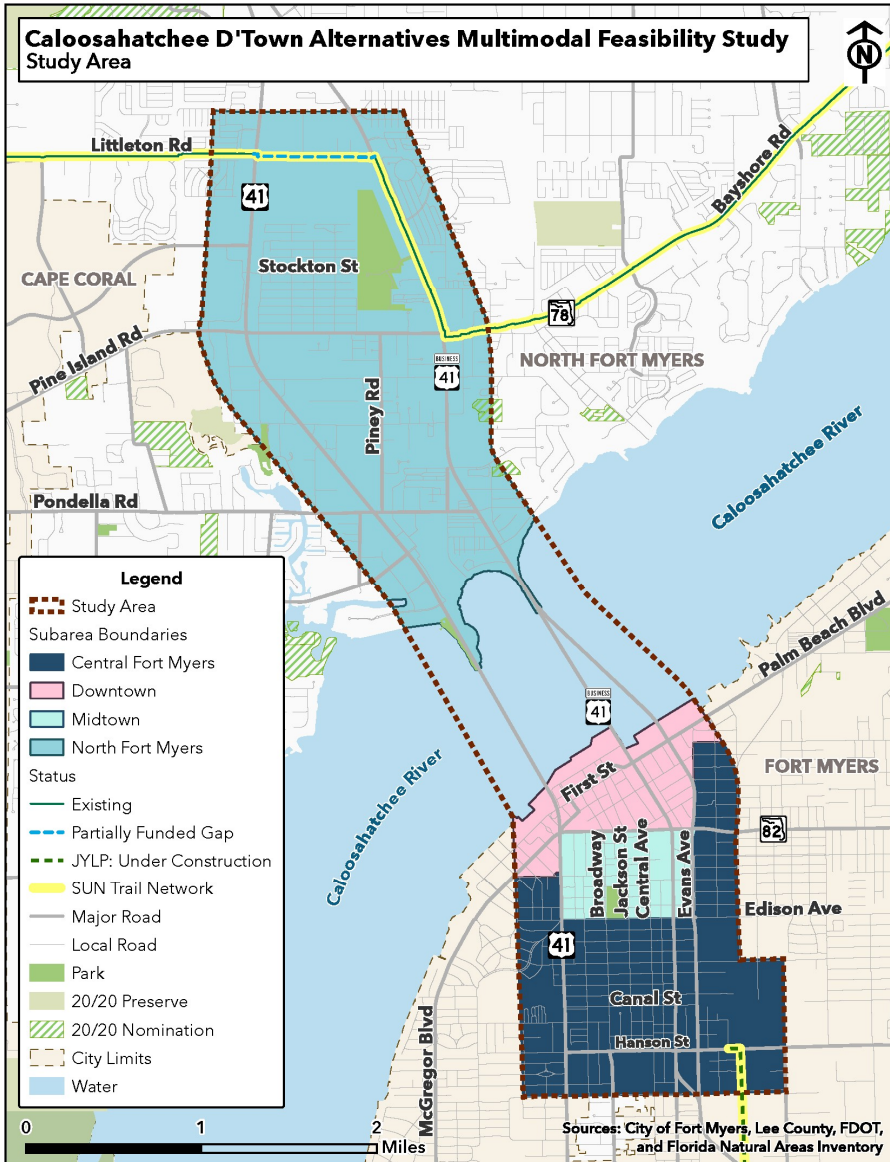
DISCUSSION ITEM:

This item will provide an update on the Lee MPO's Caloosahatchee Downtown Alternative Multimodal Feasibility Study which is currently under way. A map of the study area is **attached**.

The project calls for a new SUN trail alignment via the Caloosahatchee Bridge commencing from the northern terminus (Hanson Street) of the proposed John Yarbrough Linear Park Extension to the Littleton Road/Kismet Parkway shared used path in North Fort Myers. The new alignment will substitute an existing SUN Trail alignment in Fort Myers and North Fort Myers over the Edison Bridge and in the process bring it through midtown and downtown Fort Myers while using the new 8' wide sidewalk on the Caloosahatchee Bridge to cross the river to North Fort Myers.

The project has been underway since January of last year and has a completion date of June 2026. The project is funded with SUN Trail Program funds.

Ned Baier with Volkert will provide a presentation at the March 24th workshop.



Study Area Boundaries

- Quarter Mile Buffer Around the Following Corridors:
 - Littleton Road (North)
 - Business 41 (East)
 - Hanson Road (South)
 - US 41 (West)

Why Have a Study Area?

- Define geography for data collection and analysis
- Include relevant corridors to develop alternatives
- Include key destinations

CITY OF FORT MYERS SPIN SHARED MICROMOBILITY PROGRAM REPORT

DISCUSSION ITEM:

This item will provide an update on the City of Fort Myers e-scooter pilot program which was launched on August 17, 2025. The program primarily serves the Downtown River District with GPS tracked scooters. The program is operated by Spin. Spin uses a Lyft app that allows users to rent and pay for the e-scooters directly through the app. This is the first and only shared micromobility service provided anywhere in Lee and Collier Counties. A presentation on the program will be provided by Steven Weathers, the City's Economic Development Director.



LOCAL MICROMOBILITY ORDINANCE UPDATES IN LEE AND COLLIER

DISCUSSION ITEM:

This item will report whether local governments in Collier and Lee County have been successful in speed enforcement after new micromobility ordinances were adopted and existing ordinances were amended. This item will also report on the status of a couple of micromobility related bills that were debated by the Florida Legislature during the current legislative session which ended March 13th.

Lee County

The City of Sanibel and the Town of Fort Myers Beach amended their micromobility ordinances primarily to control the speeds at which e-bikes were being operated by users on bike ped facilities. The City of Sanibel amended theirs by requiring the City Manager to establish speed limits of no greater than 20 mph on bicycle paths based on the conditions of the bicycle path. Accordingly, an official map of established speed limits was developed and currently maintained by the City. The various cycle speed limits have been posted on the bicycle paths. The age limit of operating a Class I E-bike on the bicycle path was also lowered from 18 to 16 years.

The Town of Fort Myers Beach amended its micromobility ordinance by allowing Class I, II and III E-bikes to be operated on their sidewalks as long as users ride them at no more than 15 mph and yield the right of way to pedestrians and give an audible signal when overtaking. They are also required to reduce the speed to idle speed, generally between one and three miles, while passing a pedestrian. If sidewalks are present on both sides of a roadway, an e-bike user shall only use the sidewalk on the right side of the roadway and shall travel in the same direction as the adjacent vehicular traffic. Any person operating a bicycle on a sidewalk in violation of the above regulations is subject to a fine.

A report on enforcement at these two Lee County municipalities will be provided at the March 24th workshop.

Collier County

Collier County approved their Pedestrian Safety Ordinance 2025-22 during the last Joint Lee-Collier BPCC-BPAC on April 22, 2025. In summary:

- Anyone over 16 when operating a class 3 must do so in a bike lane if available.
- If an adult is operating an e-bike with a child under 16 they can do so on the sidewalk.
- Anyone under 16 cannot operate a class 3.
- Anyone riding an e-bike counter flow must stop at open intersections.
- Bicyclists must obey signals at crosswalks.
- Bikes and e-bikes must yield to pedestrians on shared pathways.
- E-bikes over 750 watts are prohibited on sidewalks and shared pathways.

- E-bikes shall not exceed 15mph on sidewalks.

Marco Island subsequently amended their transportation regulations along with provisions for cyclists on July 21, 2025 with Ordinance 2025-06. In summary, operators of bicycles, electric bicycles, motorized scooters, and micromobility devices shall:

- Be following all applicable Florida Statutes.
- Be following all applicable traffic laws in bike lanes.
- Not weave through traffic.
- Not modify e-bike motors to allow for higher speed than its design.
- Be allowed to operate when under manual power.
- Only allow the authorized number of passengers according to its design.
- Not suddenly leave a sidewalk or shared-use path from a place of safety into the path of a vehicle without the driver being able to yield right-of-way.
- On off-road shared-use pathways, yield to pedestrians and deliver an audible warning when passing.
- Not exceed 12mph on sidewalks and shared-use pathways.

A report on enforcement at these two Collier County municipalities will be provided at the March 24th workshop.

Micromobility Legislation:

MPO staff have been tracking two micromobility related bills that were debated this legislative session. The fate of these bills will be reported at the March 24th workshop. They include *CS/SB 382: Electric Bicycles, Scooters, and Motorcycles* and *CS/SB 1220: Transportation*. The latter includes language that expands operation of personal delivery devices in bike lanes and paved shoulders. These devices can be operated up to a maximum speed limit of 20 mph.

INFORMATION AND DISTRIBUTION ITEMS

A. Lee Collier Regional Congestion Management Update

A regional Congestion Management Study involving Lee and Collier MPO is underway. The focus is on regional roadways crossing the County line in southern Lee County and northern Collier County. As part of the analysis that has been done so far, an origin destination analysis was conducted using Replica Places and that analysis is **included in Attachment Aa**. In addition, roadway conditions were analyzed using RITIS and that analysis is **included in Attachment Ab**.

- B. **Safe Streets for All Report.** Both Lee and County received Safe Streets for All (SS4A) federal discretionary grants to develop Comprehensive Safety Action Plans.

Lee MPO

- The SS4A grant for Lee County covered only off system roadways. On street roadways were covered under a separate FDOT District 1 study. The two studies make the comprehensive safety plan for Lee County whole. Both studies are complete. The plan can be downloaded at [Safe Streets for All Action Plan - Lee County MPO](#).
- On the heels of the completed Comprehensive Safety Plan, the Lee MPO partnered with LCDOT and UCF to successfully apply for a \$1,464,746 SS4A Planning and Demonstration Grant. The grant is supplemented with a 20% local match. The project called *Harnessing AI and High-Fidelity Digital Twins for Proactive Road Safety* will deploy a coordinated system of roadside lidar, radar, and camera sensors at selected pilot locations, chosen based on High Injury Network corridors with recurring crash complaints. The sensors will capture high resolution traffic data, which will be analyzed using AI powered detection algorithms, econometric modeling, and digital twin simulations. LCDOT, who is the lead applicant, is currently working on an interlocal agreement with FHWA to commence the project.

Collier MPO

- A bicycle and pedestrian High Injury Network was included the development of the SS4A SAP and was incorporated in the project prioritization process of the Bicycle and Pedestrian Master Plan. Both plans were approved by the MPO Board at their October 10th, 2025 meeting and are available at their webpages:
 - [Traffic Safety – Collier Metropolitan Planning Organization](#)
 - [BICYCLE & PEDESTRIAN MASTER PLAN – Collier Metropolitan Planning Organization](#)

SS4A FY 2026 NOFO: The FY 2026 Notice of Funding Opportunity (NOFO) for SS4A has not been released but it should be released any day now.

C. Heartland Regional Trail Kickoff Newsletter

FDOT is coordinating the development of feasibility studies for Collier County's part (FPID 455291-1) of the Florida Heartland Regional Trail to determine project viability. Formerly

named Collier to Polk, it is a regionally significant system within the SUN Trail network. Kickoff Newsletter from January 2026 is included in **attachment Ca** for information.

Lee County Travel Assessment

Understanding how people travel throughout Lee County and the Southwest Florida region is essential for evaluating local and regional mobility patterns. This understanding helps point to future transportation planning needs and initiatives that serve the travelers within the region. This study will look to answer the following questions:

- What is the distribution of travel demand through Lee County and what is its reach?
- How do travel patterns between Lee and Collier County associate with each other?
- What is the level of travel between the Cape Coral and Bonita Springs MSAs?
- Where are Lee County residents' jobs located?

By analyzing regional travel flows, this assessment aims to provide a better understanding of travel in Lee and Collier Counties by highlighting which areas function as the central location of travel and how travel behavior looks across defined geographic boundaries of Lee County and the regions Urbanized Areas.

Data Acquisition

Travel data for this assessment was sourced from Replica HQ, a platform that models real-world travel behavior. Replica data was used to analyze custom-defined geographies in southwest Florida to provide a clear understanding of trip patterns. This data was used to describe the overall trends within the population's travel demand to the south.

Replica HQ Data

Replica HQ is an online data platform that models populations and the trips they make based on real-world travel behaviors. Replica provides a detailed picture of how people move across regions by combining mobile device location information with land use, transportation network, and demographic data for many standardized geographic levels to estimate trip patterns and reflect real-world travel behavior.

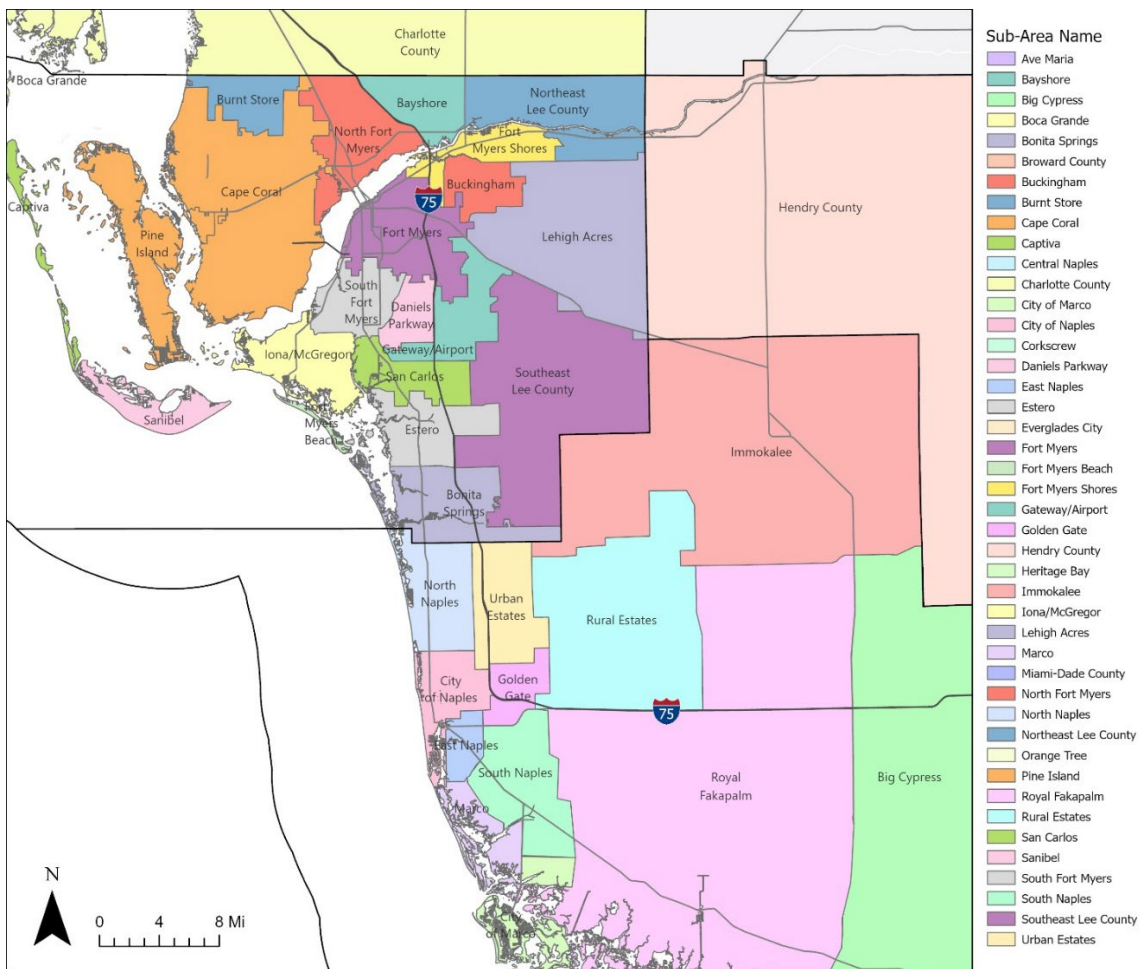
Each trip recorded includes data regarding the trip's origin and destination, trip purpose, mode of travel, time of day, and trip taker characteristics that represent individual people traveling within the model. Replica data can reveal where people are traveling to and from, how or why those trips occur, and how mobility patterns vary across different geographic extents. For this study, Replica data was gathered for various geographic levels entering or exiting Lee County, or portions of the county. Trips that were assessed included any purpose, except for commercial freight and pass-through trips, except when noted.

Identification of Sub Areas

To assess the travel flow of trips within Lee County, the geographic extent of southwest Florida was split into 38 sub areas. Each area represents a general regional identity established by those living there but does not exactly follow or encompass any jurisdictional rules. These sub areas were derived from a previous study assessing demographics of Lee and Collier counties but were edited for the purpose of this study.

Of the 38 sub areas, 21 of them are in Lee County, home to the Cape Coral MSA, representing various cities or communities across the county. Twelve of the sub areas are in Collier County, which is home to most of the Bonita Springs MSA. The remaining five sub areas are at the county level, including Broward, Charlotte, Hendry, Miami-Dade, and Palm Beach counties. These sub areas, excluding the east coast counties, are shown in **Map 1**.

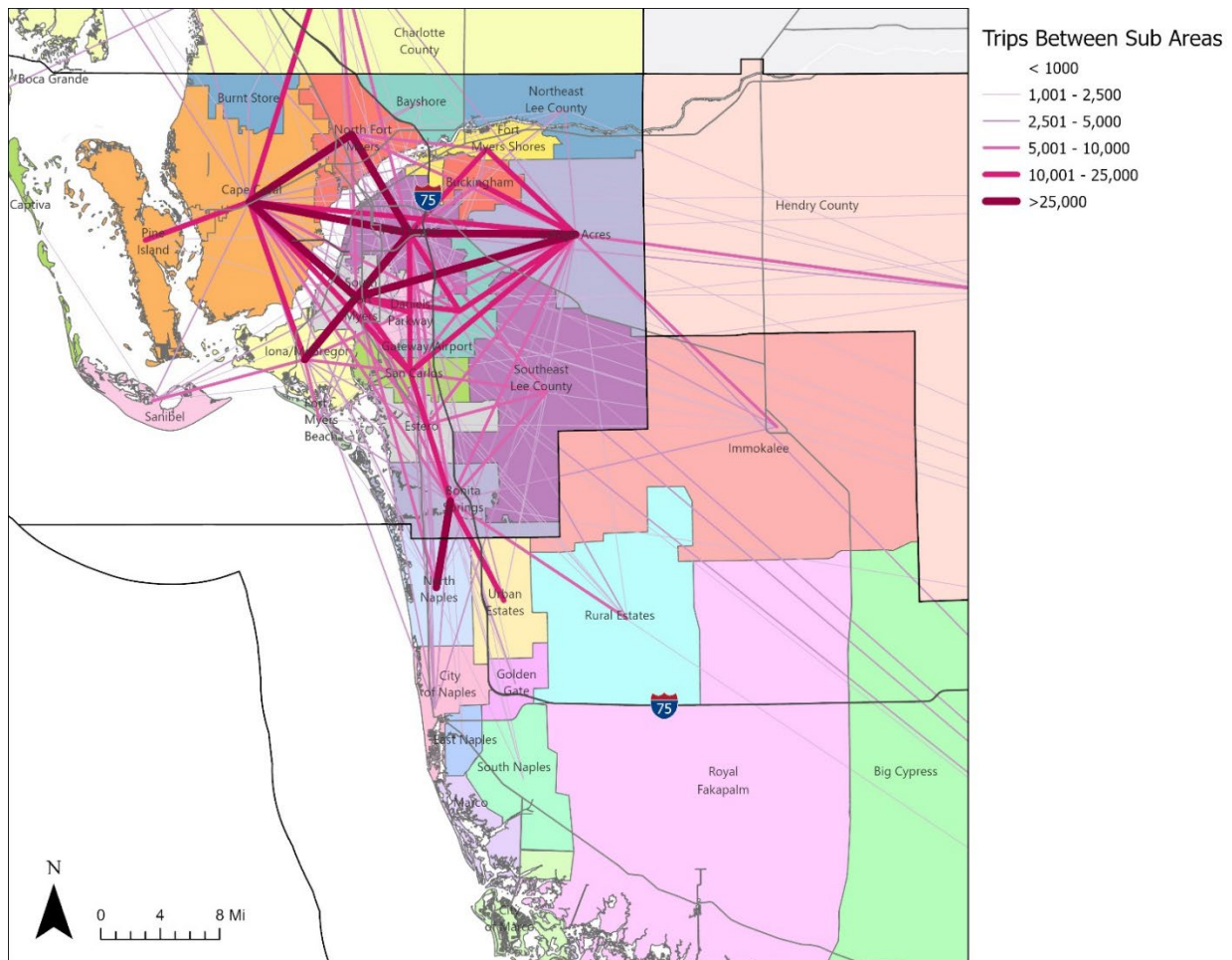
Map 1: Study Area Sub Areas



Inter-Area Trips

These sub-areas were assessed using Replica’s travel flow tool, providing an understanding the geographic extent of trip generation for Lee County. **Map 2** shows the overall travel flows of each trip entering, staying within, or leaving Lee County for each sub area. This map shows that the bulk of trips occur as intercounty trips staying within Lee County. The most significant travel flows are associated with the Fort Myers sub area and the surrounding areas of Cape Coral, North Fort Myers, South Fort Myers, Iona/McGregor, and Lehigh Acres. Furthermore, trips are common between the North Naples and Urban Estates sub areas in Collier County with the Bonita Springs sub area in Lee County, generally stemming from the US-41 corridor south of Fort Myers.

Map 2: Number of Trips Between Sub Areas



Trips Crossing Lee County Boundaries

It's apparent that there are large number of trips crossing the Lee County line daily. In total, there are 335,128 daily trips crossing into Lee County, approximately 10.2% of all trips. The remaining 89.8% of trips are internal to Lee County. While the cross-county trips occur on multiple roadways, specific roadway corridors are most likely used to transport travelers between counties given the origin and destination locations. **Table 1** lists the top travel flows between counties and the corridors being used.

Table 1: Top County to County Travel Flows

External County	Number of Daily Trips	Percent Share (%)	Likely Corridors
Collier	200,470	59.8%	I-75, US-41, Imperial Pkwy, Corkscrew Road
Hendry	28,397	8.5%	SR-78, SR-80, SR-82
Miami-Dade	28,229	8.4%	I-75
Broward	19,388	5.8%	I-75
Charlotte	14,527	4.3%	I-75, US-41, Burnt Store Rd, SR-31
Palm Beach	10,470	3.1%	I-75, US-27
Orange	5,981	1.8%	I-75
All Other (FL)	27,666	8.3%	I-75, SR-80
Total	335,128	100%	

Overall, the majority of the county-to-county trips (59.8%) occur between Lee and Collier counties. At the sub-area level, the greatest number of these cross-county trips occur between Bonita Springs and North Naples as well as the Urban Estates in Collier County (See Table 2). While there were fewer trips crossing the northern boundary of Lee County than the southern boundary, there are a notable number of trips between Lee and Charlotte County, most specifically heading towards Cape Coral and Fort Myers. It's also worth noting that more than 8% of the inter-county trips are from Hendry County, second only to Collier County.

Looking more closely at the travel between the sub-areas of Lee County and those of the rest of the region, **Table 2** lists the total number trips entering and leaving Lee County - occurring in both directions of travel - between subareas. The top travel flow between sub areas across county boundaries was observed between Bonita Springs and North Naples.

Table 2: Top Inter County Sub-Area to Sub-Area Travel Flows

Lee County Location	Other County Location	# of Trips	Likely Corridors
Bonita Springs	North Naples	42,785	US-41, I-75, Imperial Pkwy
Cape Coral	Charlotte County	15,158	US-41, Burnt Store Rd
Bonita Springs	Urban Estates	14,819	I-75
Lehigh Acres	Hendry County	11,860	SR-80, Keri Rd
Fort Myers	Charlotte County	9,293	I-75, US-41
Lehigh Acres	Immokalee	6,069	SR-82

Cape Coral & Bonita Springs Urbanized Areas Travel Flows

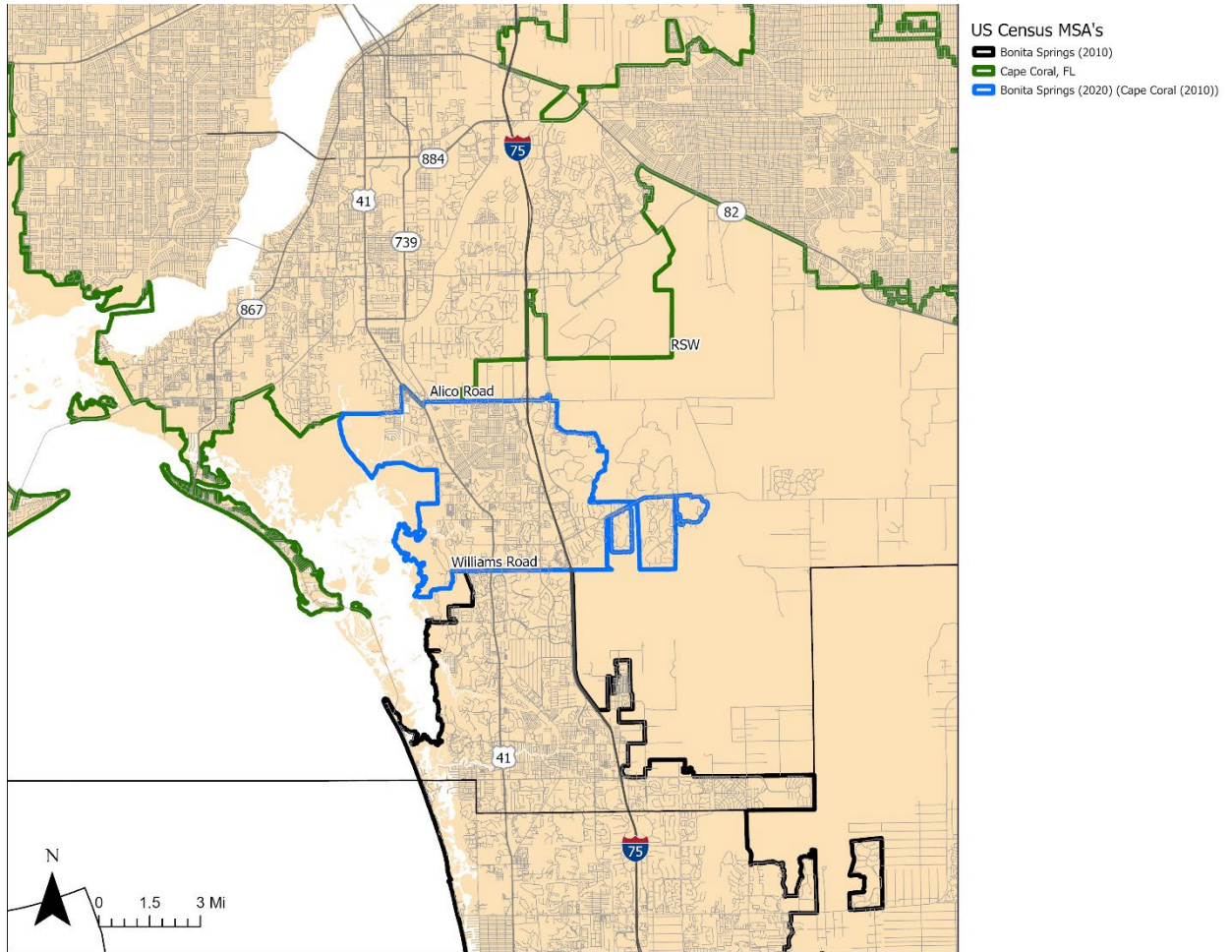
The portion of Southwest Florida in Lee and Collier County’s has historically been categorized as two separate Metropolitan Statistical Areas (MSAs). An MSA is the geographic region defined by the U.S. Office of Management and Budget used to agglomerate areas of regional identity, centered around a core area of at least 50,000 people. MSAs function as the standardized geography in planning related to the overall population, transportation, zoning, and other social services. Agencies use the data associated with each MSA to determine funding allocations for certain government programs, including many federal grant programs.

Two MSAs fall within the boundaries of Lee County, Cape Coral and Bonita Springs. Cape Coral encompasses most of the built areas in Lee County, including municipalities from Pine Island to Lehigh Acres and North Fort Myers near southern Lee County. The Bonita Springs MSA lays directly south of Cape Coral and encompasses the southern shore of Lee County as well as much of the urbanized coastal portions of Collier County.

During the 2020 decennial census, the boundary between the Cape Coral and Bonita Springs MPOs was redrawn, resulting in the San Carlos Park and Estero planning areas being moved to the Bonita Springs MSA. Prior 2020, San Carlos Park and Estero were part of the Cape Coral MSA. **Map 3** highlights the changes to the two MSAs during the 2020 decennial census. This change will be referred to as San Carlos Park/Estero in the later sections of this chapter.

This change warrants further assessment to understand how future funding is allocated between the two MPO’s to best serve the region. Replica-generated trip data was used to assess common trip destinations for the local population within Lee County and the San Carlos Park/Estero area between Williams Road and Alico Road. Specifically, residents’ commuter data was pulled for Lee County at the block group, sub area, and MSA level, providing the work location of each commuter to answer this question. This data will be used to show the travel demand in the following sections.

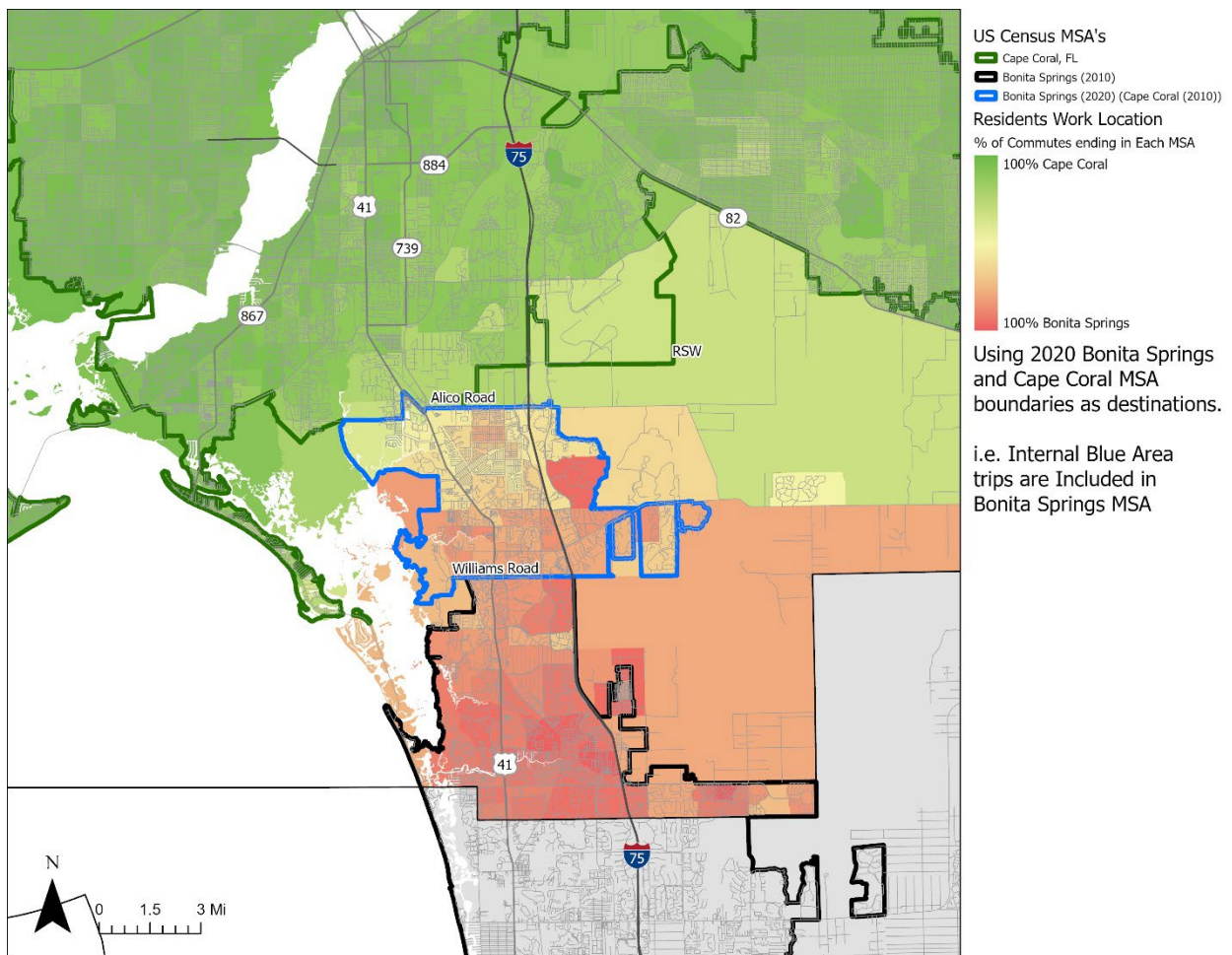
Map 3: Change in Cape Coral and Bonita Springs MSAs (2010 – 2020)



Commuter Trip Destinations

Map 4 shows the percentage of residents working in either the Cape Coral or Bonita Springs MSAs based on their home block group within Lee County. The data is displayed on a sliding scale with dark green areas indicating a majority of the local workforce working in the Cape Coral MSA, while dark red areas are locations where residents predominantly work in the Bonita Springs MSA. Yellow shades represent areas of mixed work locations, with residents traveling to either MSA for work is more balanced. It is worth noting that this map uses the 2020 MSA boundaries, resulting in local San Carlos Park/Estero trips counting towards the Bonita Springs MSA.

Map 4: Destinations of Commuters for Each Block Group in Lee County



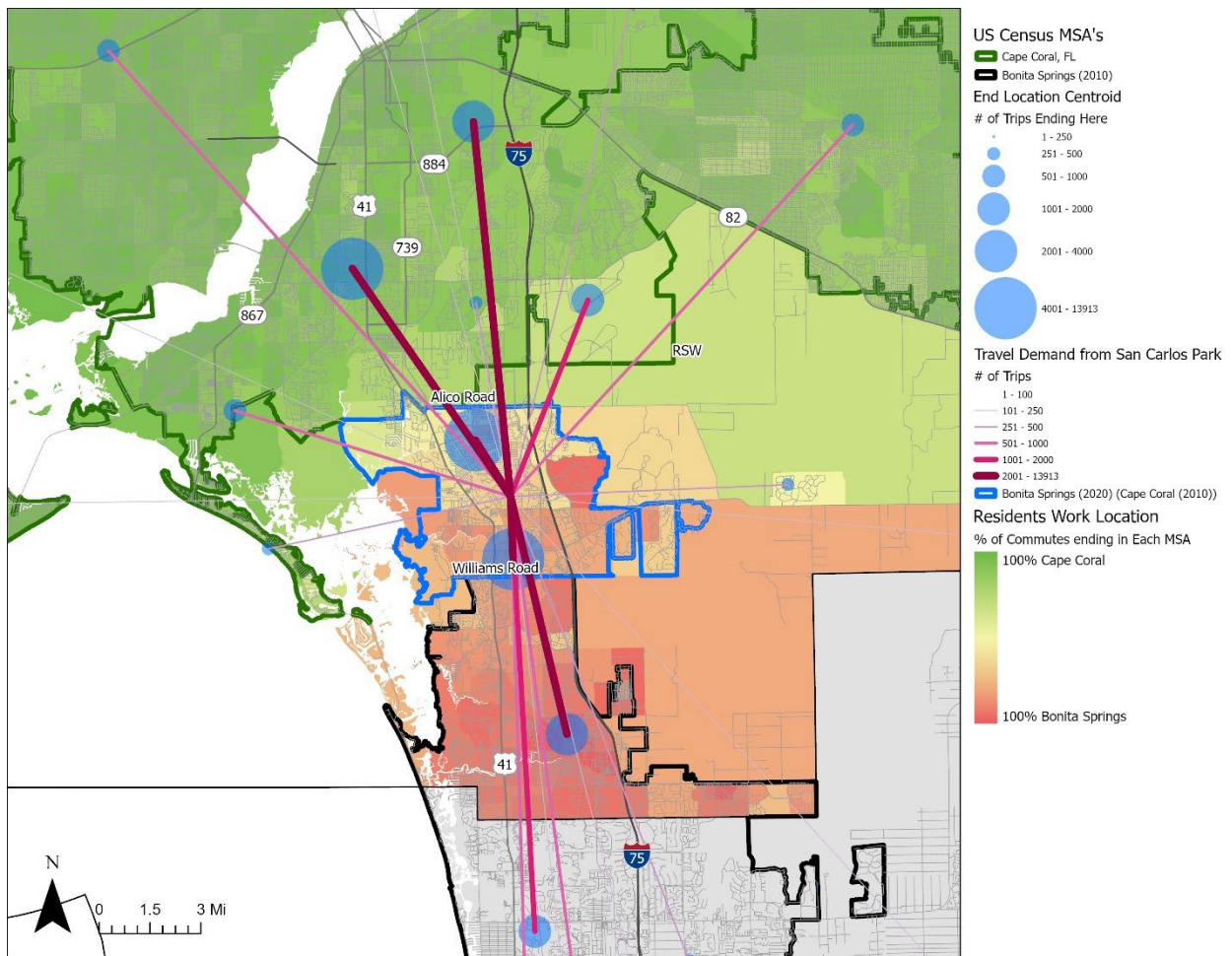
This map shows residents living across much of Lee County, including Fort Myers Beach and Sanibel Island as well as inland communities north of Alico Road, have a work location within the Cape Coral MSA in shades of green. Those living in the southern portion of the county tend to work in Bonita Springs MSA, shown in shades of orange. Furthermore, the map shows that the San Carlos Park/Estero area, which changed from the Cape Coral MSA

to Bonita Springs MSA in 2020, has more jobs in Bonita Springs overall. However, it's worth noting that the job location distribution in much of San Carlos Park/Estero tends to be lighter shades on this continuum, with residents in this area tending to work in both Cape Coral and Bonita Springs MSA's at nearly equal rates.

Visualizing San Carlos Park/Estero Trips

Another analysis of the commuting patterns originating in San Carlos Park/Estero looked at the number of trip destinations within Lee and Collier County at the sub area level. **Map 5** shows the distribution of commuter flows from San Carlos Park/Estero by illustrating the number of trips in lines stemming from the centroid of San Carlos Park/Estero to the centroid of any of the sub areas identified in **Map 1** within Lee and Collier County.

Map 5: Trips to All Sub Areas from San Carlos Park



This map highlights the sub areas with the highest level of commuter travel, showing the two local sub areas for San Carlos Park and Estero areas having the greatest number of trips, with nearby South Fort Myers also generating over 4,000 daily trips. The list of the top

sub area destinations for San Carlos Park/Estero is shown in **Table 3**. Generally, the number of trips correlates with the distance from the study area. The top trip generators after the local trips – within the San Carlos Park/Estero area - include South Fort Myers, Fort Myers, and Bonita Springs.

Table 3: Top Ten Commuter Destinations for San Carlos Park/Estero Population

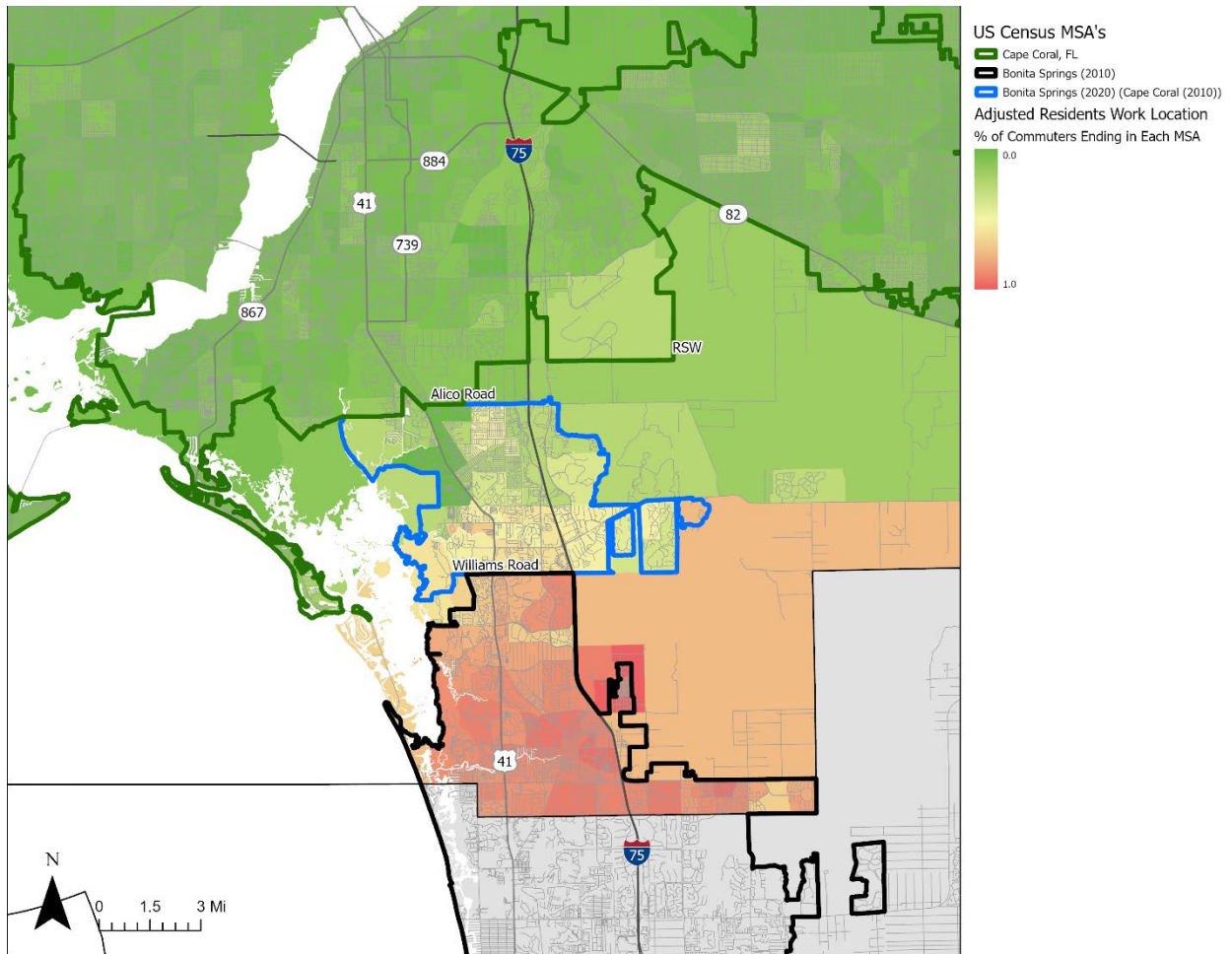
Location	# of Trips
San Carlos Park	13,913
Estero	6,776
South Fort Myers	4,163
Fort Myers	3,605
Bonita Springs	3,015
North Naples	1,947
Gateway/Airport	1,805
Iona/McGregor	874
Central Naples	770
City of Naples	764

Adjusting for Local Trips

Another way to look at this data is by removing the San Carlos Park/Estero area from the either 2020 MSA and assessing trips within the study area the same as before. **Map 6** shows the results after removing San Carlos Park/Estero as a destination from the 2020 Cape Coral MSA. It reveals that there are many areas within San Carlos Park, especially along US-41 and north of Estero Parkway, where residents overwhelmingly travel to the Cape Coral MSA over Bonita Springs for work. South of Estero Parkway, the distribution of trips is more balanced between the two MSAs with the block groups appearing as bright yellow, and only some very small areas leaning orange.

This data also provides information at the level of the San Carlos Park/Estero area and can show the overall number of trips going into each MSA. There are 12,857 daily commuter trips between San Carlos Park/Estero and the Cape Coral MSA. Meanwhile, there are only 7,946 daily commuters traveling to the Bonita Springs MSA.

Map 6: Destinations of Commuters for Each Block Group in Lee County Removing San Carlos Park from Either MSA



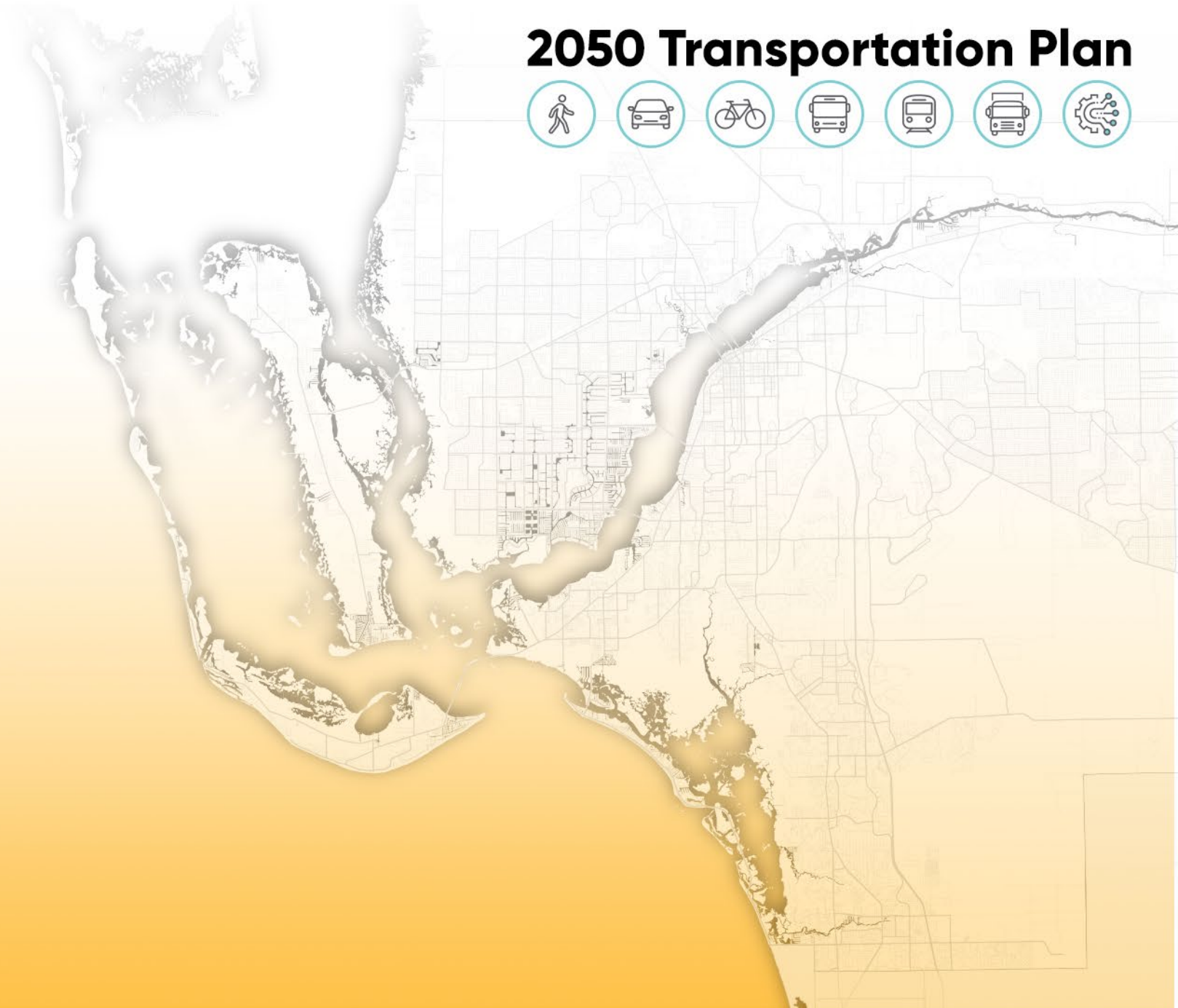
Finally, commuter trips traveling between the Cape Coral MSA and the Bonita Springs MSA into the San Carlos Park/Estero study area were also assessed. Results from this assessment showed the number of commuters living within each respective MSA. There are 14,156 daily commuters traveling from the Cape Coral MSA to San Carlos Park/Estero, while there are only 6,004 daily commuters traveling into the area from the Bonita Springs MSA.

Overall, San Carlos Park/Estero appears to be associated more closely with the Cape Coral MSA, with nearly double the amount of outbound commuters and more than double the number of inbound commuters. Residents living in this area have active connections with the Cape Coral MSA, while at the same time maintaining ties to the Bonita Springs MSA illustrating the growing connectivity between these two urbanized areas in Southwest Florida.



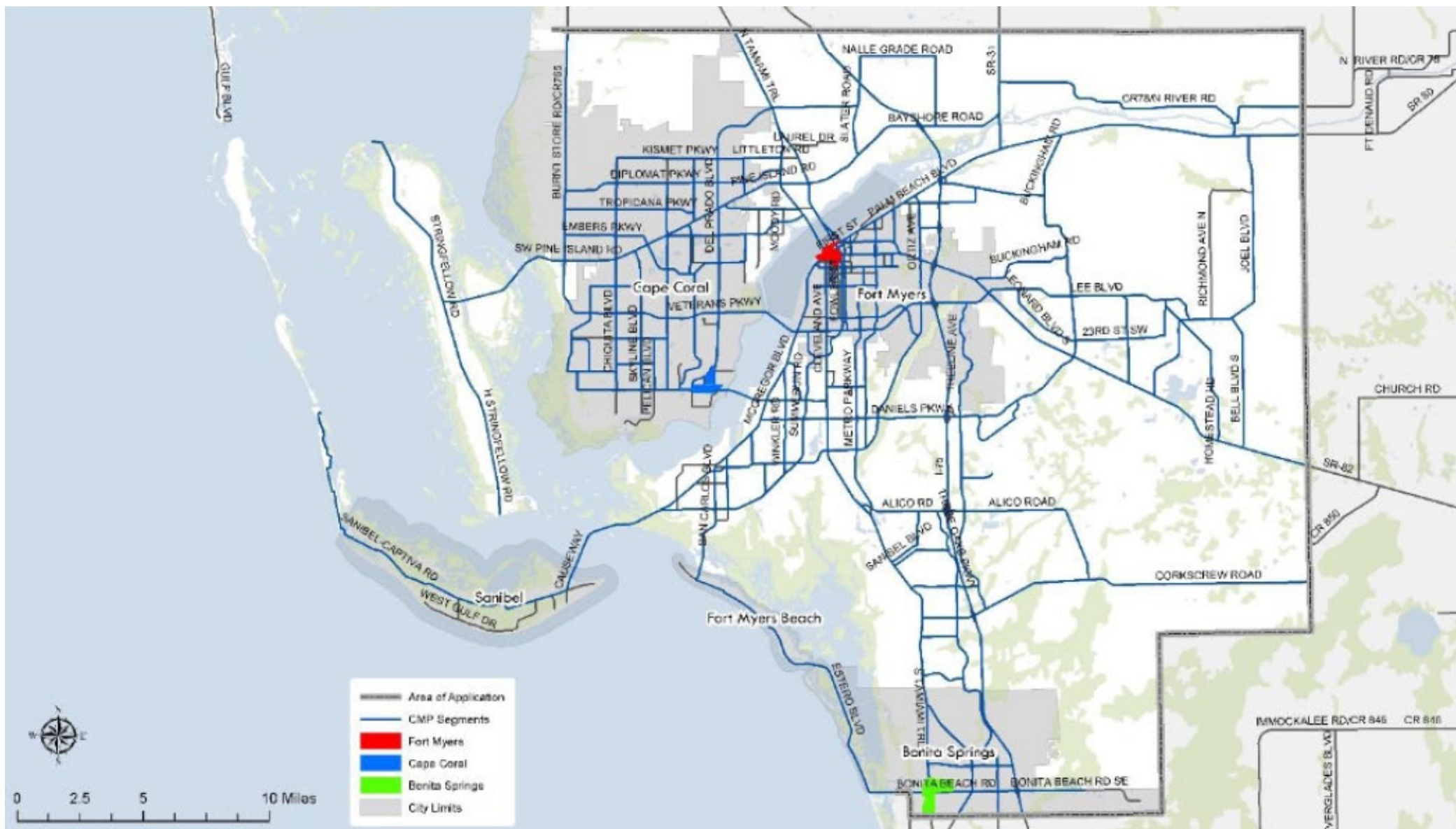
Congestion Management Update

Preliminary Congestion
Data Summary



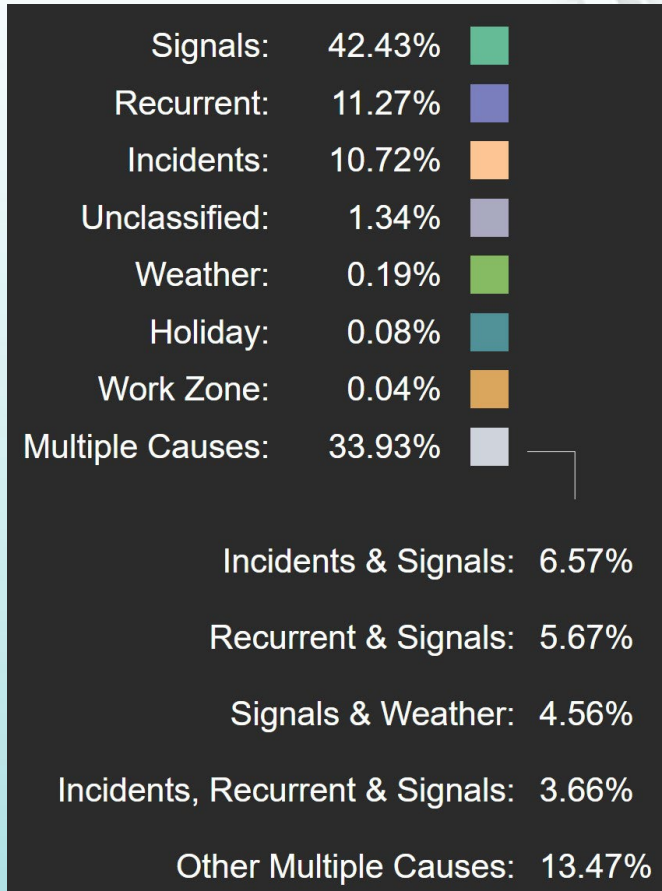
Regional CMP Network

Previous CMP
 Network to
 be Updated

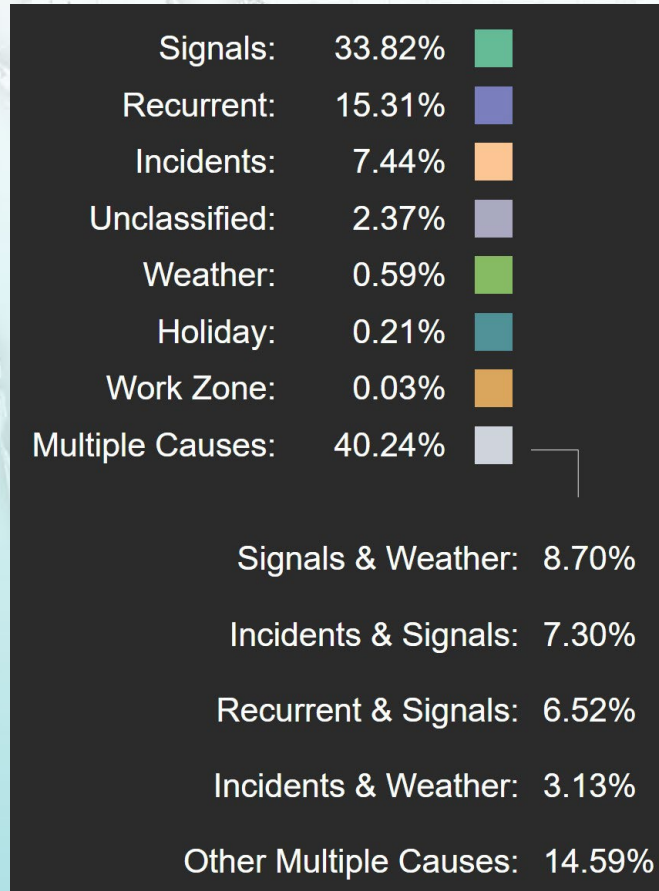


Systemwide Causes of Congestion

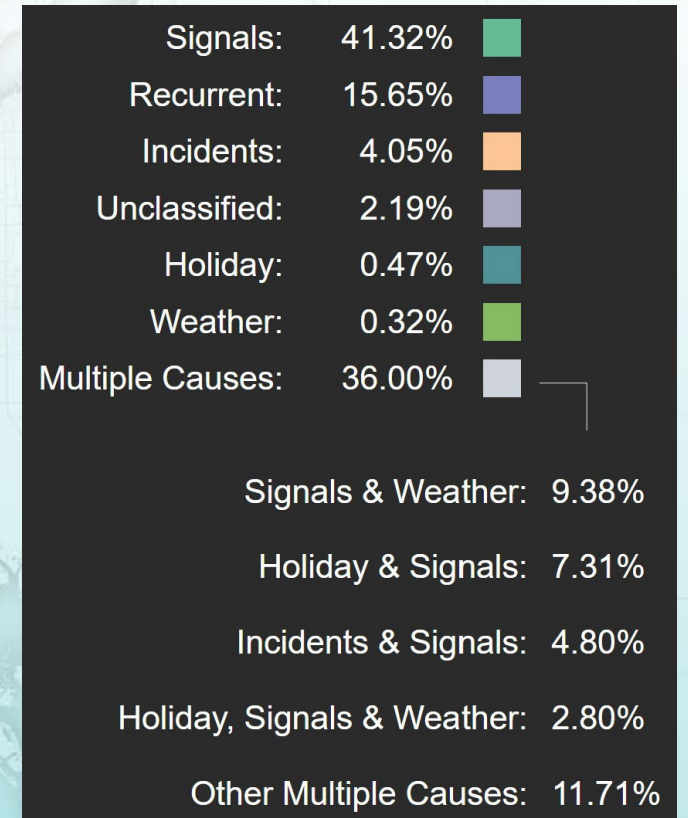
2024 WEEKDAY – AM Peak



2024 WEEKDAY – PM Peak



2024 WEEKEND – All Day



Source: RITIS

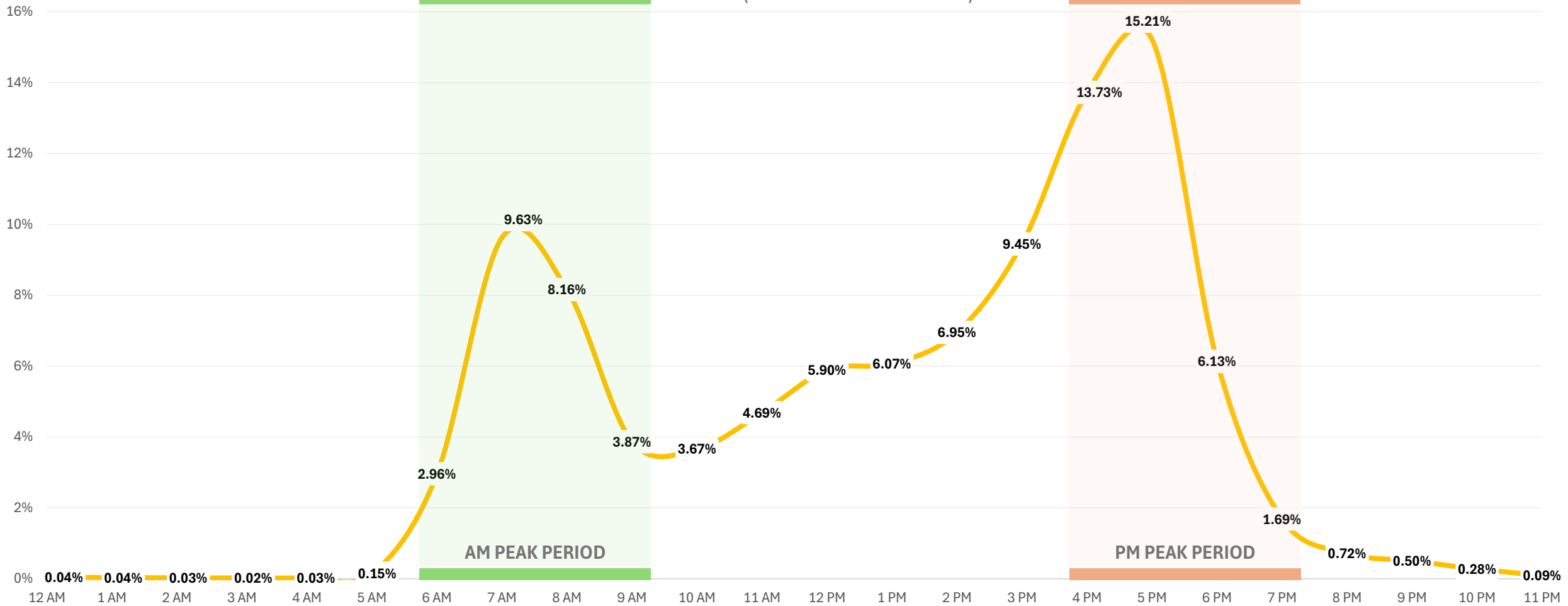
2050 Transportation Plan



Systemwide Delay Summary

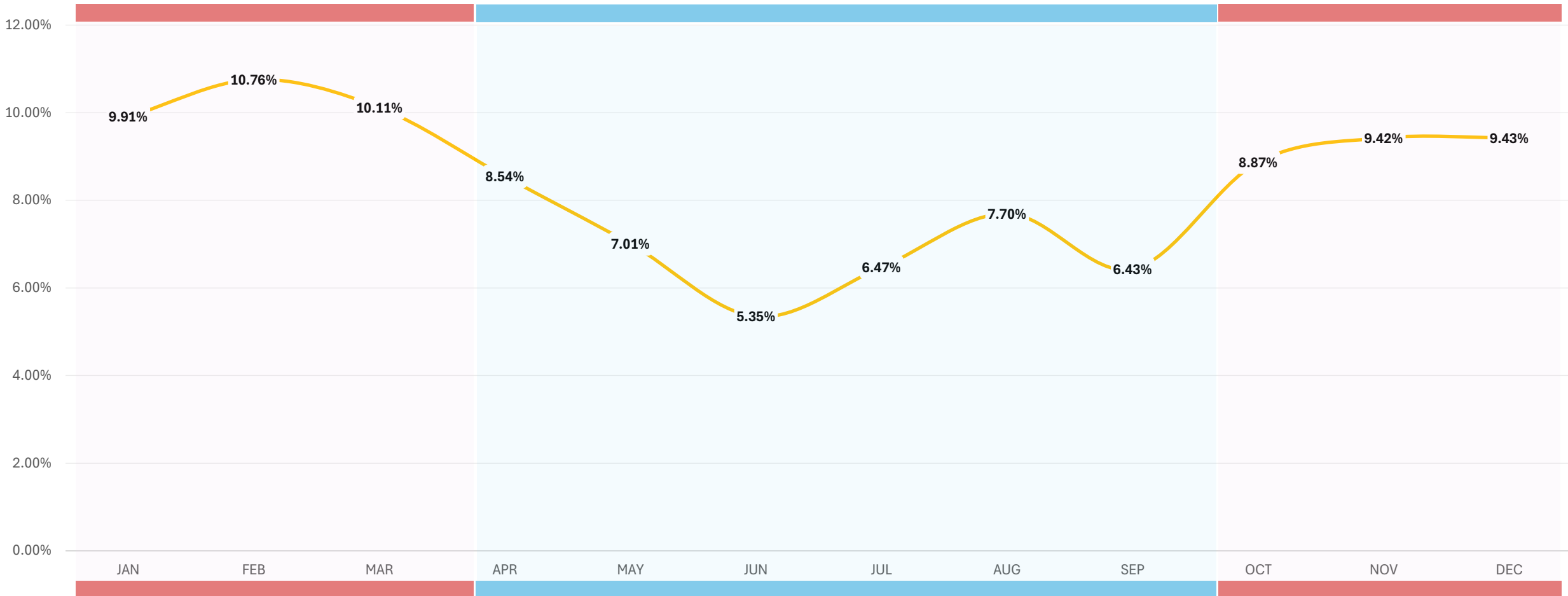
VEHICLE HOURS OF DELAY - BY TIME OF DAY

(As a % of 2024 Annual Total)



Systemwide Delay Summary

VEHICLE HOURS OF DELAY - *BY TIME OF YEAR*
(As a % of 2024 Annual Total)



Recurring Bottleneck Locations

2024 Rank	Bottleneck Head Location	AVG Max Daily Queue Length (Miles)	AVG Daily Duration	Agency-Reported Events	Waze-Reported Events	Vehicle Volume Estimate
1	COLONIAL BLVD EB @ I-75 / SR 93	1.61	3 h 18 m	51	923	34,459
2	COLONIAL BLVD WB @ CR 865 / SIX MILE CYPRESS PKWY / ORTIZ AVE	1.00	8 h 9 m	31	666	38,687
3	DANIELS PKWY EB @ I-75	3.96	1 h 38 m	11	714	26,242
4	COLONIAL BLVD EB @ FOWLER ST	0.56	5 h 35 m	4	143	26,873
5	I-75 NB @ CR 865 / EXIT 116	6.25	1 h 6 m	3,501	2,520	38,164
6	CR 884 EB @ SR 867 / MCGREGOR BLVD	4.01	1 h 31 m	0	417	24,943
7	I-75 NB @ CR 850 / EXIT 123	12.42	24 m	5,336	3,911	37,851
8	CAPE CORAL PKWY EB @ COLLEGE PKWY	2.35	1 h 10 m	0	192	21,934
9	CR 887 NB @ TERRY ST	1.38	1 h 53 m	0	205	23,575
10	I-75 SB @ CR 850 / EXIT 123	6.14	41 m	4,803	3,410	38,639

Source: RITIS



Congestion & Bottleneck Trends

Recurring Bottleneck Locations (AUG 2025)

Numbers Indicate Monthly Ranking

2023				2024												2025								Bottleneck Head Location
SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	
1	-	20	20	15	19	13	2	-	-	7	8	15	5	7	4	6	1	1	3	1	1	2	1	I-75 NB @ CR-850/EXIT 123
-	-	-	-	11	-	-	-	15	-	19	-	-	-	-	-	-	-	-	16	-	9	10	2	I-75 NB @ ALICO RD/EXIT 128
12	18	-	-	-	-	-	15	10	7	5	5	14	17	16	11	10	10	7	10	9	8	11	3	COLONIAL BLVD WB @ SR-867/MCGREGOR BLVD
-	-	-	-	-	-	-	-	-	18	-	19	-	-	-	-	-	-	-	7	5	2	1	4	DANIELS PKWY EB @ SR-82
11	7	15	15	-	-	14	6	7	1	4	4	5	8	5	5	12	12	12	6	7	15	15	5	CR-884 EB @ SR-867/MCGREGOR BLVD
9	11	18	14	-	-	-	-	12	10	13	14	11	20	-	16	-	-	-	-	10	6	7	6	ANDALUSIA BLVD NB @ SR-78/NE PINE ISLAND RD
10	-	-	-	6	10	18	11	20	-	-	15	4	6	10	10	8	8	4	4	11	7	4	7	I-75 SB @ CR-850/EXIT 123
-	-	7	6	8	2	4	5	1	3	3	7	6	10	6	6	4	3	9	5	4	12	3	8	I-75 NB @ CR-865/EXIT 116
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	3	5	9	COLONIAL BLVD EB @ SR-82/LEE BLVD
8	10	14	-	-	-	-	-	11	-	-	18	9	12	12	15	19	17	18	8	6	10	9	10	CR-884 WB @ SR-82/CR-884/COLONIAL BLVD

Source: RITIS

Vehicle Hours of Delay (2022-2025)

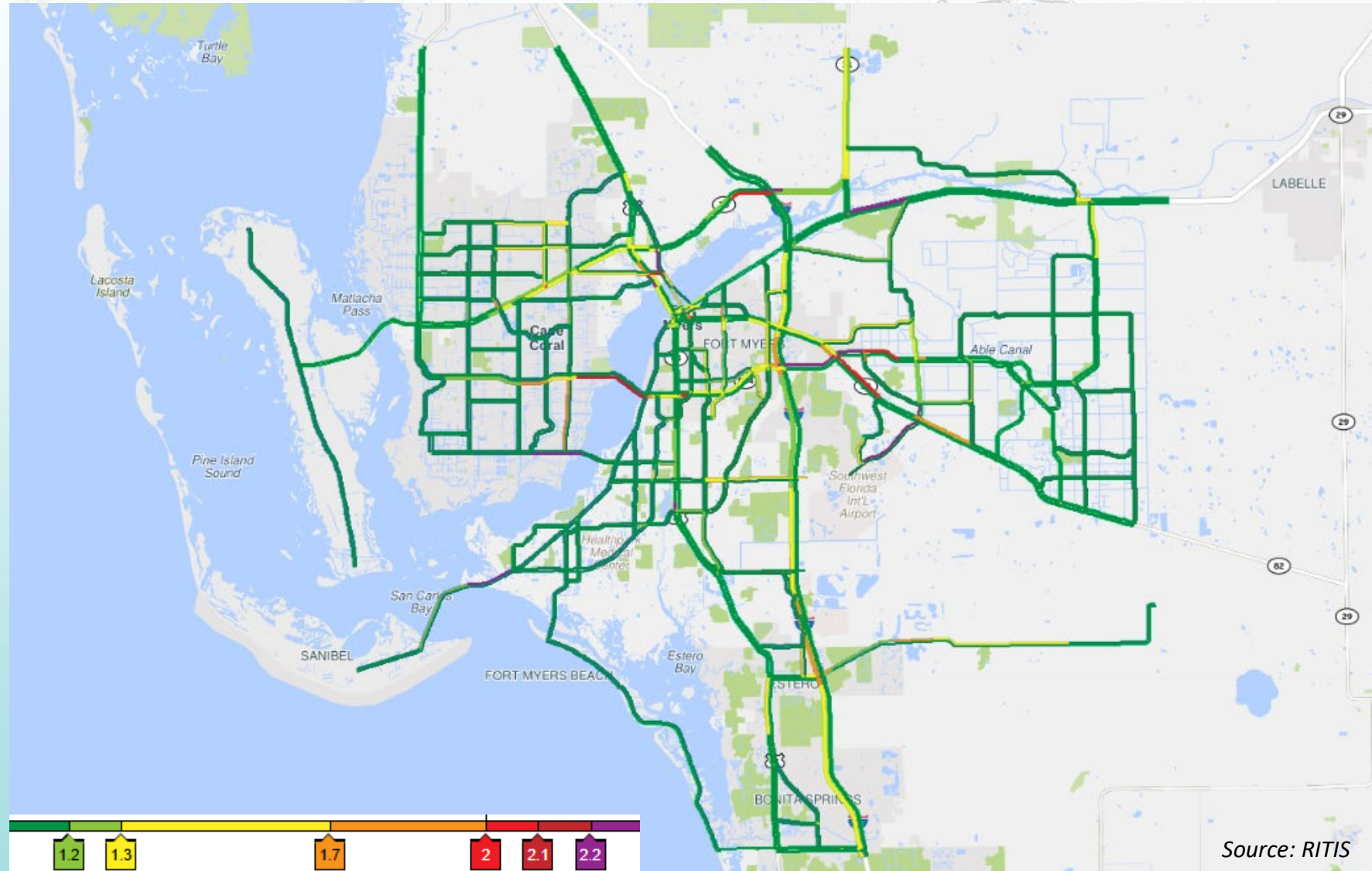
Year	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Annual Total
2025								-	-	-	-	-	-
2024													5.4 M
2023													4.9 M
2022													4.5 M

AM Peak Period Congestion

2024 Average Weekday Travel Time Index (TTI) at 7:30 AM

A TTI of 1.0 indicates that average measured travel speeds are equal to average free-flow speeds.

A TTI of 2.0 indicates that a trip would take twice as long compared to the same trip in free-flow conditions.

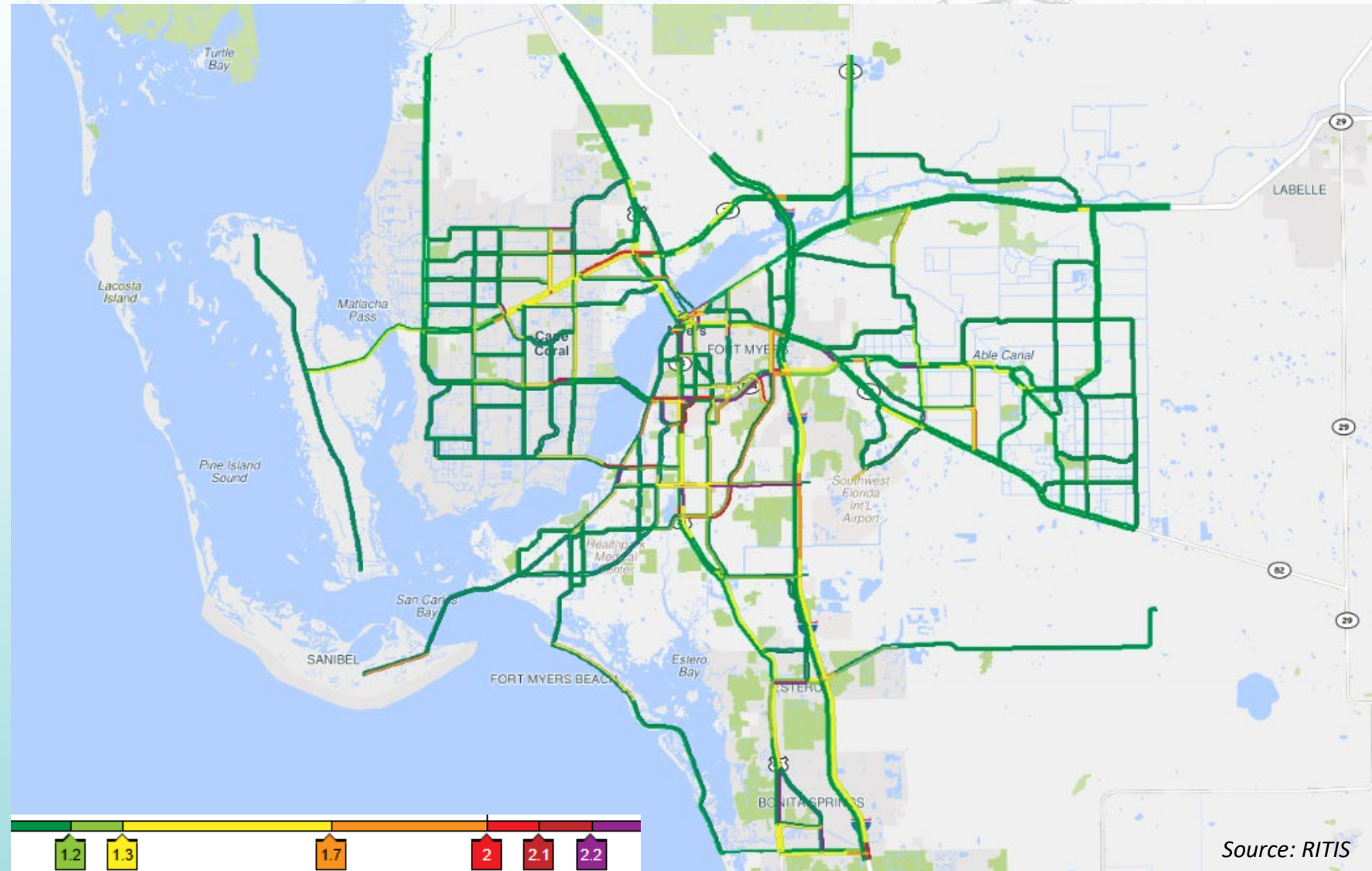


PM Peak Period Congestion

2024 Average Weekday Travel Time Index (TTI) at 5:30 PM

A TTI of 1.0 indicates that average measured travel speeds are equal to average free-flow speeds.

A TTI of 2.0 indicates that a trip would take twice as long compared to the same trip in free-flow conditions.

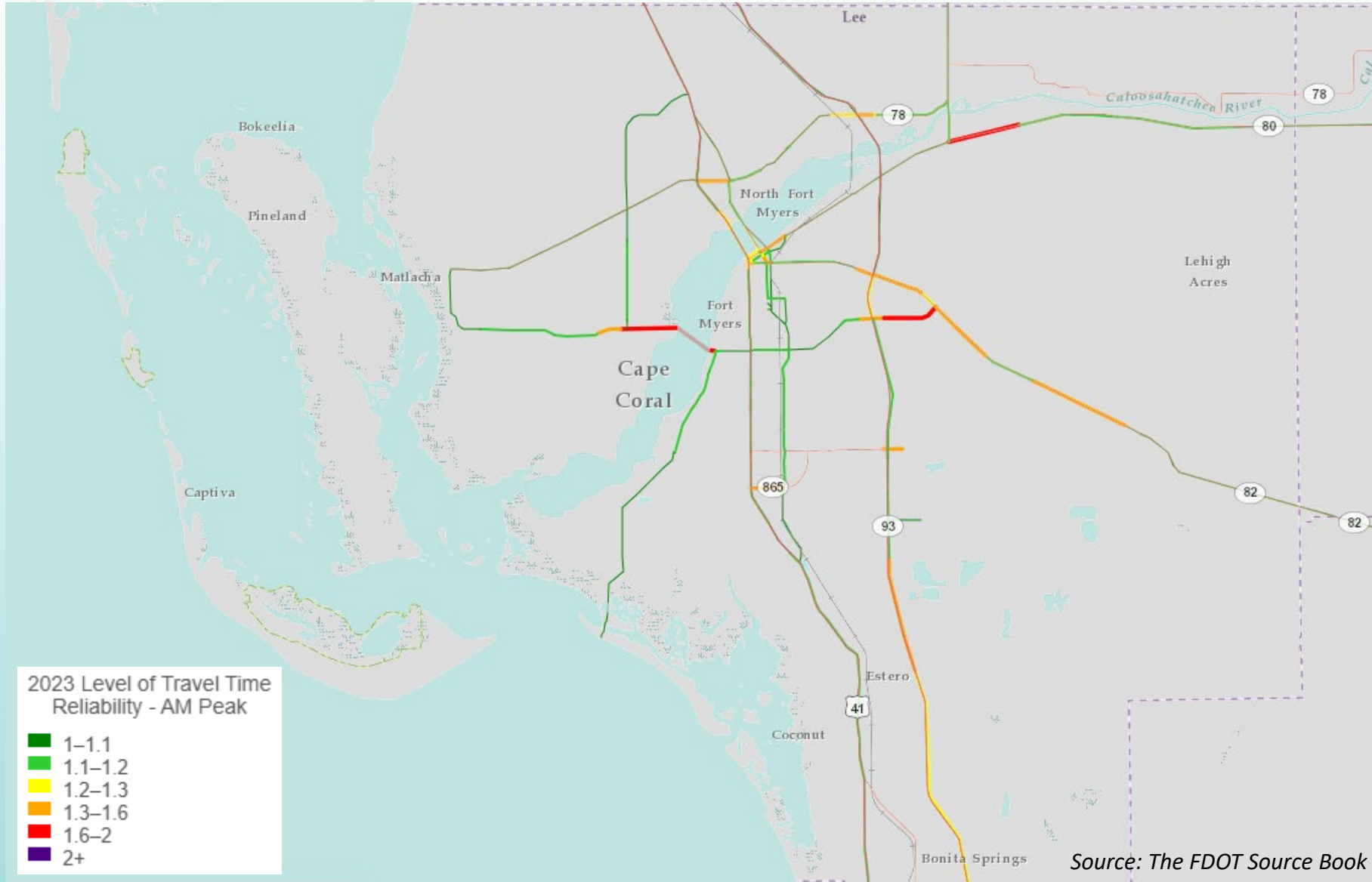


AM Peak Period Reliability

2023 Level of Travel Time Reliability (LOTTR) 6 - 10 AM

LOTTR is the ratio of 80th percentile travel speeds to 50th percentile travel speeds.

A lower number indicates that the two speeds are closer together, and that roadway conditions are more predictable on an average day.

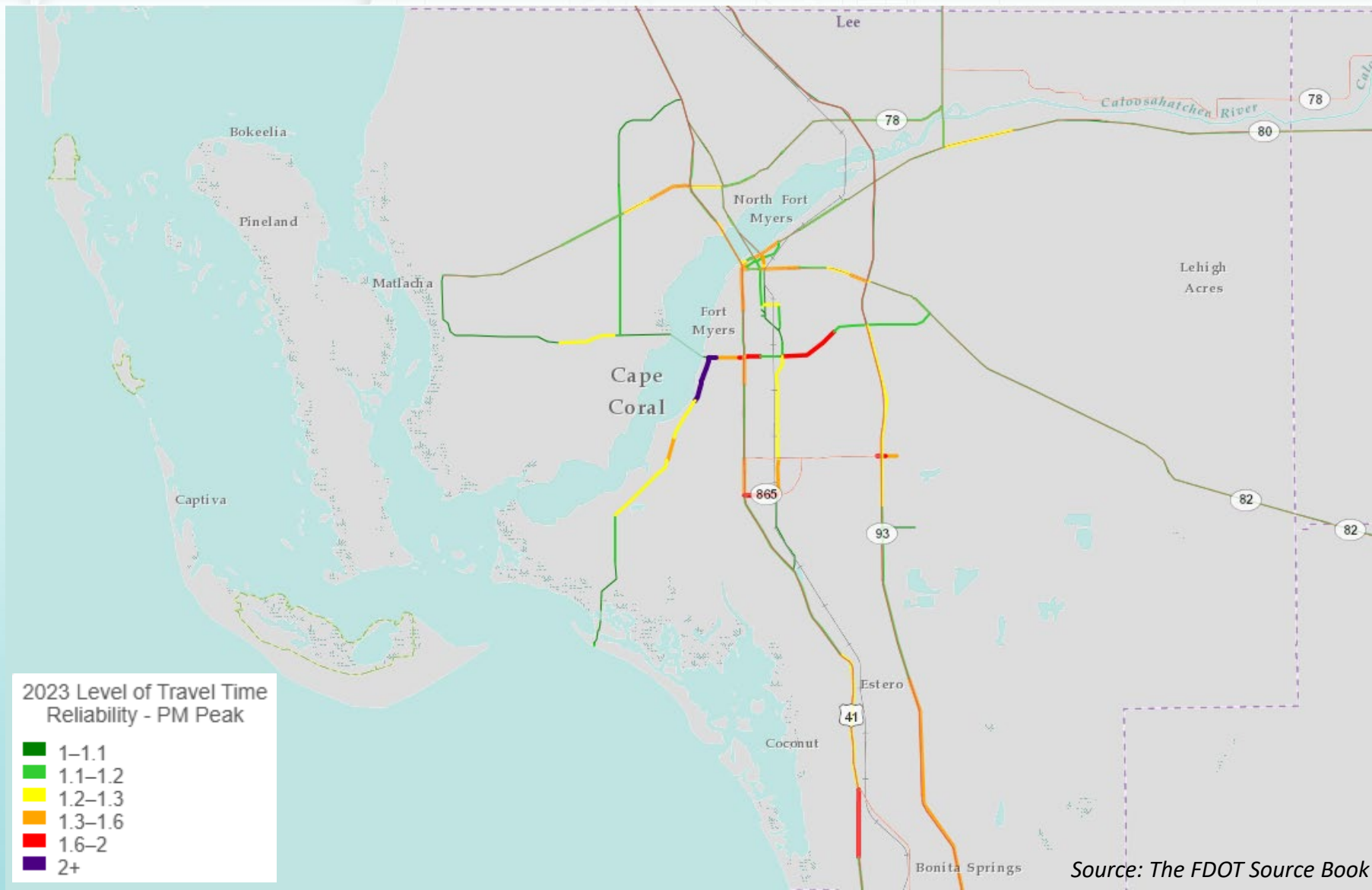


PM Peak Period Reliability

2023 Level of Travel Time Reliability (LOTTR) 4 - 8 PM

LOTTR is the ratio of 80th percentile travel speeds to 50th percentile travel speeds.

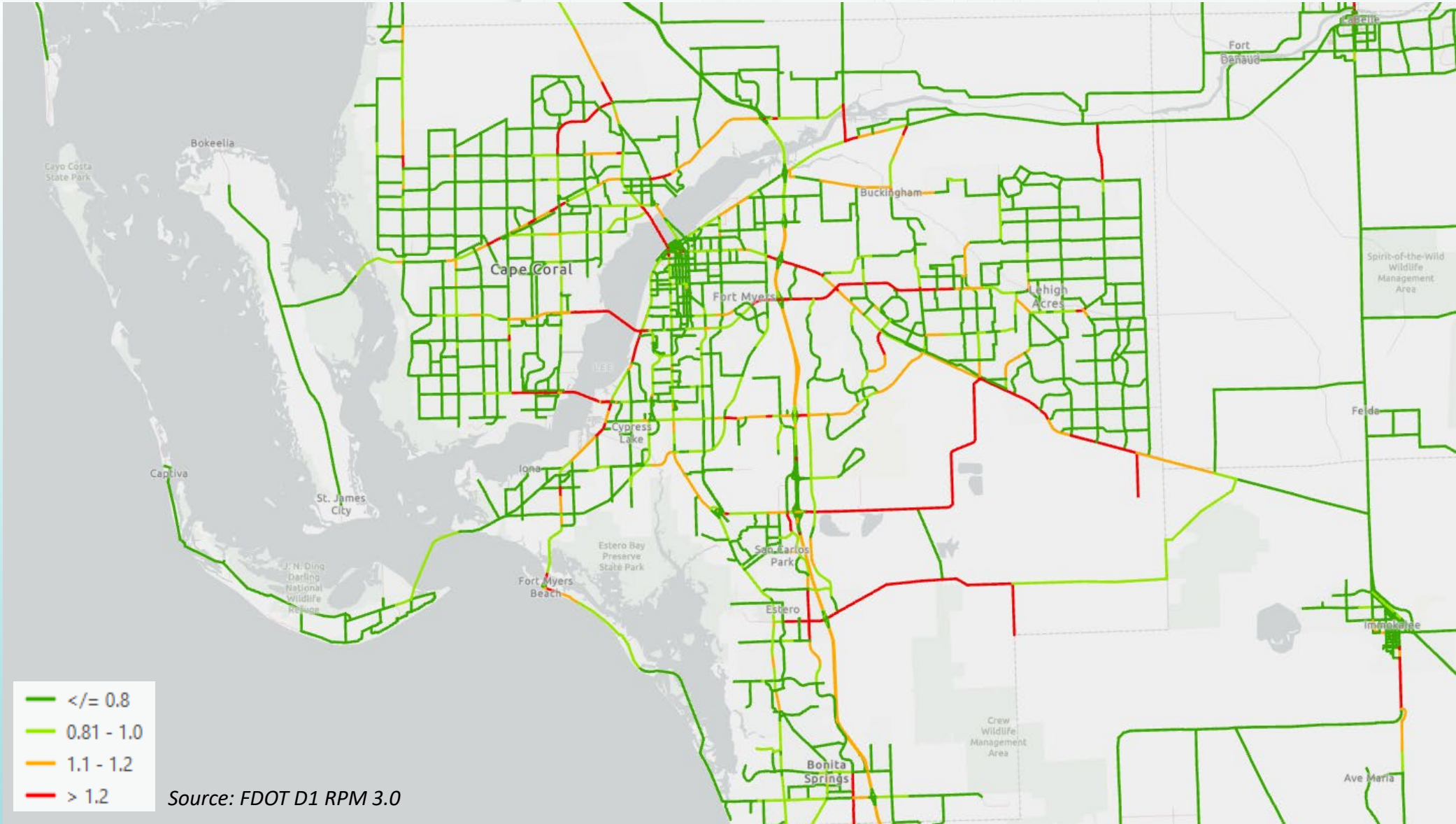
A lower number indicates that the two speeds are closer together, and that roadway conditions are more predictable on an average day.



Average Daily Congestion

2028 Existing + Committed (E+C) Roadway Network with 2050 SE Data

Average Annual Daily Volume-to-Capacity Ratio at Level of Service D





THE FLORIDA HEARTLAND REGIONAL TRAIL

Feasibility Studies

KICKOFF NEWSLETTER

JANUARY 2026

The Florida Department of Transportation (FDOT) District One is coordinating the development of feasibility studies for the Florida Heartland Regional Trail.

WHAT IS THE BACKGROUND OF THIS PROJECT?

In 2024, FDOT completed a Master Plan to evaluate a paved, multi-use trail for bicyclists and pedestrians from Collier County to Polk County. The Master Plan included preliminary routing alternatives and associated recommendations to develop the project as a regionally significant trail within the Florida Shared Use Nonmotorized (SUN) Trail Network. The Master Plan set the stage to conduct feasibility studies for what is now called the Florida Heartland Regional Trail.

WHAT IS A REGIONALLY SIGNIFICANT TRAIL?

The Florida Heartland Regional Trail has been identified and prioritized as a regionally significant trail by the Florida Greenways and Trails Council [Section 260.0142(4)(c), FS]. That means it is recognized for its potential to:

- ✓ Cross multiple counties
- ✓ Attract national and international visitors
- ✓ Provide opportunities for economic and ecotourism development
- ✓ Showcase the value of wildlife areas, ecology, and natural resources
- ✓ Serve as a main corridor for critical links and trail connectedness

WHY ARE MULTIPLE FEASIBILITY STUDIES BEING CONDUCTED?

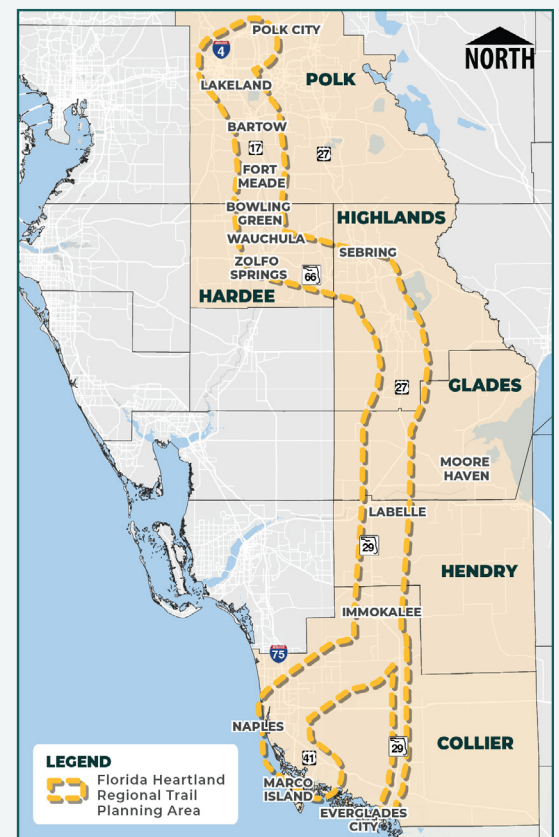
Because of the Florida Heartland Regional Trail's extensive length, separate feasibility studies are being conducted in each of the counties that are part of the trail planning area: Collier, Hendry, Glades, Highlands, Hardee, and Polk (see map). While each feasibility study will follow its own schedule, they are all expected to be completed in Spring 2027. *The next page of this newsletter provides specific information about the feasibility study being developed for the Glades County segment of the project.*

HOW CAN I LEARN MORE ABOUT THIS PROJECT?

For general information, visit the project website at FloridaHeartlandRegionalTrail.com. For information about the Glades County segment feasibility study, see the project contact details on the next page.

WHAT IS A FEASIBILITY STUDY?

A feasibility study considers potential social, economic, and environmental effects, as well as constructability and costs, to determine project viability. The study helps FDOT determine how the project will move forward to future phases. The starting point for the Florida Heartland Regional Trail's feasibility studies will be the Collier to Polk Trail Master Plan's preliminary routing alternatives.

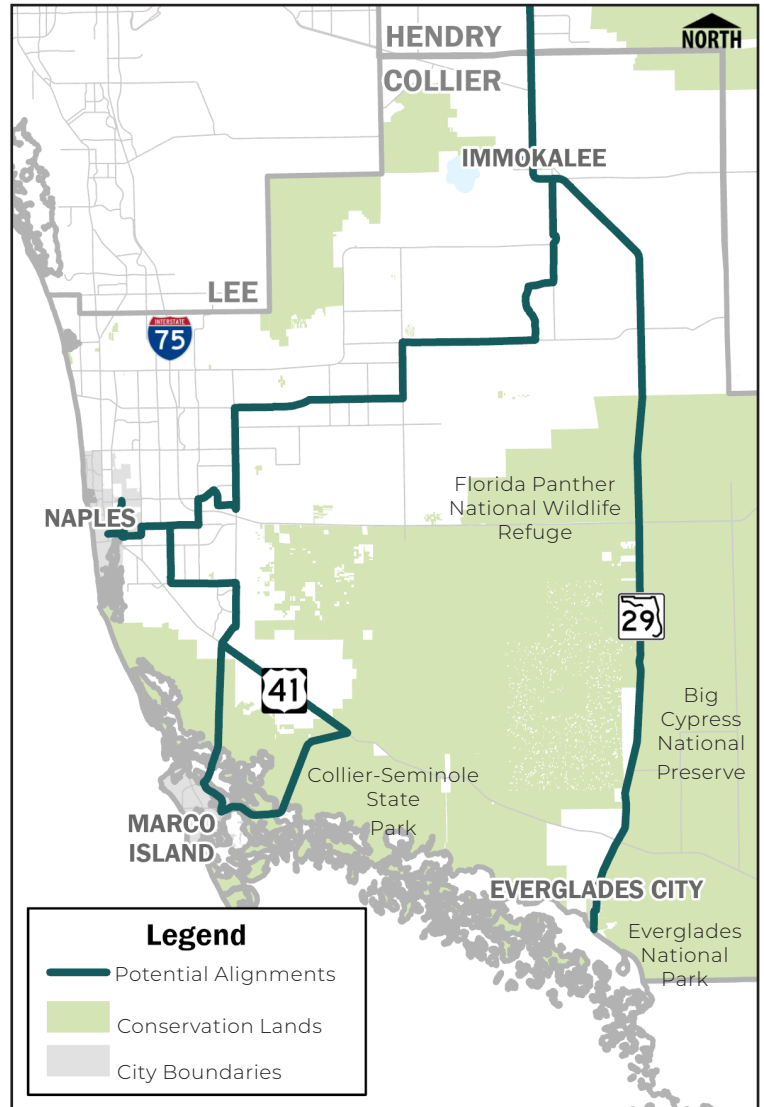


COLLIER COUNTY

PROJECT DESCRIPTION

The Master Plan resulted in a defined trail corridor within Collier County which includes the recommendations from the Paradise Coast Trail Pathway Report and Feasibility Study and the Marco Island Loop Trail Feasibility Study, as well as a trail alignment along State Road (SR) 29 and County Road (CR) 29 from Everglades City to the Collier-Hendry county line. The purpose of this Feasibility Study is to further evaluate the trail corridor to establish the SUN Trail network for the Florida Heartland Regional Trail in Collier County, the largest and southernmost county in the study area. The trail is envisioned as a 12-foot-wide, paved, multi-use facility designed to meet SUN Trail criteria and remain safely separated from major roadways, providing a high-quality, accessible, and comfortable experience for all users.

Collier County is home to the communities of Naples, Golden Gate Estates, Marco Island, Everglades City, Immokalee, and Ave Maria, as well as major outdoor destinations such as Big Cypress National Preserve, Everglades National Park, Florida Panther National Wildlife Refuge, and Collier-Seminole State Park. The Florida Heartland Regional Trail in Collier County aims to connect these cities and natural resources through three specific trail corridors including the Paradise Coast Trail consisting of 75.2 miles, the Marco Island Loop Trail for 18.6 miles, and the SR 29 Trail consisting of 42.4 miles. The approximate total length of the trail network in Collier County is 136 miles.



GET INVOLVED TODAY!

Public involvement is an integral part of the feasibility study process. FDOT will engage interested parties throughout the study process and there will be opportunities for public comment, including a public information meeting. Please visit the project website at www.swflroads.com/project/455291-1 for more information. You can also contact the project manager using the contact information shown below.

FDOT PROJECT MANAGER:

Erika Miller, P.E.
On behalf of Environmental Management Office
801 N. Broadway Avenue, MS 1-40
Bartow, FL 33830
689-206-9002
Erika.Miller@dot.state.fl.us

PROJECT SCHEDULE



PUBLIC ENGAGEMENT

NON-DISCRIMINATION LAWS AND REGULATIONS

The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168 (d) or the state project development process.

Para Materiales del Proyecto En Español: Por favor contacte a Karina Della Sera para información en español: Karina.DellaSera@dot.state.fl.us o 863-519-2750.



COLLIER COUNTY
FPID: 455291-1-22-01

