

City of Marco Island

Prospective Florida Trail Town



What is a Florida Trail Town?

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.

Learn more go to:

Florida Trail Town Program

Florida Department of Environmental Protection



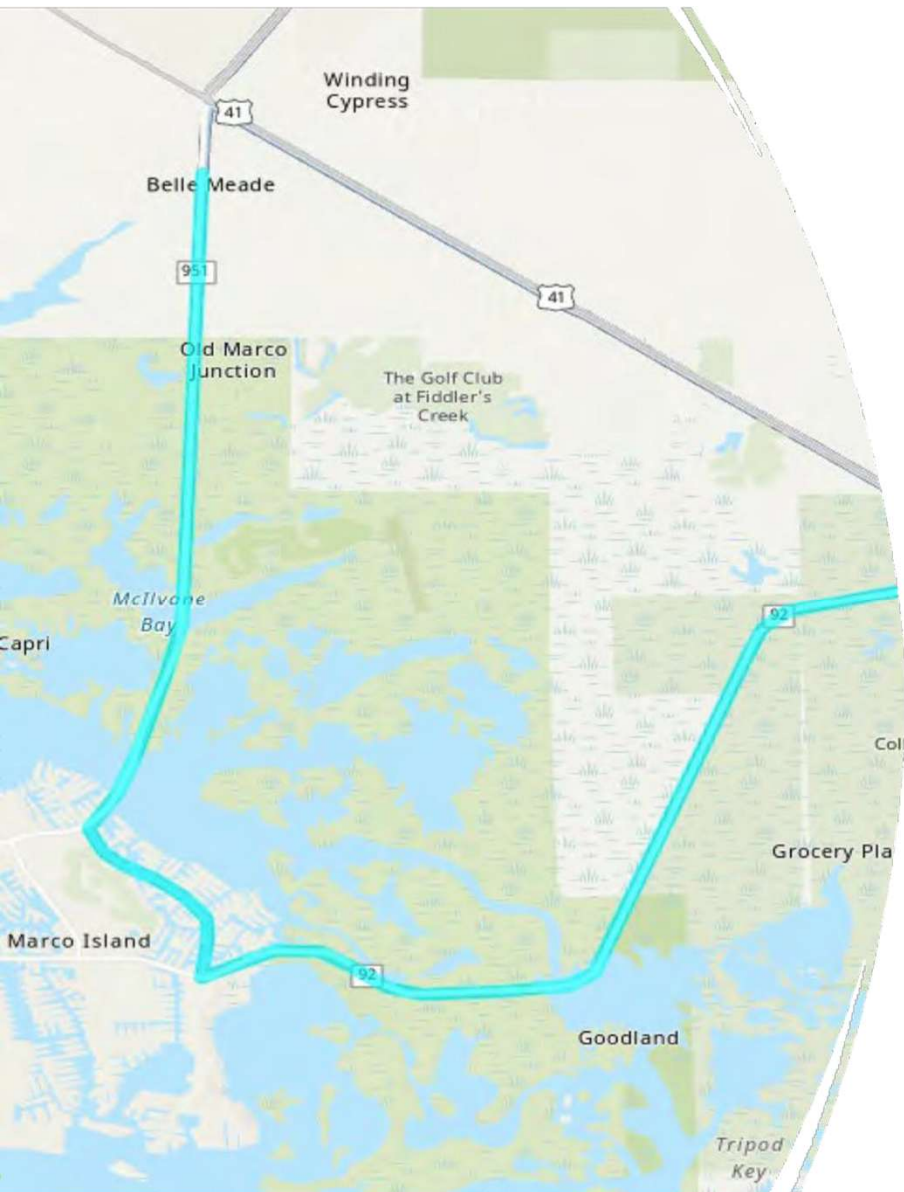
Location

- The City of Marco Island is in Southwest Collier County. It is approximately 30 minutes south of Naples and 40 minutes west of Everglades City (also a Trail Town).
- It is located on the southern portion of the Florida Heartland Regional Trail (formerly the Collier to Polk Regional Trail).



Timeline

- Self-assessment submitted – January 23rd, 2025
- Site visit completed – March 4th & 5th, 2025
 - March 4th – self tour of the city to evaluate the trails, parks and amenities by walking/biking.
 - March 5th – met with city officials, guided tour of the city, visited the chamber of commerce, tour of the city’s historical museum and visited some other parts of the city.



SUN Trails

- There is not currently an existing SUN Trail on the island, but this Marco Island Loop Corridor is currently in the PD&E stage in the greater Florida Heartland Regional Trail (formerly the Collier to Polk Regional Trail).
- This loop will allow for a connection to US 41, which continues north to Naples and south to Everglades City.

Trails

- The City of Marco Island has several shared use paths, bike lanes and a few unpaved trails that connect trail users throughout the city.
- These trails are used by cyclists, runners, walkers and hikers.
- Maintained by the City Public Works department.



Unpaved Trails



Marco Island Nature Preserve & Bird Sanctuary (.34 mi)



Otter Mound Preserve (.1 mi)

Paved Trails



**Multi-purpose trail along
Winterberry Drive**



**Multi-purpose trail along N
Collier Boulevard**



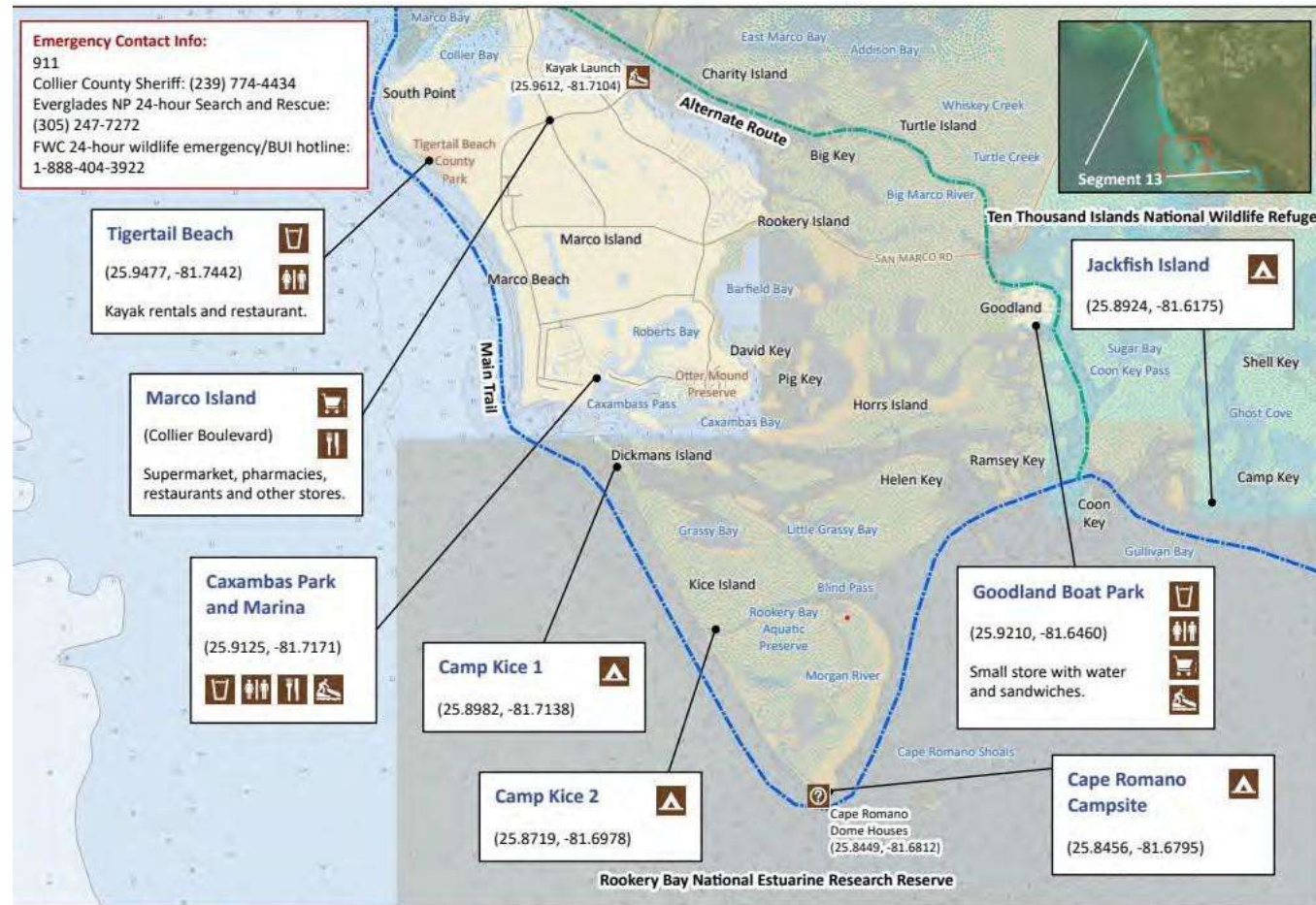
Trail Amenities

- Trash Cans
- Water Fountains
- Bike Racks
- Welcome Center
- Pavilions
- Picnic Tables
- Free Parking
- Benches
- Public Restrooms



Paddling Trails

- The Florida Circumnavigational Saltwater Paddling Trail is adjacent to the island.



Florida Circumnavigational Saltwater Paddling Trail Segment 13: Rookery Bay/Ten Thousand Islands (Map 4 of 5)

Begin: Lovers Key/Bowtie Island
End: Everglades City

Distance: 68 miles (depending on route)
Duration: 4 days

0 0.75 1.5 3 Miles

Disclaimer: This guide is intended as an aid to navigation only. A Global Positioning System (GPS) unit is required and persons are encouraged to supplement these maps with NOAA charts or other maps.
Updated: 12/2022



Padding Trails



**Access at Goodland
Boat Park**



**Access at Tigertail
Beach**



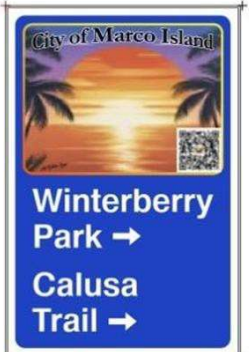
**Access at Caxambas
Park**



Signage

- Marco Island has wayfinding signage around the town to guide trail users to points of interest.
- This allows for more trail users to be able to navigate to attractions and businesses more effectively.









Accessibility

- The shared use paths along Collier Blvd. (main corridor on Marco Island) connect businesses and lodging.
- Friendly reminders of safe trail usage is provided on the trail maps that are distributed around the city.

Marco Island --- A Bicycle Friendly Community

Enjoy the many **Bike Paths** on Marco Island - **Bike Responsibly!**
Wear a **Helmet** at all times
Use **Lights** when Riding at Night - Wear **Bright Clothing**

When **Bike Riding** in Roadways - **Obey the Law, Avoid a Ticket!**
Always Ride with **Traffic, Stay Right**
Obey all **Stop Signs** and **Traffic Signals**

When **Bike Riding** on Sidewalks or **Shared Use Paths**
Bikes must Yield to **Pedestrians** on Sidewalks & Paths!
Give **Audible Signal** (Bell or Voice) when **Passing**

Be Courteous - Remember:
"Share the Road" is a Two Way Street!

Marco Island
Bicycle Path Map
2024



City of Marco Island | Bike Path Committee
2024 Edition | Marco Island, FL 34145 | 941.355.3200 | www.marcoisland.com



Safety

- Wide Sidewalks
- Crosswalks
- Well lit business district
- Downtown navigable by foot/bicycle
- Emergency call boxes
- Safety initiatives
 - Police distributed bike bells and helmets
 - Public education on e-bike safety

Town Participation

- 3 Bike Shops offering rentals and sharing bike path/trail route maps
- Farmers Market every Wednesday
- Butterfly Garden and Food Forest along trail
- Local trail events



Business Pledges

1. Island Bike Shop

- Supported implementation of wayfinding signage on the trails.

2. Marco Island Chamber of Commerce





Local Development Plan

- Marco Island has a master plan/map with bike lanes and shared paths (both existing and planned).
- They also coordinate their funding and future plans with the Collier County MPO.



Otter Mound Preserve



Mackle Park



Caxambas Park



Winterberry Park

City Parks



Calusa Park



Veterans Community Park



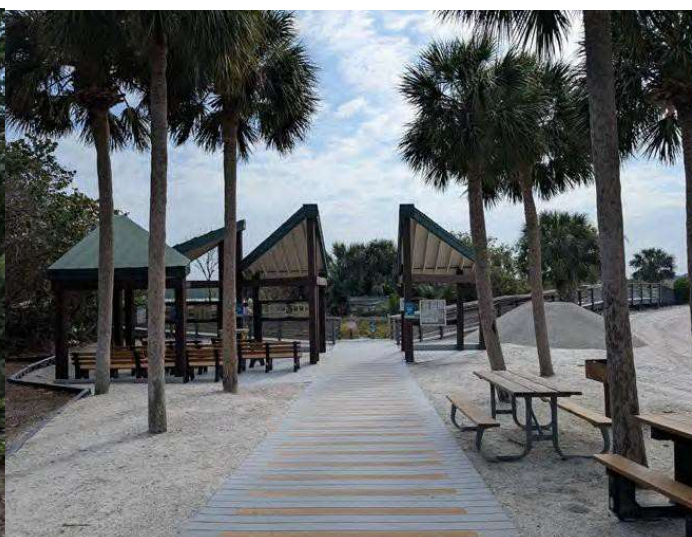
Racquet Center



Leigh Plummer Park



Nature Preserve & Bird Sanctuary



Tigertail Beach Park



Jane Hittler Park



Joseph David
Sorenson
1912-1982



Marco Island Center for the Arts

Attractions
along the
trails



Marco Island Historical Museum



Overnight Accommodations

- Hotels
- Motels
- Bed & Breakfasts
- Vacation Rentals



Restaurant & Food Options

- Fast Food
- Locally owned Restaurants
- Coffee Shops
- Brewery
- Taverns
- Pubs
- Bakeries



Retail & Services

- Grocery Stores
- Convenience Stores
- Pharmacy
- Laundromat
- Banks/ATM
- Gas Stations
- Emergency Services
- Post Office



Nearby Attractions



Rookery Bay National Estuarine Research Reserve

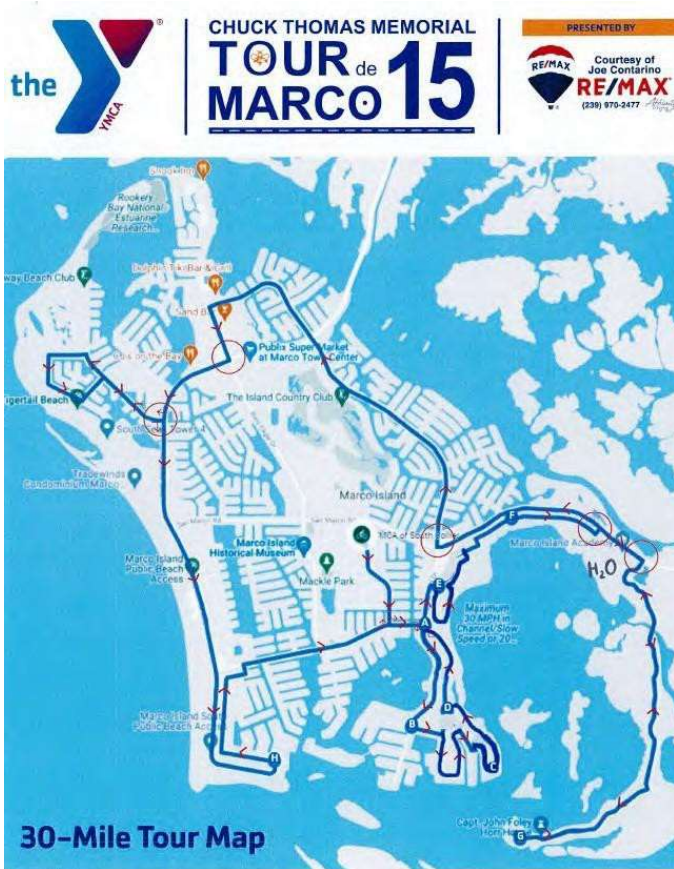
- DEP/NOAA cooperative
- 110,000 acres
- Undisturbed mangrove estuaries
- 150 species of birds



Goodland Boat Park

- Access to the Ten Thousand Islands
- 2 lane boat ramp
- Covered picnic pavilion
- Fishing pier

Community events



Tour de Marco Bike Event
(Annually in February)



Art Show



Wednesday Farmers Market
at Veterans Community Park

Historical Marker Tour

SELF-GUIDED HISTORICAL DRIVING TOURS

The 1976 Bicentennial Task Force Committee placed Historical Markers at places around the island that hold historical value. Follow this tour for an insight into Marco's fascinating past. Your first or final stop should be video at the Marco Island Historical Museum.

MARKER 1 (Located west side of City Hall, 50 Bald Eagle Drive)
Marco Island is the largest of the Ten Thousand Islands at 6,800 acres. It is one of the oldest places in North America inhabited by ancient Indians over 5,000 years ago. Around 800 A.D. it was the realm of the Calusa Indians. Between 1500-1800 the Spanish explored the region. After the Civil War, pioneers from the Southern States formed three settlements: Marco Village, Caxambas, and Goodland. In 1922, Barron Collier purchased Marco Island. Then in 1964, Deltona purchased and developed Modern Marco Island.

MARKER 2A (Located behind the entrance barriers at Ville de Marco, 1206 Edington Place, condos located in Old Marco adjacent to the local ramp under the flag. You can park your car outside the gate, then walk around the gate. Site of Marco Village, one of the three villages originally located on the island which began about the same time. Marco and Caxambas grew in 1880's, Goodland grew in 1949. Marco Village was settled by the W. T. Collier family who had a mercantile store, hotel, and the Doxess Clam Factory which was established in 1911. The Caxambas Village was settled by the Barfield and Ludlow families. The Jim and Tommie Barfield family had the mercantile store, post office, and the Burnham Clam Factory which opened in 1904. Goodland Point was settled by Alexander Pettit, a farming family, who turned to fishing and guano when they discovered that the rich black earth on the shell mounds was only two inches deep. Goodland Point's name was shortened the summer of 1949 when it grew almost overnight. Barron Collier's sons cleared renters from Caxambas property by making them instant homeowners if they bought company property in Goodland. The Company would move renters' wooden houses free of charge, no money down, reasonable rates, and three years to pay!

MARKER 2B (Also located behind the entrance at Ville de Marco, 1206 Edington Place), Marco Village School at the site of the original Ferry Landing - Location of one of the earliest schools on Marco Island which was finished in 1889. The school consisted of three rooms and was in session for seven months. During this period, if a student was over 14, they would quit school and work in the clam factory. The first ferry was a one car ferry from Marco Island to what is now Isles of Capri. Eventually, a bigger ferry, which was self-propelled, handled up to four cars thanks to lobbying efforts by Tommie Barfield. The ferry stopped in 1938 when the Goodland swing bridge connected to the mainland.

MARKER 3 (West side of Bald Eagle Dr., 1128 Bald Eagle Dr., in front of Marco Vista Condos), William David Collier's Home Site - Captain Bill Collier is credited with the economic development of Marco in the early years, circa 1880. He built the Old Marco Inn, and later, while digging muck to fertilize his garden he discovered ancient Indian artifacts, wooden materials, carvings and tools made of shell. This discovery ultimately led to Frank Hamilton Cushing's archaeological dig and finding the Key Marco Cat. Captain Bill invented the clam-dredging machine for two clam factories. He served two terms as a Collier County commissioner.

MARKER 4 (Close to above marker), Cushing Archaeological Site - "One of the most important archaeological digs in North America" according to Helmut Niekke, Metropolitan Museum Curator of Arms and Armor. Niekke heard about the discovery of the panther lion god with a student in Germany. He never dreamed of living here and helping build a history museum in his retirement years. The two-month Pepper Heart Expedition was organized in 1896 with Frank Hamilton Cushing discovering the prized artifact of a lion god referred to today as the Key Marco Cat. This "cat" is a carving approximately six inches high currently on loan to the Marco Island Historical Museum through 2025. It is permanently housed in the Smithsonian Institution.

MARKER 5 (Located on west side of Bald Eagle Dr., 489 W. Elkcam Circle, beyond Elkcam Circle and adjacent to cemetery entrance road), Marco Island Pioneer Cemetery - An "old island cemetery where many settlers and their descendants are buried." Among those buried are the three sons of Captain Bill Collier who tragically drowned at sea during a storm in 1898. The Marco Community Church, Marco Island's first church, was built in 1937 with donations from sawmills and lumber mills spearheaded by Mrs. Caroline Robinson and her Sunday school class of twenty-two

children. The cemetery and the church are still in use today by island residents.

MARKER 6 (Located adjacent to the entrance road to cemetery, west side of Bald Eagle Drive, 400' south of Elkcam Circle), A memorial plaque located next to this marker is dedicated to "Those lost or buried at sea." The Lord maketh the storm to cease. So that the waves thereof are still."

MARKER 7 (Bald Eagle Dr. then left onto Bayport until you reach Society Ct. Turn right, proceed to the end of the Cal-de-Sac, Railroad Turn-A-Round - "Presumed to be the 'depot' or 'turn-a-round' of the old railroad." The Atlantic Coast Line Railway began operations in 1927 to the island to pick up the clams from the J. H. Doxess and E. S. Burnham cannery operations, making two trips a day. While the train did not carry passengers, it brought wealthy visitors from the north to the islands in their own train-cars. The postmaster met the train at the turn-a-round to pick up mail that was being delivered to the island. Eventually the train stopped when the clam beds were depleted around 1944.

MARKER 8 (South Barfield Dr., northbound across from Wesley United Methodist Church), Fred Ludlow of Ohio developed a pineapple plantation that consisted of over 100 acres. At the time, it was believed to be the largest pineapple plantation in the State. At its peak, he employed 20 workers and had a packing house. Acreage extended as far as the current Shops of Marco shopping center.

MARKER 9 (On Inlet Dr. between Travida Terrace and Olds Ct.), Caxambas Cemetery, Circa 1890 - "Primitive Cemetery, typical of interment practices of the early Florida period." Early settlers and an unknown sea captain are buried there.

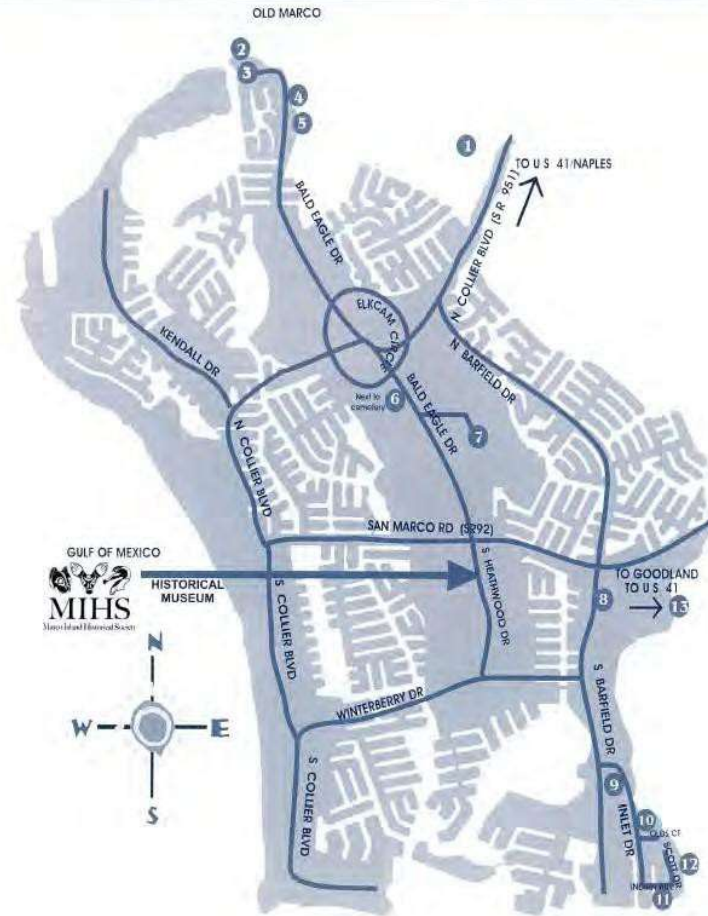
MARKER 10 (After visiting Marker 9, continue down to Olds Ct. and take a left), Kirk Archaeological Site - "Calusa Indian Burial Mound with artifacts and bones dating back to ancient times. Ancient Spanish maps indicate fresh water in the area making Caxambas one of the oldest place names in North America." This site was named for Bud Kirk who discovered it. He and Jane Hittler wrote the descriptions and placed the historical markers for the 1976 Bicentennial Task Force Committee.

MARKER 11 (South on Inlet Dr. after passing Osceola Ct.), Burnham Clam Factory - "Operated from about 1904-1929; it was the original clam canning factory in the Caxambas area. It closed its doors when their dredge sank in 1929. Another clam factory on the island, operated by J. H. Doxess came to their rescue in an effort to keep local residents employed during the Depression. In 1932, however, the Burnham site was destroyed by a hurricane.

MARKER 12 (Scott Dr. and Indian Hill Rd.), Indian Hill and Heights House - Barfield Homesite - Originally "The Heights", highest point in Southwest Florida. Site of J. M. and Tommie Barfield home and the Heights Hotel (1908); "Site of Caxambas School; built in 1898. One of the earliest schools on Marco Island." The Heights Hotel, a 20-room structure seated high atop Indian Hill, featured a panoramic view of the waterways and the Ten Thousand Islands to the south. The hotel was later abandoned, as a Curator of Arsenaut waiting development which failed to materialize.

MARKER 13 (Take S.R. 92 east to Goodland, stay to right into Goodland near painted water tank), One of the oldest named places in North America. Goodland was built by early settlers on a Calusa Indian shell mound. The access road of clams shells was built single-handedly by Harry Pettit using his wheelbarrow to fill in the gaps between the shell mounds thus creating the historic winding shell road 1936-38. In 1949, the village was established when 18 homes and businesses were moved almost overnight from Caxambas.

SELF-GUIDED TOUR MAP



**Jt Collier-Lee BPAC/BPCC Meeting
March 24, 2026
Florida Trail Town Presentation**

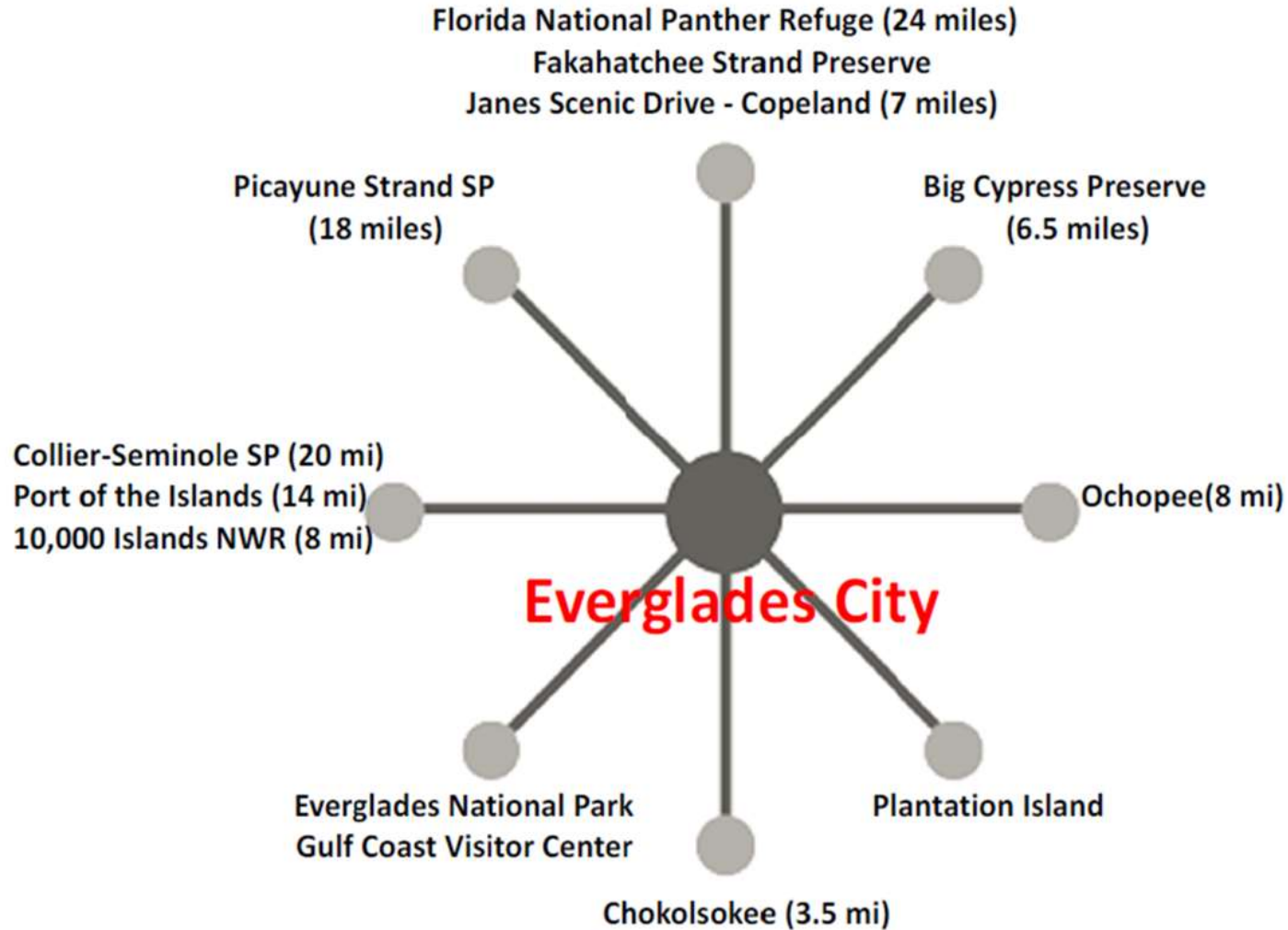






April 2019 Celebration

EVERGLADES CITY IS THE HUB





**Visitors from around the world
come to kayak, hike, and bike in the Everglades**



VISITOR CENTER

SAVE THE HISTORIC
BANK OF BUNCLADEL
BANKING
www.SeaWorld.com

Welcome
Center





3 Days in the Everglades

Day 1 – Learn about the Everglades

- 1) Stop by the Welcome Center, 207 W. Broadway
- 2) Visit the Museum of the Everglades
- 3) Tour the historic Smallwood Store in Chokoloskee
- 4) Walk or Bike around historic Everglades City
- 5) Visit the Native American Indian Villages (Seminoles and Miccosukee)



Day 2 – Get out on the Water

- 1) Take an Airboat Ride
- 2) Rent or Hire a Guide for a Kayak or Canoe Tour
- 3) Go Fishing
- 4) Take a Boat Ride through the Everglades National Park
- 5) Go Shelling in the Ten Thousand Islands
- 6) Enjoy a Sunset Tour on a Pontoon Boat



Day 3 – Get into Nature

- 1) Hike in one of the 7 nearby Parks/Preserves
- 2) Bicycle Janes Scenic, Loop Rd, Bear Island, Shark Valley
- 3) Go Birding on the Marsh Trail
- 4) Go on a Swamp Walk
- 5) Take a drive along Loop Road
- 6) Go on a Swamp Buggy Ride



Stay Extra Days and Visit other Parts of Collier County

- 1) Enjoy shelling on Marco Island, stopping in Goodland and Rookery Bay
- 2) Take a walk along the beaches, 5th Avenue, and 3rd Street in Naples
- 3) Visit Immokalee Pioneer Museum, Corkscrew Swamp, and the Seminole Casino
- 4) Stroll along Town Center in downtown Ave Maria

Plan Ahead www.visitevergladescity.com

*Enjoy Fresh Seafood and Stone Crabs at our Fabulous Restaurants and
Stay Overnight in one of our many Accommodations around Town*



Historic Bank of Everglades Building currently under construction will be the Area Welcome Center & Trail Town Headquarters

New Banners installed on Lamp Posts on Collier Avenue entering Town



FLORIDA Paddling Trails



CS/SB 106: Florida Shared-Use Nonmotorized Trail Network

Florida Shared-Use Nonmotorized Trail Network; Authorizing the Department of Environmental Protection to establish a program to recognize specified local communities as trail towns . . . extending the Florida Shared-Use Nonmotorized Trail Network to lands of the Florida wildlife corridor . . .

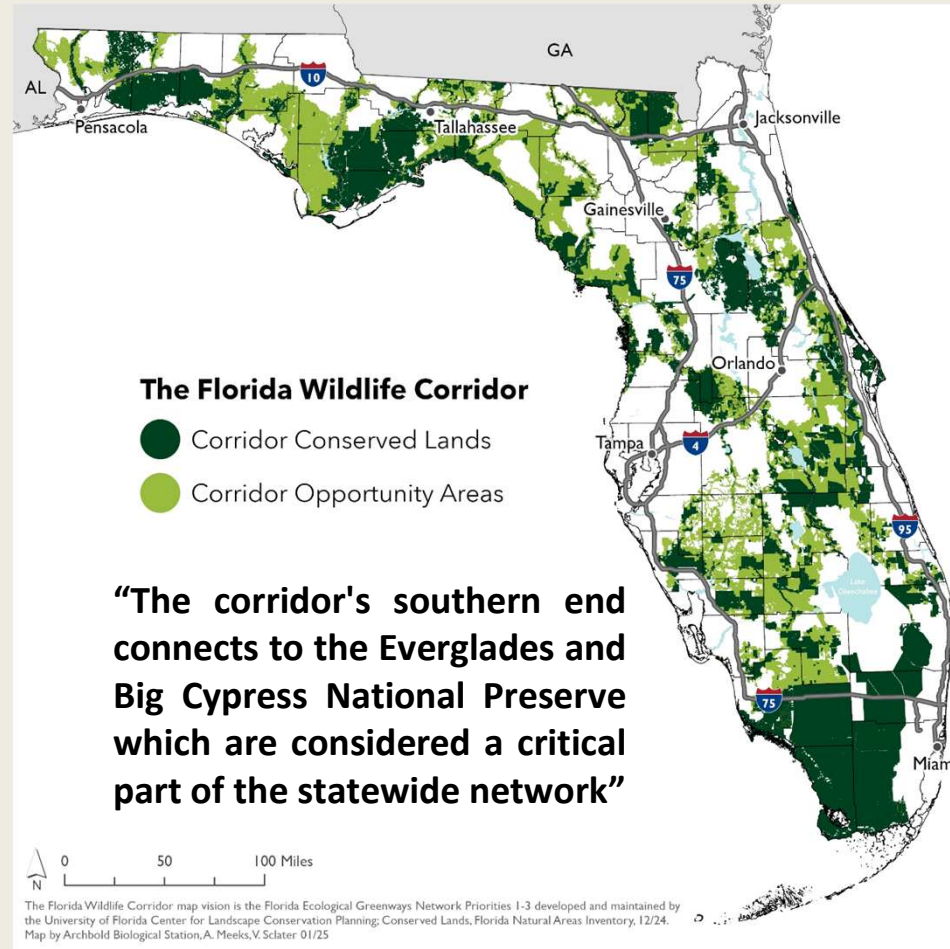
APPROPRIATION: \$200,000,000

Effective Date: 7/1/2023

Local/ Regional / State Connections Florida Wildlife Corridor



Senator Kathleen Passidomo unveils a FL Wildlife Corridor Marker in the Fakahatchee Strand in November 2024

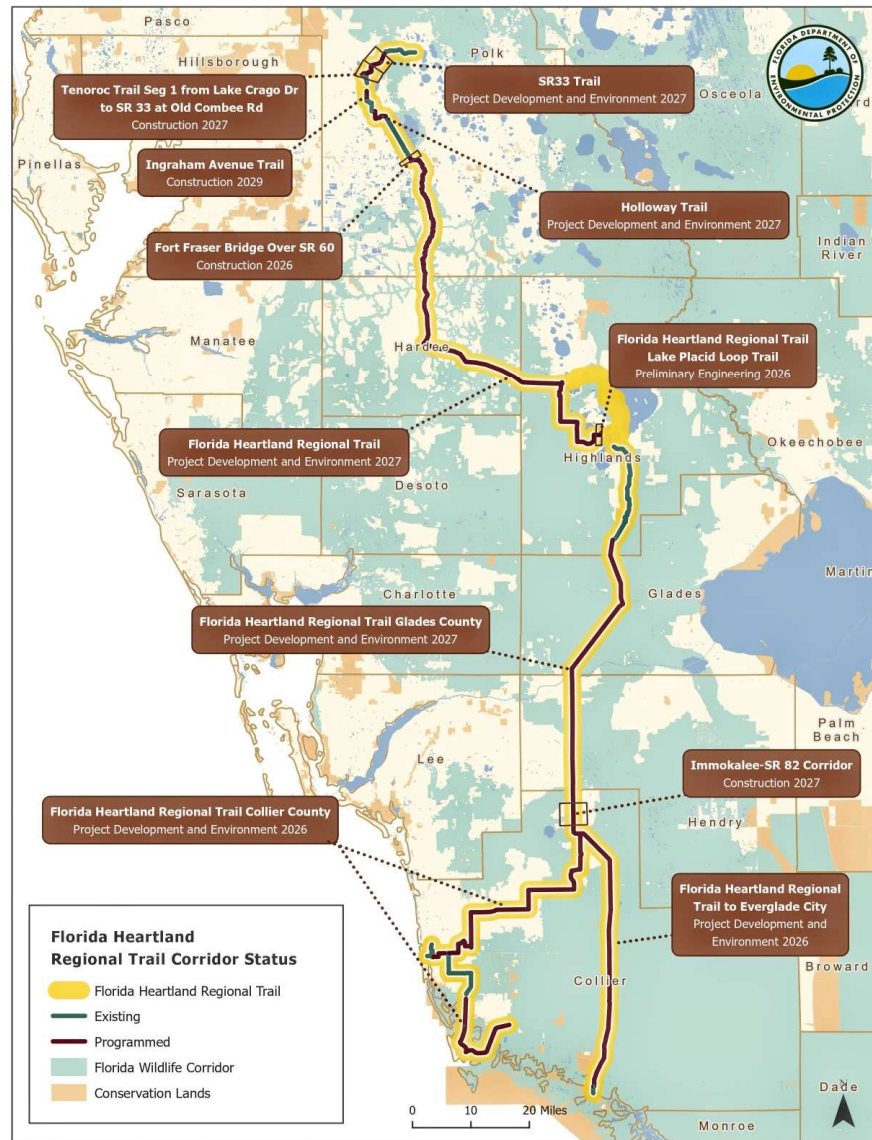


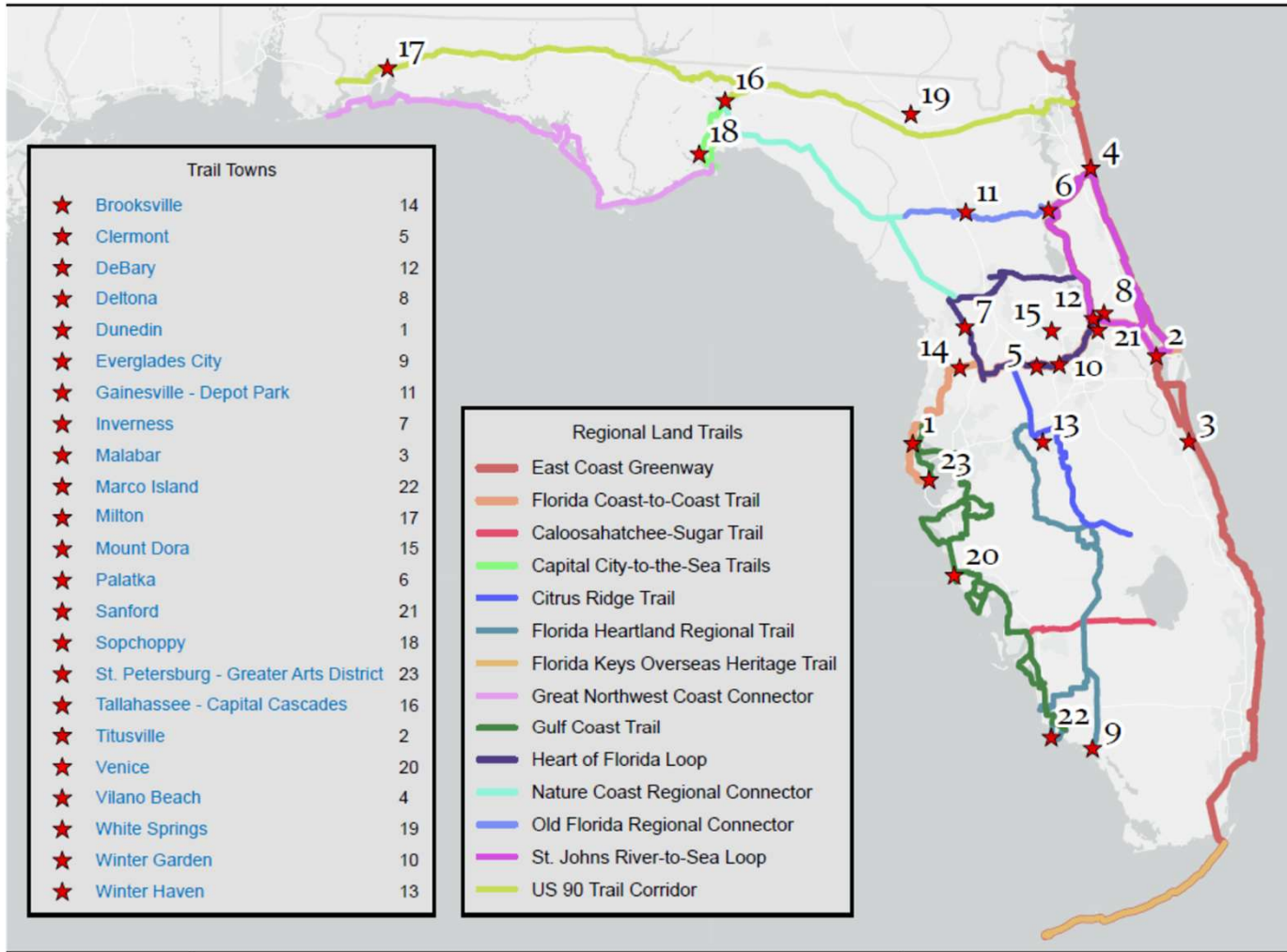
FLORIDA Greenways and Trail System Priority Trail Corridors



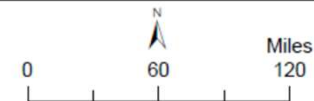
Local/ Regional Connections

Heartland Regional Trail





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.



RECENT ACCOMPLISHMENTS

OFFICE OF GREENWAYS & TRAILS

FL Department of Environmental Protection

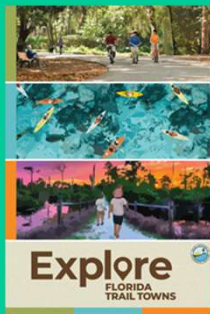
Trail Town Alliance

Quarterly Teams Meetings with all 23 Trail towns
organized by the Office of Greenways & Trails

<https://floridadep.gov/parks/oqt/content/trail-town-program>

A Collection of Story Maps

<https://storymaps.arcgis.com/collections/c3b028e2601648139194b1649ba>



Passport Stickers

Designated Location on the Story Map

Save the Date

2026 FLORIDA GREENWAYS & TRAILS SUMMIT

NOVEMBER 9 & 10, 2026

VENICE, FLORIDA





Livingston FPL Trail Extension PD&E Study

From Radio Rd to the Collier
County Line

FM: 447514-1

Joint Collier-Lee Bicycle &
Pedestrian Advisory/Coordinating
Committees

March 24, 2026



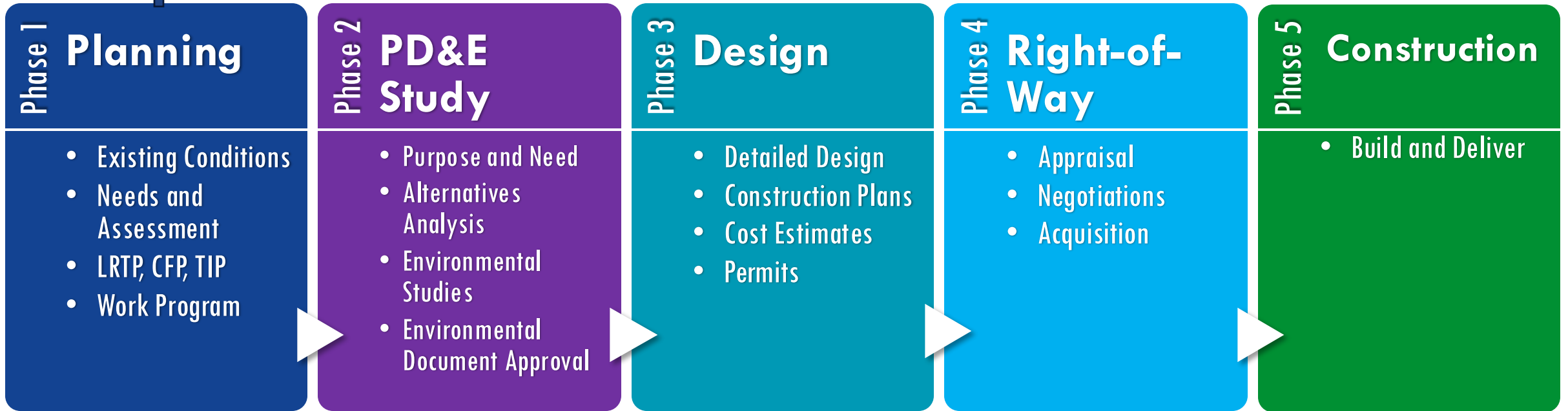
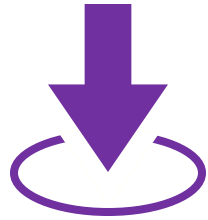
Agenda

1. What is a Project Development & Environment Study
2. Project Location
3. Purpose and Need
4. No Build and Build Alternatives
5. Alternatives Comparison
6. Preferred Alternative
7. Schedule
8. Planning Consistency



Existing Trailhead at
The Rich King Memorial Greenway

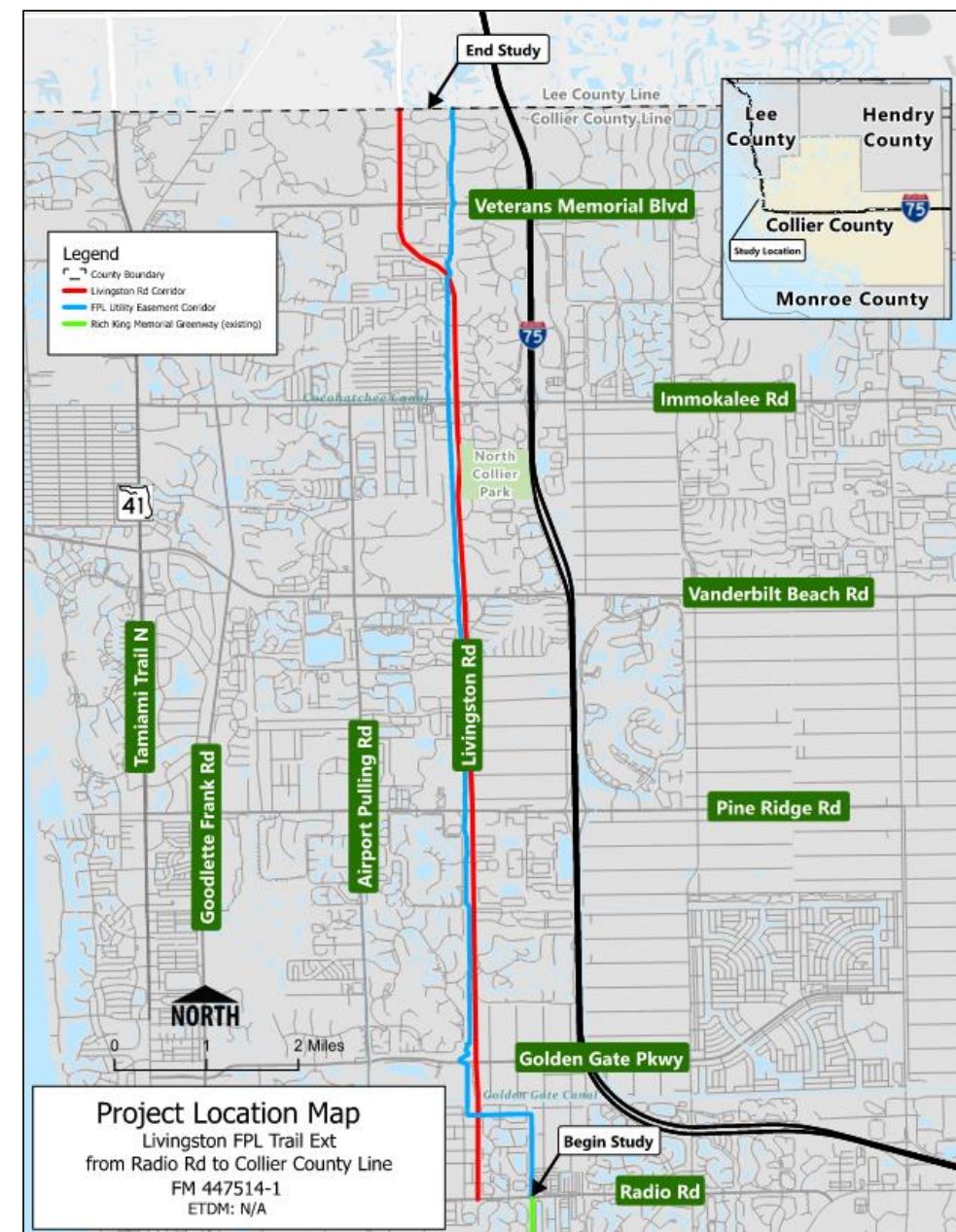
Transportation Project Development Process



Public Outreach and Interagency Coordination

Project Location

- 11.5 miles in Collier County
- Connects to existing Rich King Memorial Greenway
- Crosses 2 canal bridges
- Crosses 6 major arterials
- Connects to North Collier Regional Park
- Connects to proposed Bonita Estero Rail Trail (BERT) to the north



Purpose and Need

The purpose of this project:

- Evaluate safe, viable, non-motorized travel options parallel to Livingston Road and the FPL utility easement
- Support the development of the SUN Trail network within Collier County

The need for the project:

- Project Status – PD&E is funded in TIP and STIP
- System Linkage – SUN Trail, Gulf Coast Trail
- Social Demands or Economic Development - PCT Feasibility Study documented public support
- Modal Interrelationships – existing pedestrian and bicycle networks are incomplete
- Safety – crashes for pedestrians and bicyclists are increasing

No Build Alternative

- No existing shared use path along Livingston Road or the FPL utility easement



Existing FPL Utility Easement



Existing Livingston Rd

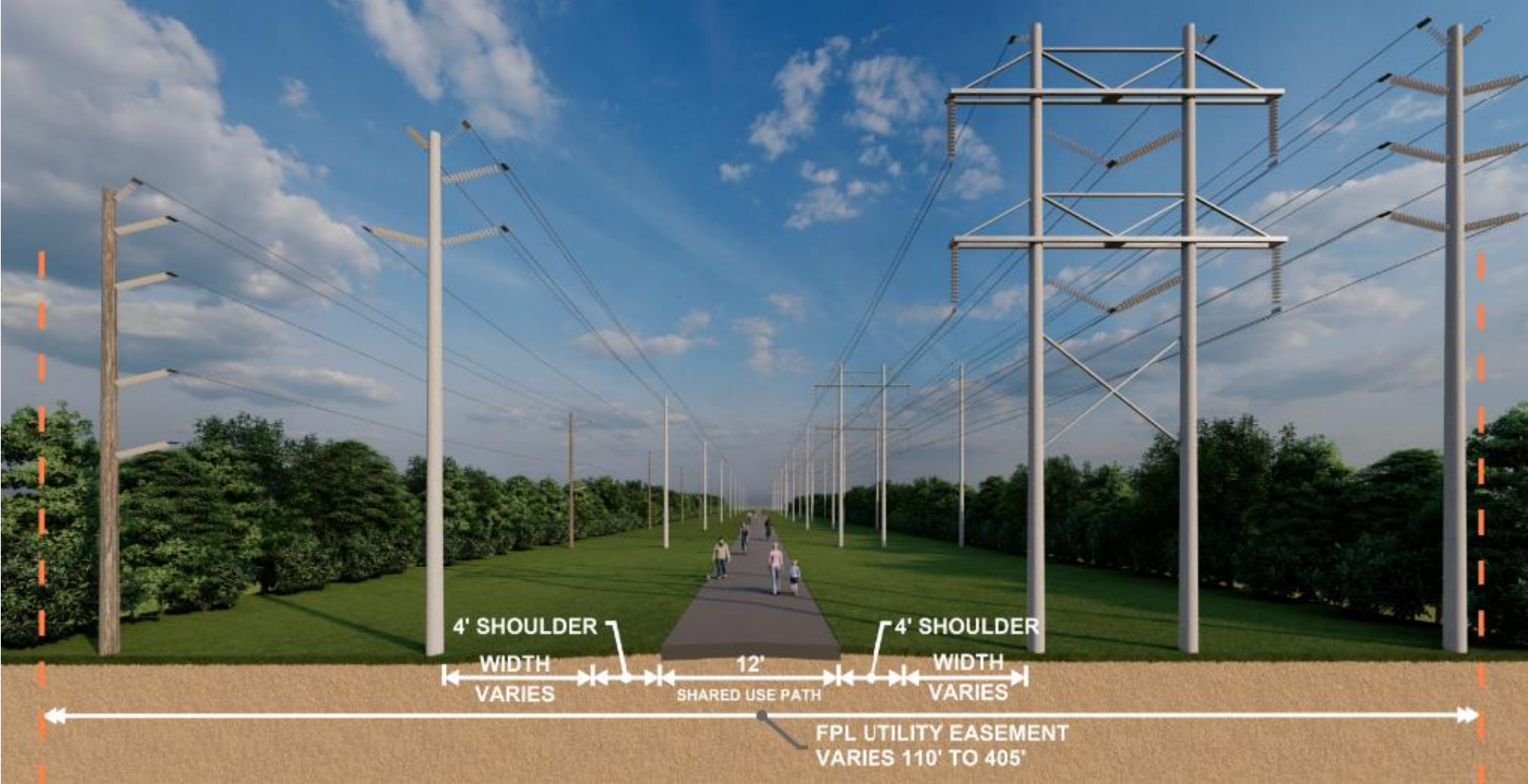
Build Alternative 1 - Typical Section



Build Alternative 1 - Typical Section

- Existing sidewalk to be removed and replaced
- Optional mid-block crossings (North Collier Regional Park & Park and Ride lot)
- Relocation of overhead distribution lines, lighting and some landscaping
- Modification to existing bridges (no widening needed)
- Utilizes existing drainage
- Low environmental impacts
- Fewer impacts to adjacent parcels and easements

Build Alternative 2 - Typical Section



Build Alternative 2 - Typical Section

- Required mid-block crossings at 4 locations
 - Tivoli Ln, Livingston Rd (south of Golden Gate Canal), Livingston Rd (south of Entrada Ave), Veterans Memorial Blvd
- Optional mid-block crossings (North Collier Regional Park & Park and Ride lot)
- New separate pedestrian bridges over canals
- Better user experience due to larger separation from Livingston Rd
- Concrete sidewalk along Livingston Rd remains
- Fill needed to raise trail above seasonal high-water table
- Additional environmental impacts to wetlands and species
- Requires FPL Consent Agreement

Alternatives Coordination

Coordination Meetings

The PD&E alternatives were developed in conjunction with local coordination with the following interested parties:

- FPL Pre-Design Mtg (12/16/2024)
- Collier County (10/29/2024, 04/14/2025, 4/30/2025, 8/11/2025)
- SFWMD Pre-app meeting (8/27/2025)
- Collier MPO BPAC (10/21/25)
- Collier MPO TAC & CAC (10/27/25)



Alternatives Comparison

Livingston FPL Trail Extension PD&E Study - From Radio Rd to the Collier County Line Financial Management Number: 447514-1			
Evaluation Matrix			
Evaluation Criteria	No-Build	Alternative 1 Livingston Rd	Alternative 2 FPL Easement
Meets Purpose and Need	✗	✓	✓
Benefits			
User/vehicle conflict points (side street / driveway)	No improvements	8/29	8/25
Fills sidewalk gaps and provides bicycle facilities on Livingston Rd	No	Yes	Yes
Increased pedestrian/bicycle safety	No change	Yes	Yes
User experience on the trail	N/A	Fair (along roadway)	Excellent (separated from roadway)
Connection to community hubs (schools/educational facilities, parks/recreation facilities, and regional parks within 1/2 mile)	none	16	15
Engineering			
Drainage features and improvements	No improvements	Minimal	Moderate
Floodplain impacts	No change	9 acres	33 acres
Utilities Impacted	none	Moderate	Moderate
Structures/bridges	none	Modify 2 existing bridges	2 new pedestrian canal bridges
Roadway Construction Activities	none	Numerous roadway workzones	Minimal roadway workzones
Environmental Effects			
Wetland and Surface Water Impacts (acres)	0	0.23 acres	13.64 acres
Threatened and endangered species (potential)	none	low	low
Historic (over 50 year old) resources potentially impacted	0	0	2
Archaeological sites impacted	0	0	0
Potential contamination sites (medium risk site/high risk site)	0	3/0	3/0
Right-of-Way Impacts			
Easements affected due to shared use path (acres)	0	3.8 acres	35.9 acres
Right-of-way to be acquired for shared use path (acres)	0	1.5 acres	0.26 acres
Relocations (business or residential)	0	0	0
Business parcels impacted	0	18	13
Residential parcels impacted	0	9	42
Undeveloped parcels impacted	0	12	27
Estimated Project Costs (subject to change)			
Design Cost (Preliminary Engineering)	none	\$5,280,000	\$4,140,000
Right of Way (not known at this time)	none	-	-
Construction Engineering & Inspection	none	\$4,928,000	\$3,864,000
Construction	none	\$30,850,000	\$27,600,000
Total Cost	none	\$45,408,000	\$35,604,000

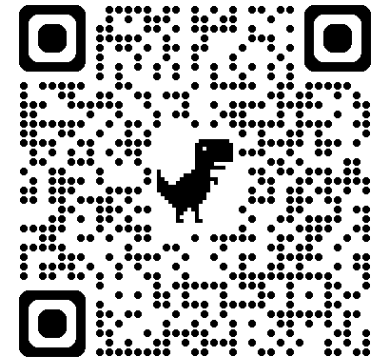
Costs are Preliminary, and subject to change

Public Involvement

- Public Alternatives Meeting
 - November 18, 2025, at 5:00 PM (in-person) at North Collier Regional Park
 - 22 attendees
 - 5 written comments
 - November 19, 2025, at 5:00 PM (virtual)
 - 17 comments
- Received 20 comments during comment period, mostly against Alternative 2

Project Website:

www.swfroads.com/project/447514-1

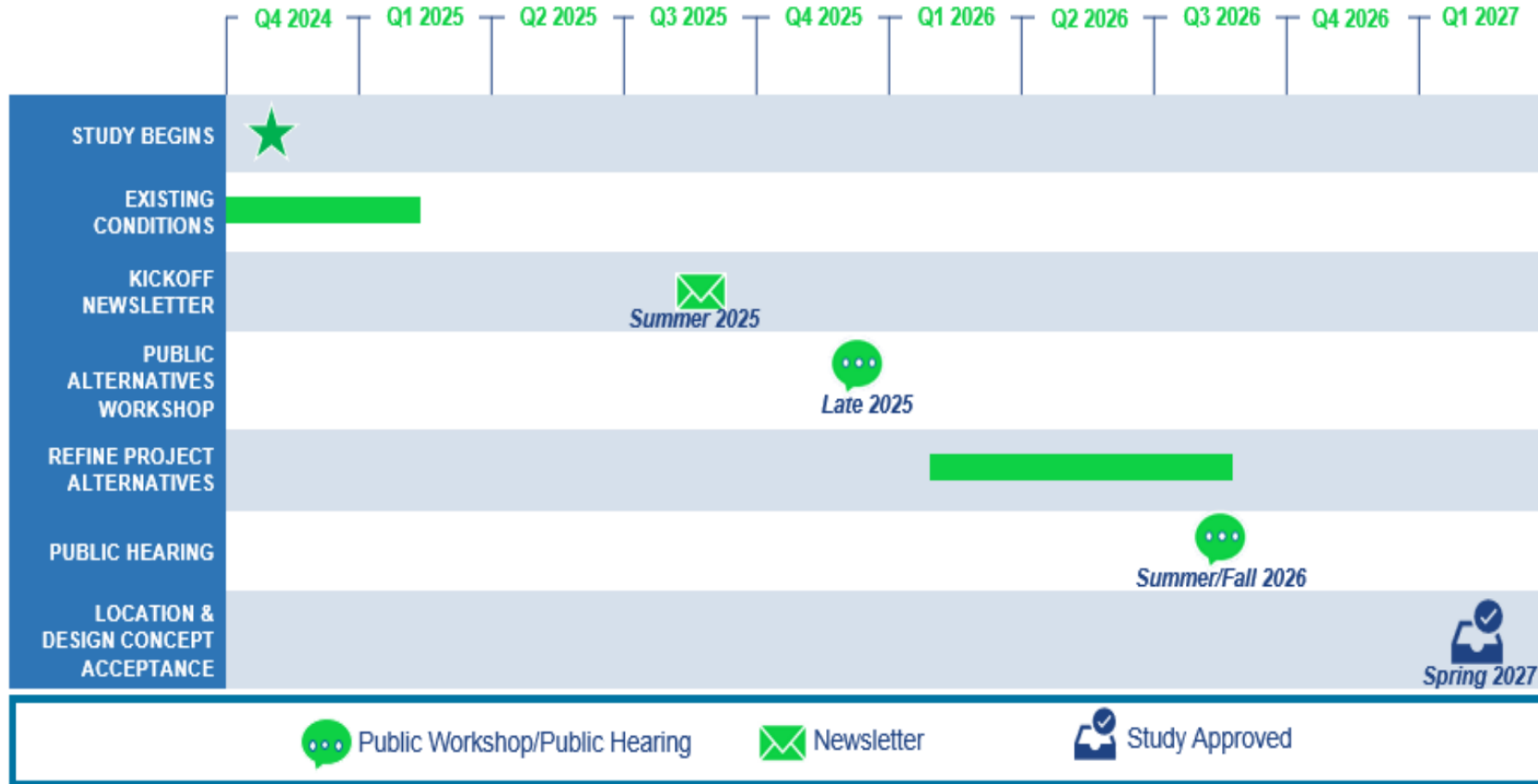


Preferred Alternative

- Build Alternative 1 alignment recommended to move forward, except:
 - Build Alternative 2 from Eatonwood Lane to Pine Ridge Rd



FPID 447514-1: Study Schedule



Preliminary – Subject to Change

Planning Consistency

- PD&E Phase – funded and underway
- Design Phase - \$5.28 million, not funded
- Right-of-way costs to be determined
- Construction Phase - \$30.85 million, not funded

Preliminary, and subject to change



Safety, Questions, and Contact Information

Adam Rose

Project Manager
FDOT District One

Adam.Rose@dot.state.fl.us

(863) 519-2832



Lane departures represent
34% of all
CRASHES
yet result in
42% of all
DEATHS



Bonita Estero Rail Trail Update

March 24, 2026

Scott Stryker

Gubernatorial Appointee to the Florida Greenways & Trails Council

Village of Estero Representative to the Lee County BPC

BERT Board Member



BERT Board Members & Leaders

New to the Board

- Nathalie White
- Scott Stryker
- Albert Arguelles

Existing Board Members

- Deb Orton, President
- Beth Castro, Vice-President
- Steve Gunther, Treasurer

Key Leaders

- Julie Waldon
- Rob Orton



The Bonita Estero Rail Trail



The first phase of the Bonita Estero Rail Trail will become a **180-acre, 11.4-mile** open space, linear park and trail.

Negotiated Price reduction from **\$70.44m** to **\$60m**

- Northern boundary: Estero Parkway
- Southern boundary: Wiggins Pass Road
- Estero **\$19.6m** (~4.1)
- Bonita Springs **\$28.8m** (~5.8)
- Collier county **\$11.6m** (~1.5miles)



The Bonita Estero Rail Trail



- Due diligence begins after March votes: 2 appraisals, Title, Boundary survey, Phase one and two Environmental assessments
- SGLR will begin abandonment with the Surface Transportation Board with Railbanking as soon as votes are complete.
- The March votes represent the jurisdictions' purchase commitments, with a final close date mid-Oct. 2026. The final Closing Date with SGLR is also expected in October 2026.



BERT Votes

Village of Estero Approved their portion March 4th

- Unanimous Vote (in favor)

Collier County Final Approval date March 24th (April 14th?)

- We anticipate a positive vote

Bonita Springs Final Approval date March 25th

- We anticipate positive vote



Exciting Things Happening Along the Future Trail!

Wonder Gardens Expansion Rendering



Riverside Park Rendering



Newly Opened Sugarshack



Future Splash Park Rendering



Rooftop at Riverside



Exciting Things Happening Along the Future Trail!

Future BERT Trailhead Rendering



Future Estero Village Center



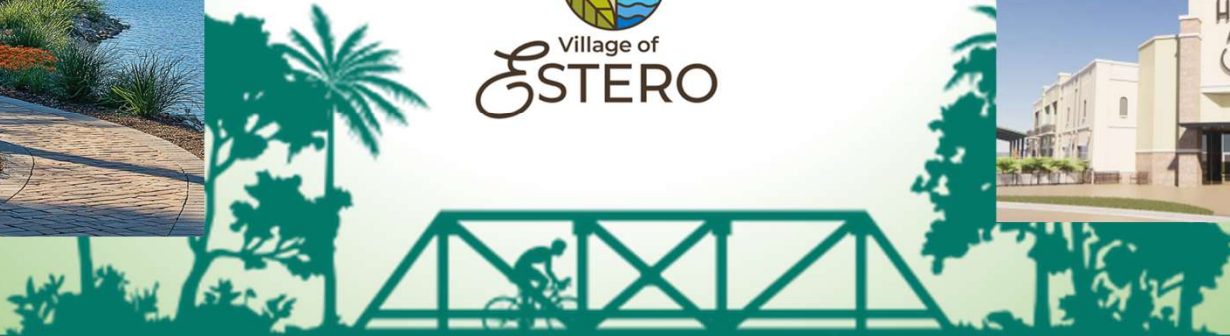
Sports Complex Rendering



Estero River Park Rendering



High 5 Entertainment Complex Rendering



Regional Economic Impact



500,000+

Trail Users Per
Year

\$14 Million
Per Year

- Restaurants
- Retail Sales
- Hotels & Rentals
- Grocery Stores
- Bikes, Clothing
- Services
- Etc.



\$6 Million
Per Year

Trail User Health Benefits

\$4 Million



Increase In Property Values

Questions?

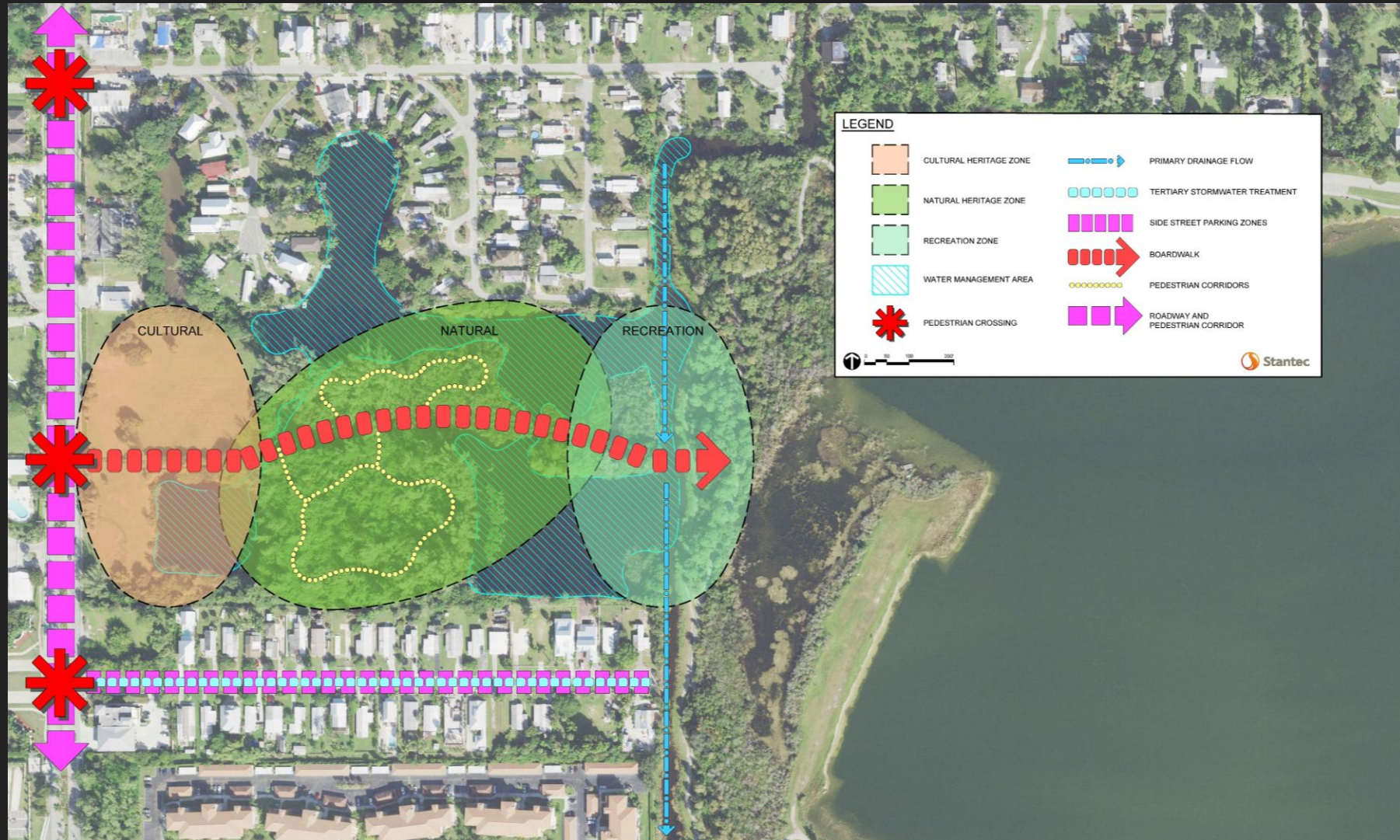


Site Overview



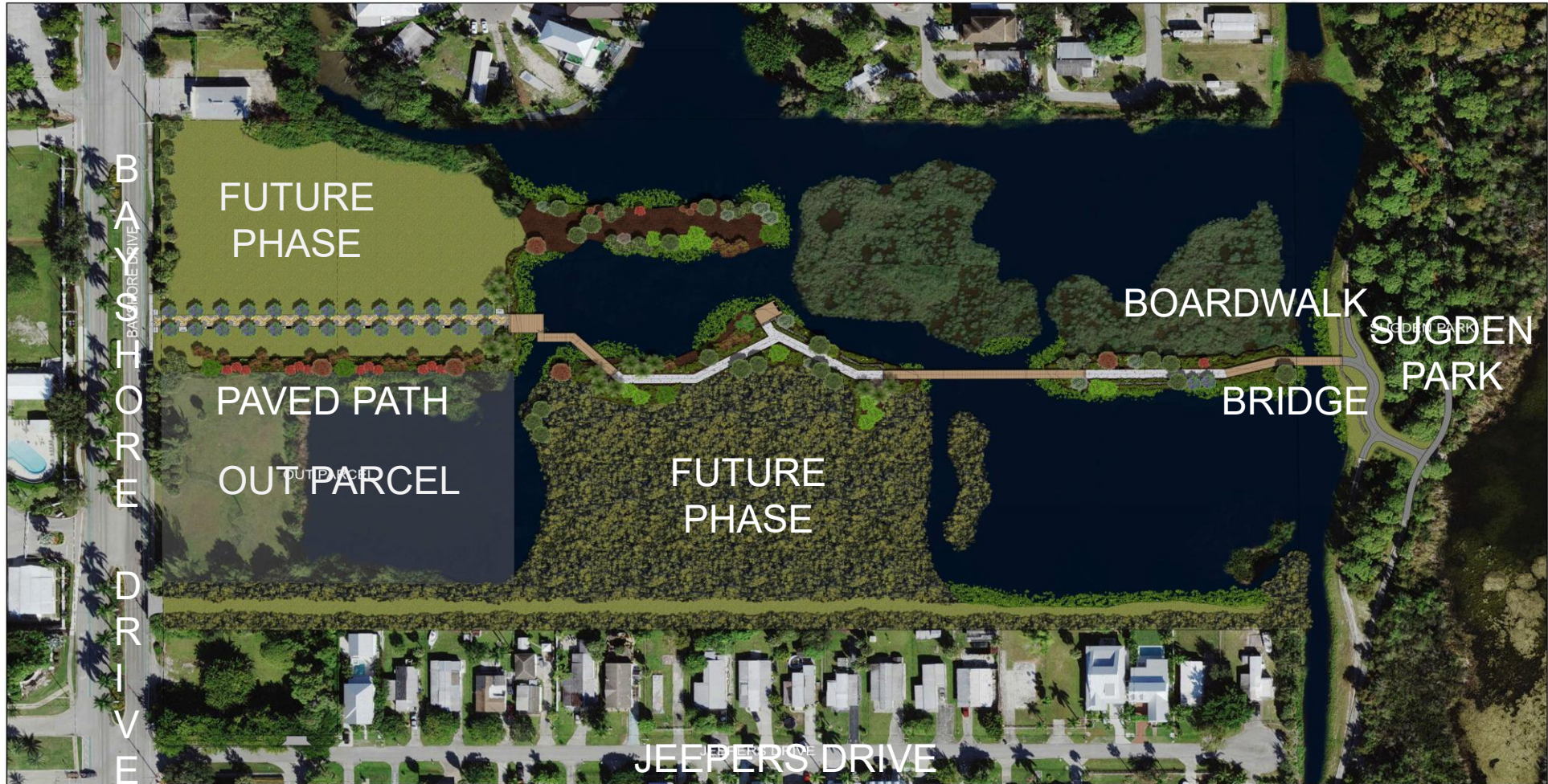


Initial Impressions and General Program Site Plan





Connection Plan



COLLIER COUNTY COMMUNITY REDEVELOPMENT AGENCY
BAYSHORE DRIVE REDEVELOPMENT PROJECT
17 ACRE BOARDWALK PLAN



Inspiration Images – Neighborhood Consistency

Eco-Timeless Built Form/Style



Naples Botanical Garden, Naples FL

Native and Littoral Landscapes



Naples Botanical Garden, Stantec Civil Engineering



Built to Last – Low Maintenance

Concrete Pilings / Hardwood Frame / Composite Decking



MSTU to fund maintenance / Parks to assist with security.



Construction Schedule Ahead

Approvals and Agreements

- SDPI PL20230009235 Approved
- SDP PL20230002535 Approved
- SFWMD 2030616-39091 Approved
- DEP SAY-2024-01339 Approved
- GMD Building Permit Review –PRAC2024104214901
- Post Construction Services Agreement – Stantec Engineering
- CEI Services Agreement- Johnson Engineering
- Ongoing Partnership with Naples Botanical Garden

Contractor

- Infinite Construction
Fort Myers, Florida 33966
Total contract price \$3,372,497.77
- Total contract time: 12 months from notice to proceed



Project Budget

Stantec Design Cost \$ 344,932.30 (previously funded)

Construction Budget **\$4,700,688.49**

Total Contract price \$ 3,372,497.77

Permitting \$ 31,500.00

CEI Services \$ 300,000.00 Estimate

Total \$ 3,703,997.77

Estimated Savings \$ 996,690.72



Next Steps for Remaining Property

- Obtain a full Survey of the entire site once exotics are removed
- New appraisal
- Develop and Review ITN language with CRA / MSTU Board
- Present the ITN scope to CRA Board (BCC)
- ITN Solicitation



Staff Recommendation

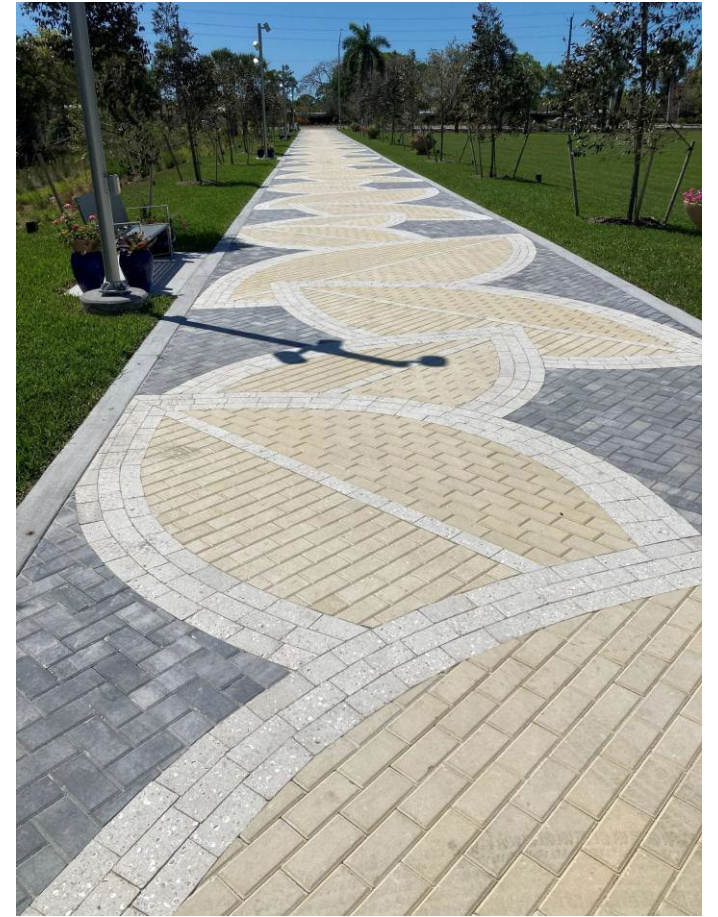
Recommendation to award Invitation to Bid (“ITB”) No. 24-8267, the Bayshore 17 Acres pedestrian Boardwalk Connection to Sugden Park Project, to Infinite Construction, LLC in the base bid amount of \$3,335,497.77, approve an Owner’s Allowance of \$37,000, and authorize the Chairman to sign the attached agreement.











Lee MPO Caloosahatchee Downtown Alternative Multimodal Feasibility Study



Collier Lee Joint Public Workshop

March 24, 2026

Collaboratory

2031 Jackson St, Fort Myers, FL 33901



Study Team

Consultant Team



Government Partners



Project Purpose

- To select a **preferred alternative(s)** for a shared use path. The preferred alternative(s) will:
 - Connect JYLP Linear Park SUN Trail in Fort Myers to the Kismet SUN Trail in North Fort Myers
 - Connect to the new eight feet wide sidewalk on Cleveland Avenue crossing the Caloosahatchee River
- Identify biking and walking improvements in the study area
- Complete the study by June 2026

TRANSPORTATION DEVELOPMENT PROCESS



PUBLIC OUTREACH AND INTERAGENCY COORDINATION

Caloosahatchee D'Down Alternative Multimodal Feasibility Study	2025												2026					
	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June
Project Administration																		
Task 1: Kickoff Meeting																		
Task 2: Data Collection																		
<i>Mapping</i>																		
<i>Existing Conditions Analysis</i>																		
<i>Policy Analysis</i>																		
<i>Approved and Planned Development Analysis</i>																		
<i>StreetLight or Replica Data Analysis</i>																		
<i>Latent Demand and Potential Usage</i>																		
Task 3: Existing Conditions Report																		
Task 4: Alternatives Evaluation																		
Task 5: Conceptual Development Plan																		
Task 6: Operation, Maintenance, and Security																		
Task 7: Economic Impact																		
Task 8: Preliminary Environmental Assessment																		
Task 9: Shared Micromobility Expansion Analysis																		
Task 10: Community Outreach																		
<i>Community Outreach Plan</i>																		
<i>Project Fact Sheet</i>																		
<i>Contact List</i>																		
<i>Create Project Website and Update</i>																		
<i>Surveys</i>																		
<i>1) Demand and Usage Survey</i>																		
<i>2) Community Survey</i>																		
<i>Planning and Facilitation of In Person Public Workshop (2)</i>																		
Task 11: Project Steering Committee (3)																		
<i>Committee Meetings (3)</i>																		
<i>Stakeholder Interviews (Up to 15)</i>																		
Task 12: Lee County MPO Committees and Board Meetings																		
<i>Committee Meetings (7)</i>																		
<i>MPO Board Meeting (2)</i>																		
<i>Project Partner Board Meetings (2)</i>																		
<i>Project Status Meetings (Up to 16)</i>																		
<i>Draft Feasibility Study Report</i>																		
<i>Executive Summary</i>																		
<i>Review of Draft Feasibility Report</i>																		
<i>Final Report</i>																		
TASK 1: Smart Technology Application Assessment																		
TASK 2: Preliminary Environmental Clearance																		
TASK 3: Preliminary Engineering Analysis																		

Project Scope and Tasks

1. Management & Coordination

- Project Management
- Meetings & Outreach

2. Analysis

- Data & Existing Conditions
- Policy & Planned Developments
- Demand & Trail Use
- Alternatives Evaluation

3. Planning & Design

- Concept Plan
- Preliminary Engineering

4. Environmental & Technology

- Environmental Review
- Smart Technology
- Operations & Maintenance

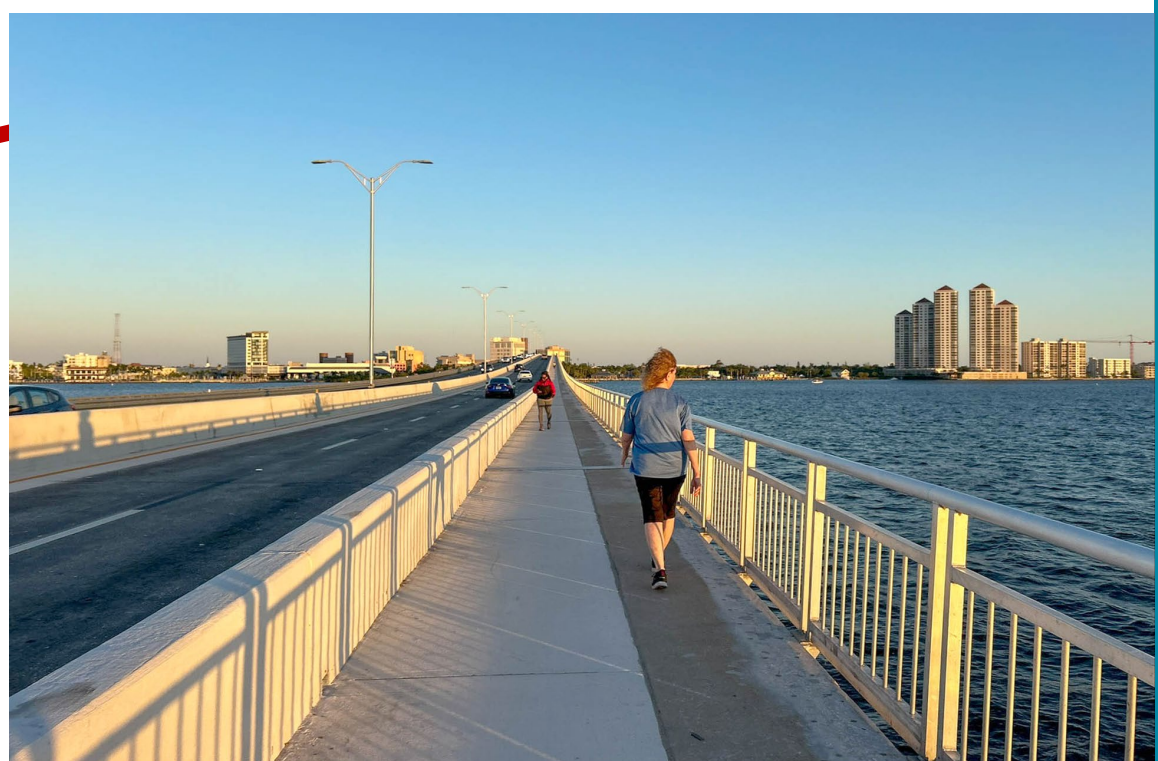
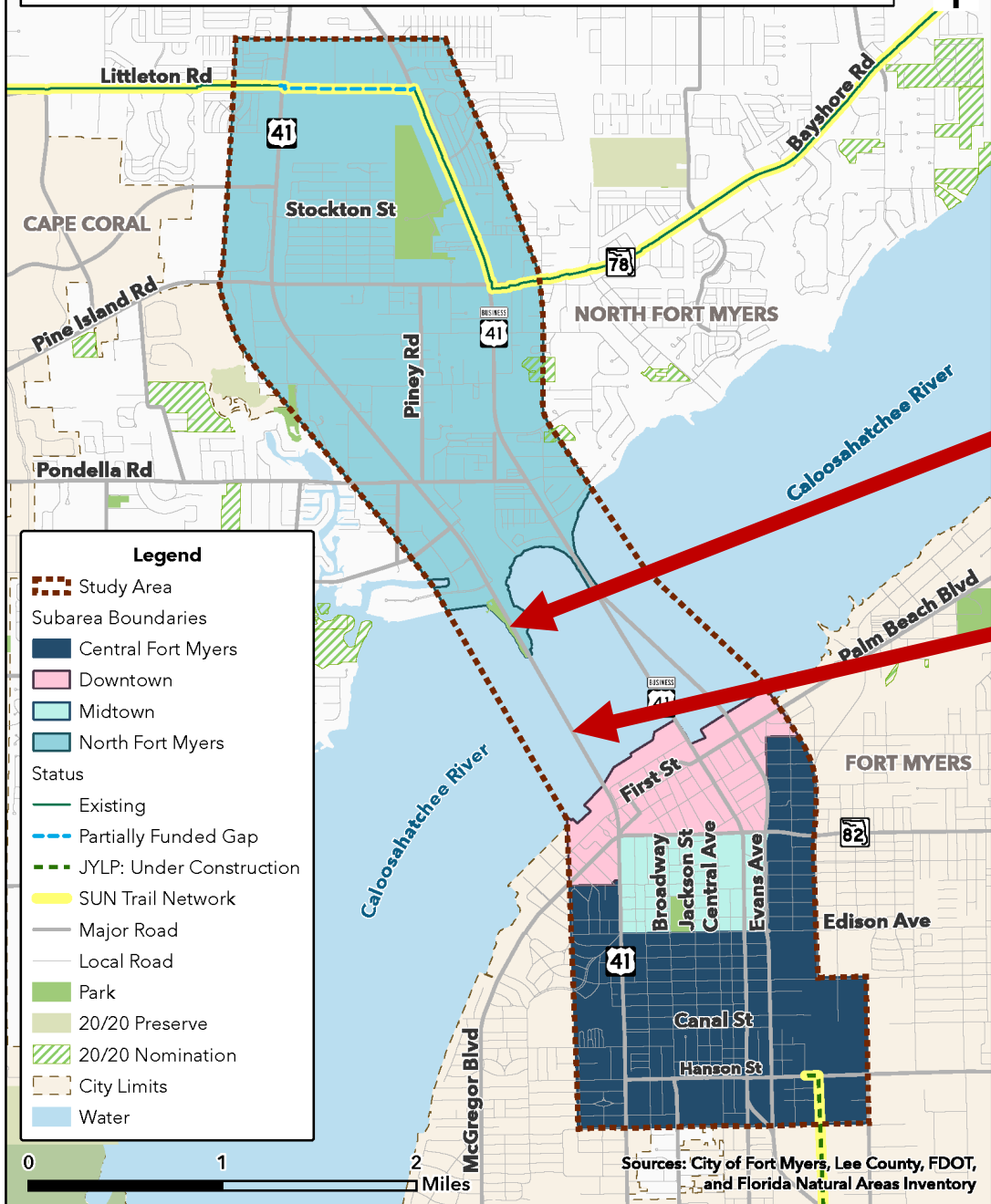
5. Economic & Mobility

- Economic Impact
- Micromobility Expansion

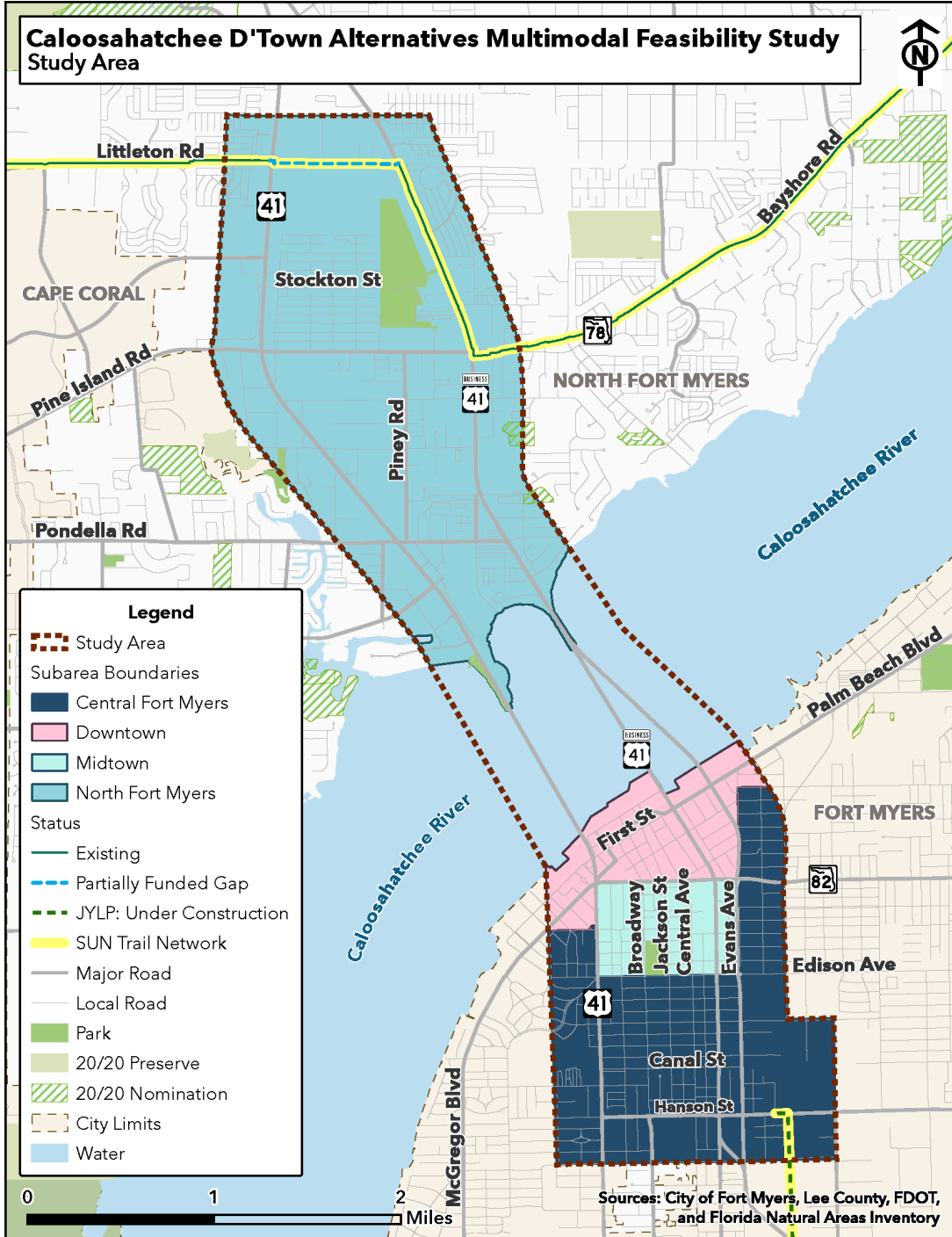


Caloosahatchee D'Town Alternatives Multimodal Feasibility Study

Study Area



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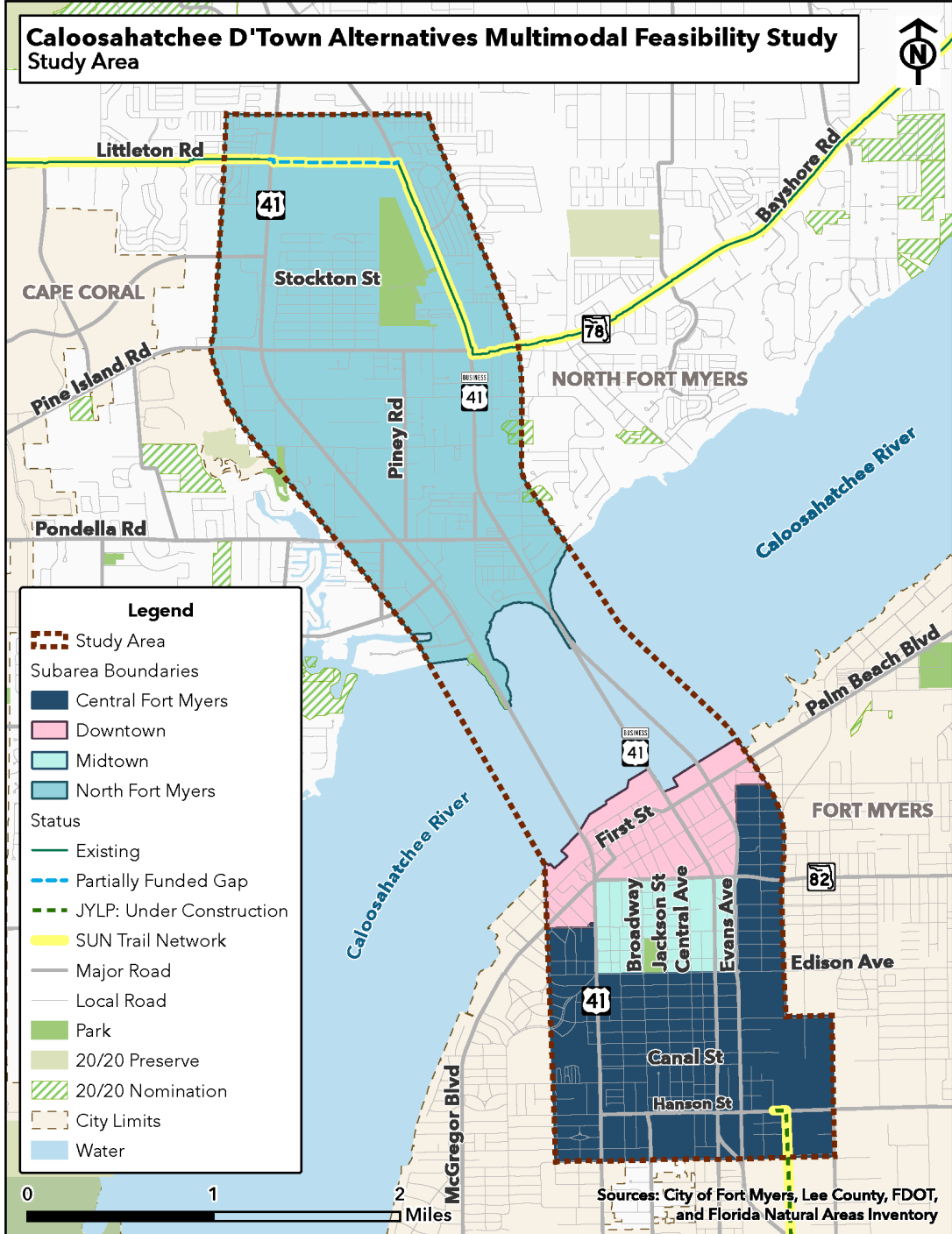


Study Area Boundaries

- 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



Project Goals

- ✓ Address Community Impacts
- ✓ Connect to:
 - Caloosahatchee Bridge
 - Central Fort Myers
 - Downtown River District
 - Midtown
 - New and Planned Developments
 - North Fort Myers
 - Parks
- ✓ Improve Accessibility
- ✓ Integrate the Trail with Micromobility
- ✓ Meet the SUN Trail Program Funding Requirements
- ✓ Reduce Crashes, Fatalities, and Serious Injuries
- ✓ Support Local Economic Development

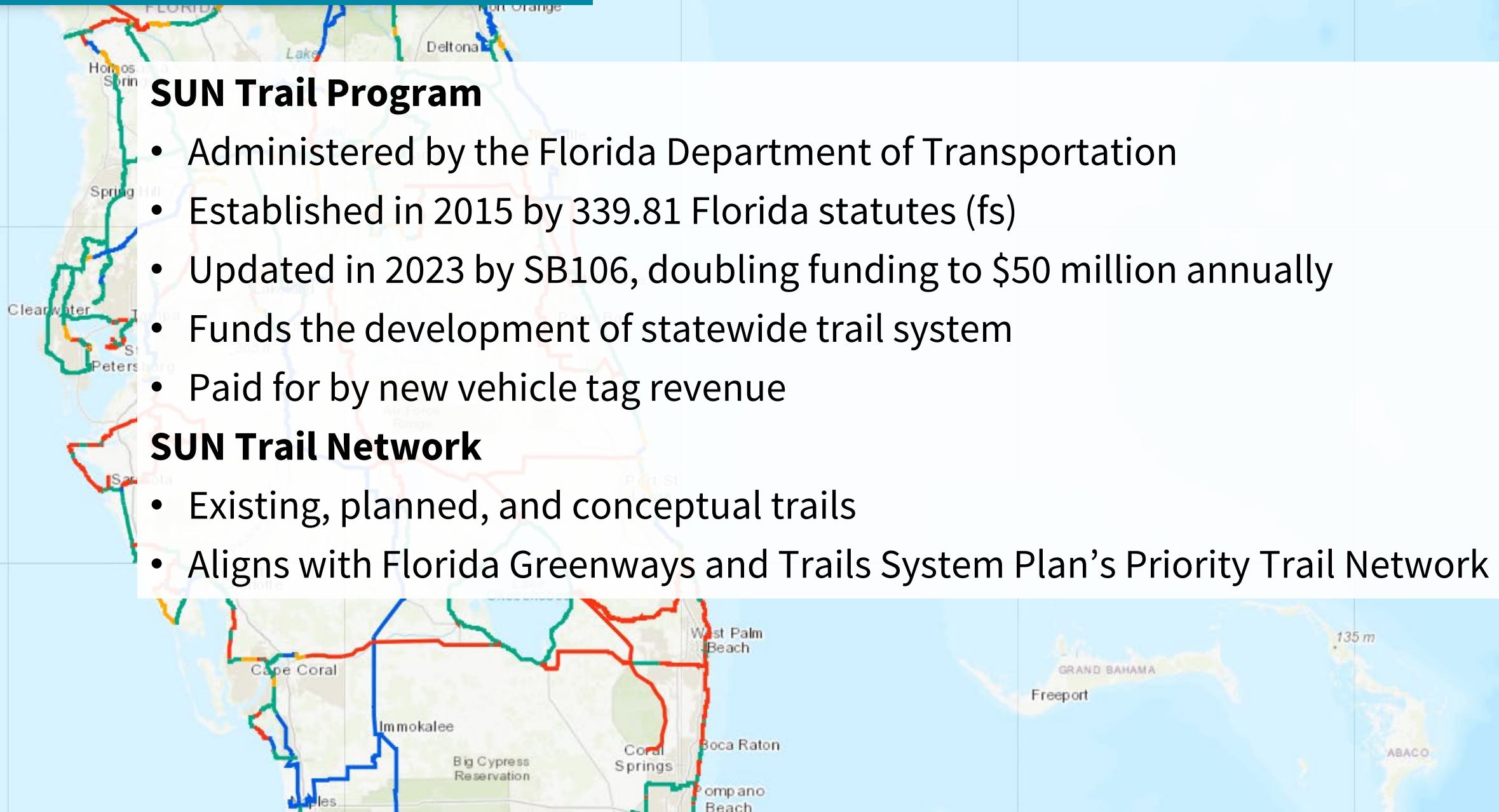
SUN Trail Program

SUN Trail Program

- Administered by the Florida Department of Transportation
- Established in 2015 by 339.81 Florida statutes (fs)
- Updated in 2023 by SB106, doubling funding to \$50 million annually
- Funds the development of statewide trail system
- Paid for by new vehicle tag revenue

SUN Trail Network

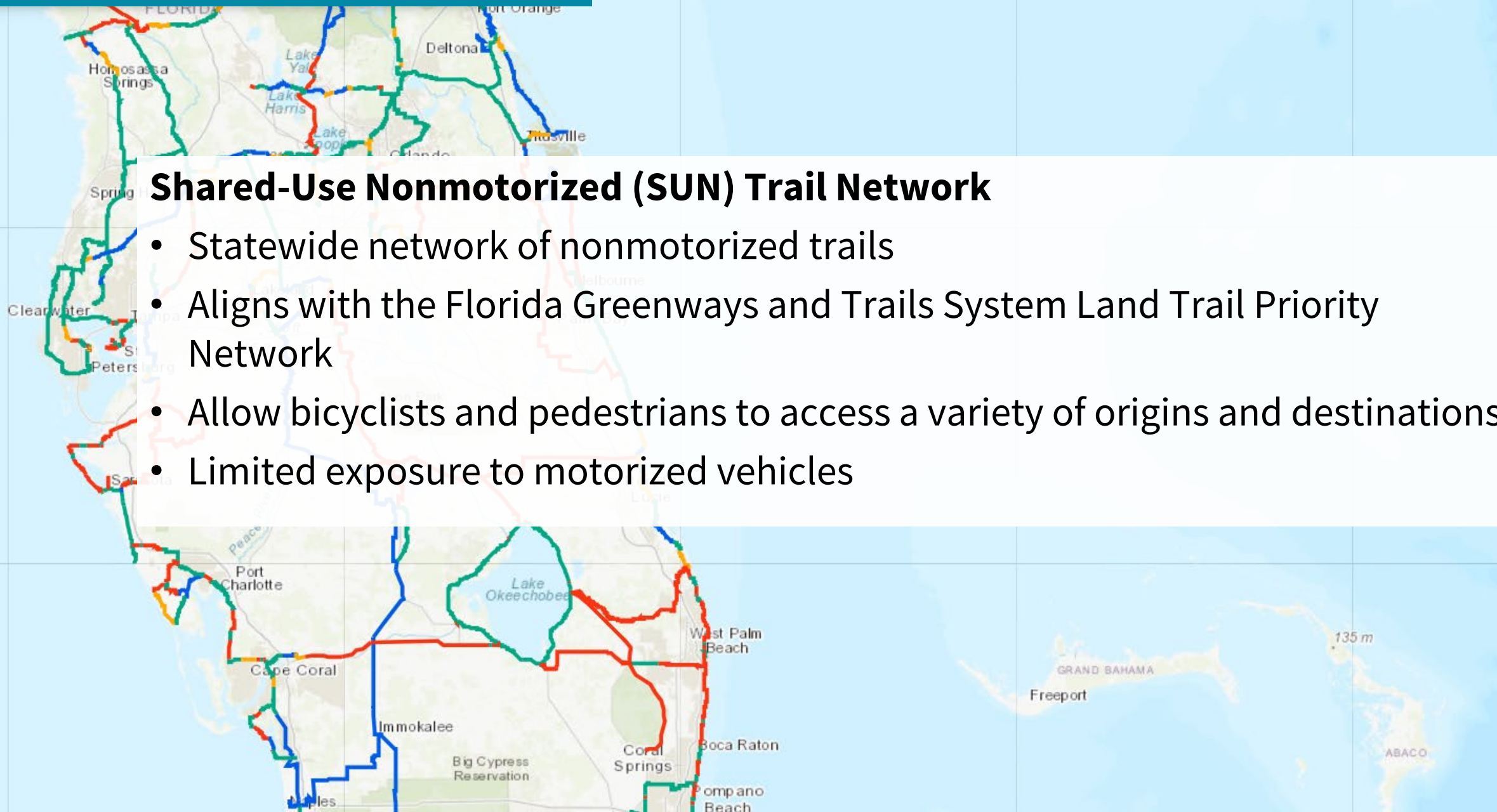
- Existing, planned, and conceptual trails
- Aligns with Florida Greenways and Trails System Plan's Priority Trail Network



SUN Trail Program

Shared-Use Nonmotorized (SUN) Trail Network

- Statewide network of nonmotorized trails
- Aligns with the Florida Greenways and Trails System Land Trail Priority Network
- Allow bicyclists and pedestrians to access a variety of origins and destinations
- Limited exposure to motorized vehicles



SUN Trail Program



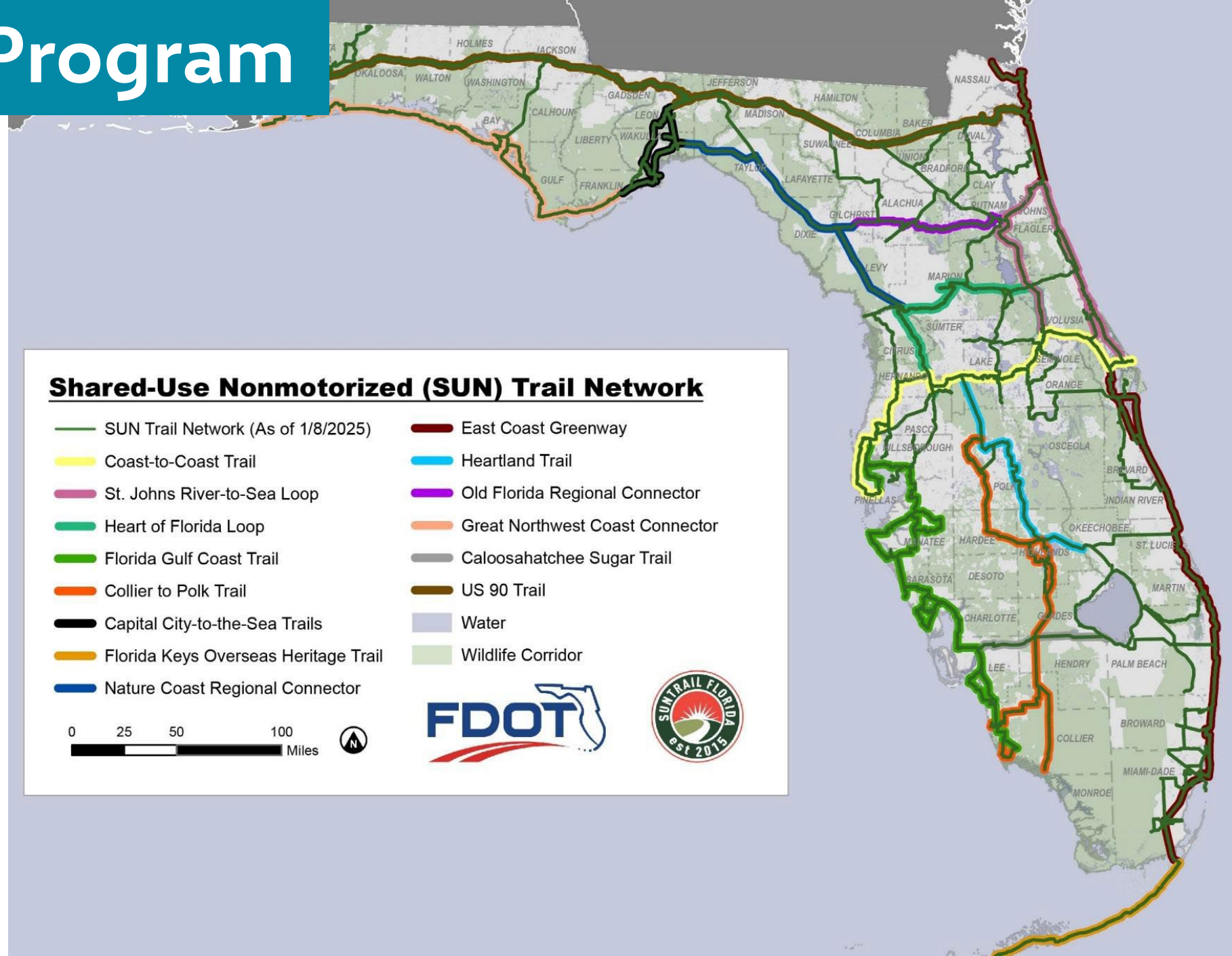
Florida Greenways & Trails System Plan



Florida
**WILDLIFE
CORRIDOR**
Foundation

Shared-Use Nonmotorized (SUN) Trail Network












- SUN Trail Network (As of 1/8/2025)
- Coast-to-Coast Trail
- St. Johns River-to-Sea Loop
- Heart of Florida Loop
- Florida Gulf Coast Trail
- Collier to Polk Trail
- Capital City-to-the-Sea Trails
- Florida Keys Overseas Heritage Trail
- Nature Coast Regional Connector
- East Coast Greenway
- Heartland Trail
- Old Florida Regional Connector
- Great Northwest Coast Connector
- Caloosahatchee Sugar Trail
- US 90 Trail
- Water
- Wildlife Corridor

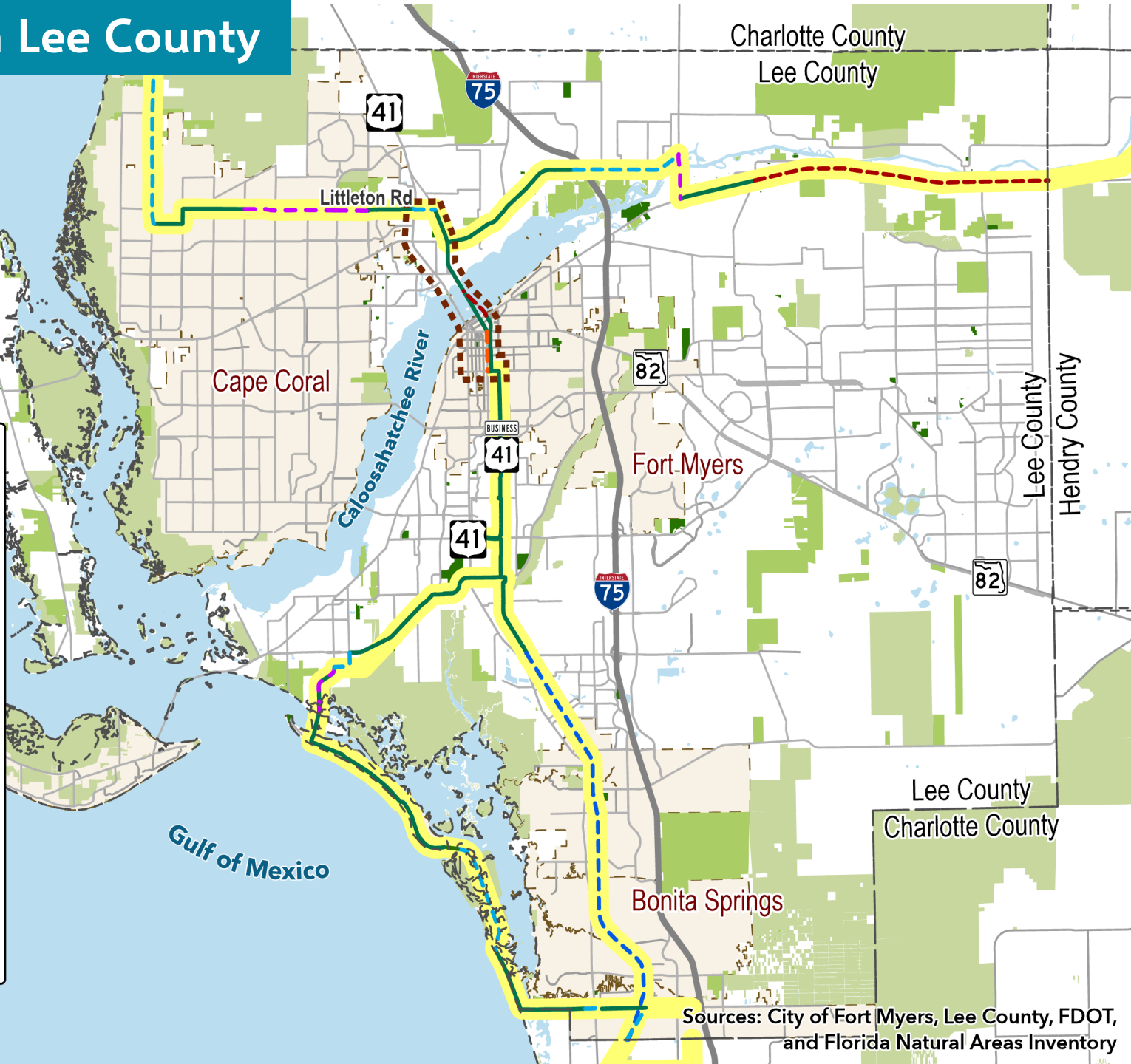
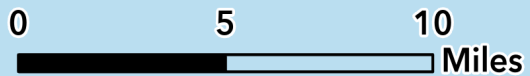


SUN Trail Network in Lee County



Legend

-  Study Area
- Status
-  Existing
-  Fully Funded
-  Partial Rail Corridor Acquisition Commitment
-  Partially Funded
-  Under Construction
-  Unfunded Gap Requiring Acquisition
-  Unfunded Gap with No Acquisition Needed
-  SUN Trail Network
-  Interstate
-  Major Road
-  Park
-  20/20 Preserve
-  Managed Land
-  City Limits
-  Water

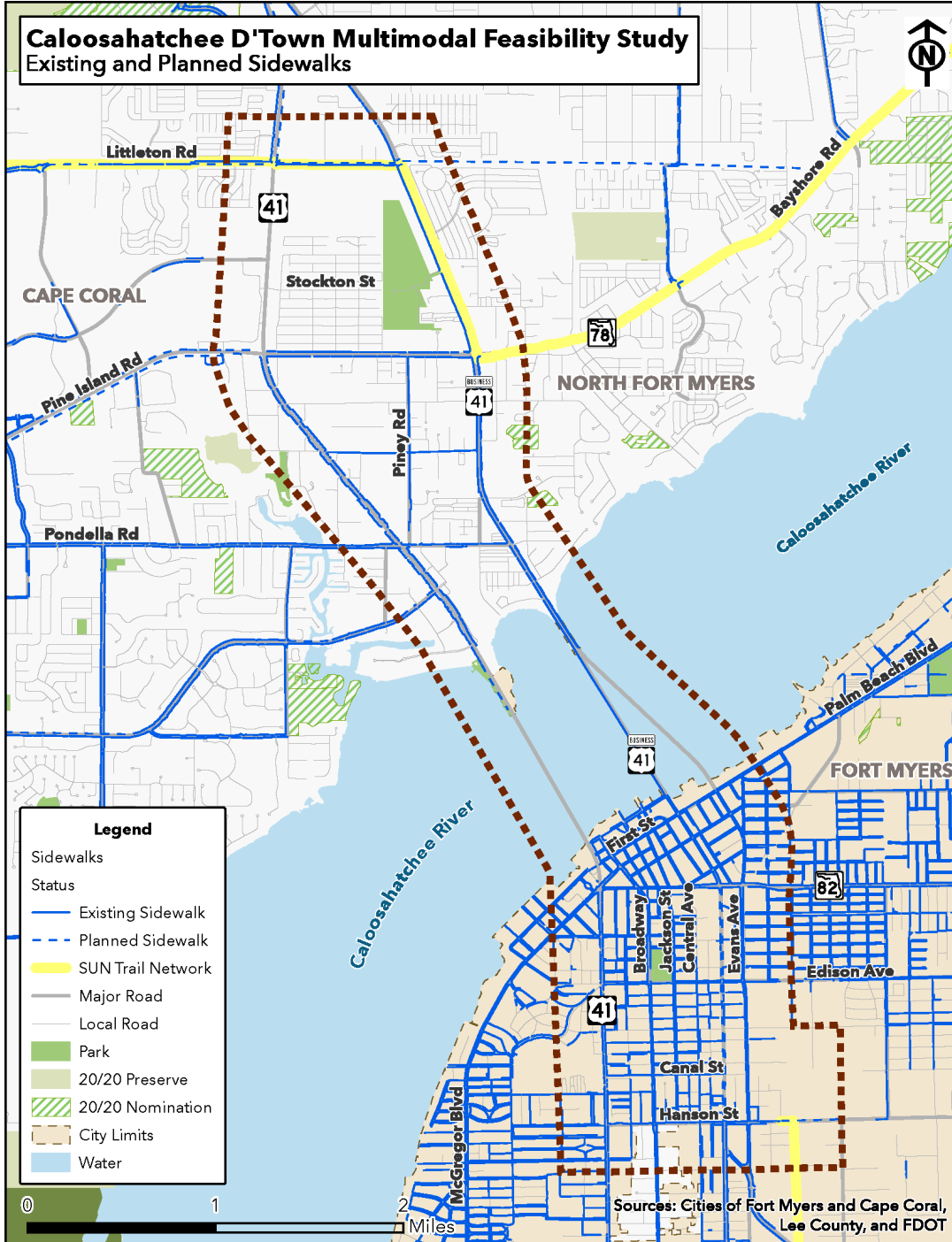


Sources: City of Fort Myers, Lee County, FDOT, and Florida Natural Areas Inventory

SUN TRAIL

Caloosahatchee D'Town Multimodal Feasibility Study

Existing and Planned Sidewalks

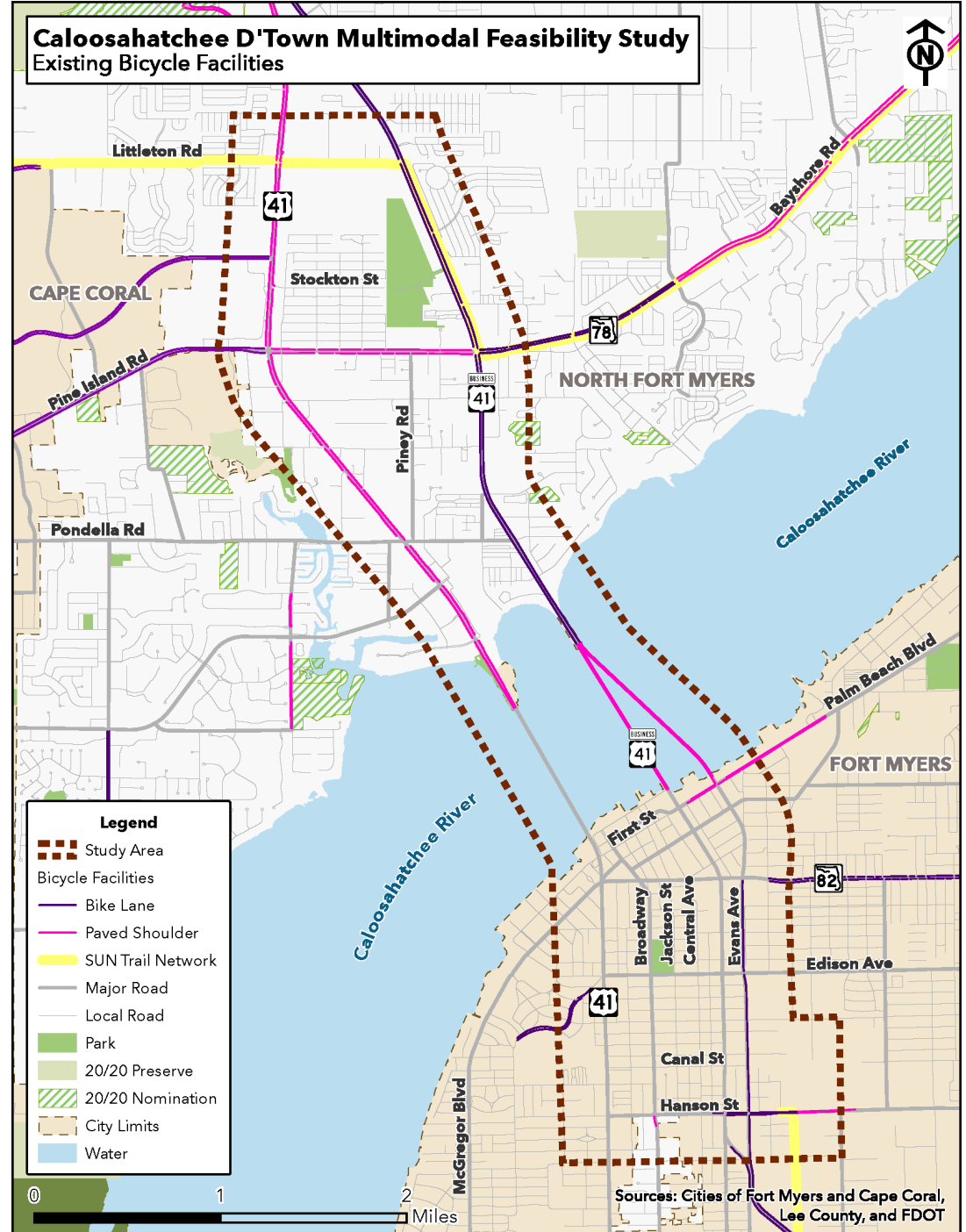


- Legend**
- Sidewalks
- Existing Sidewalk
 - Planned Sidewalk
- Status
- SUN Trail Network
 - Major Road
 - Local Road
 - Park
 - 20/20 Preserve
 - 20/20 Nomination
 - City Limits
 - Water

Sources: Cities of Fort Myers and Cape Coral, Lee County, and FDOT

Caloosahatchee D'Town Multimodal Feasibility Study

Existing Bicycle Facilities



- Legend**
- Bicycle Facilities
- Bike Lane
 - Paved Shoulder
- Status
- SUN Trail Network
 - Major Road
 - Local Road
 - Park
 - 20/20 Preserve
 - 20/20 Nomination
 - City Limits
 - Water

Sources: Cities of Fort Myers and Cape Coral, Lee County, and FDOT

EXISTING

Caloosahatchee D'Town Multimodal Feasibility Study

Existing Shared Use Paths



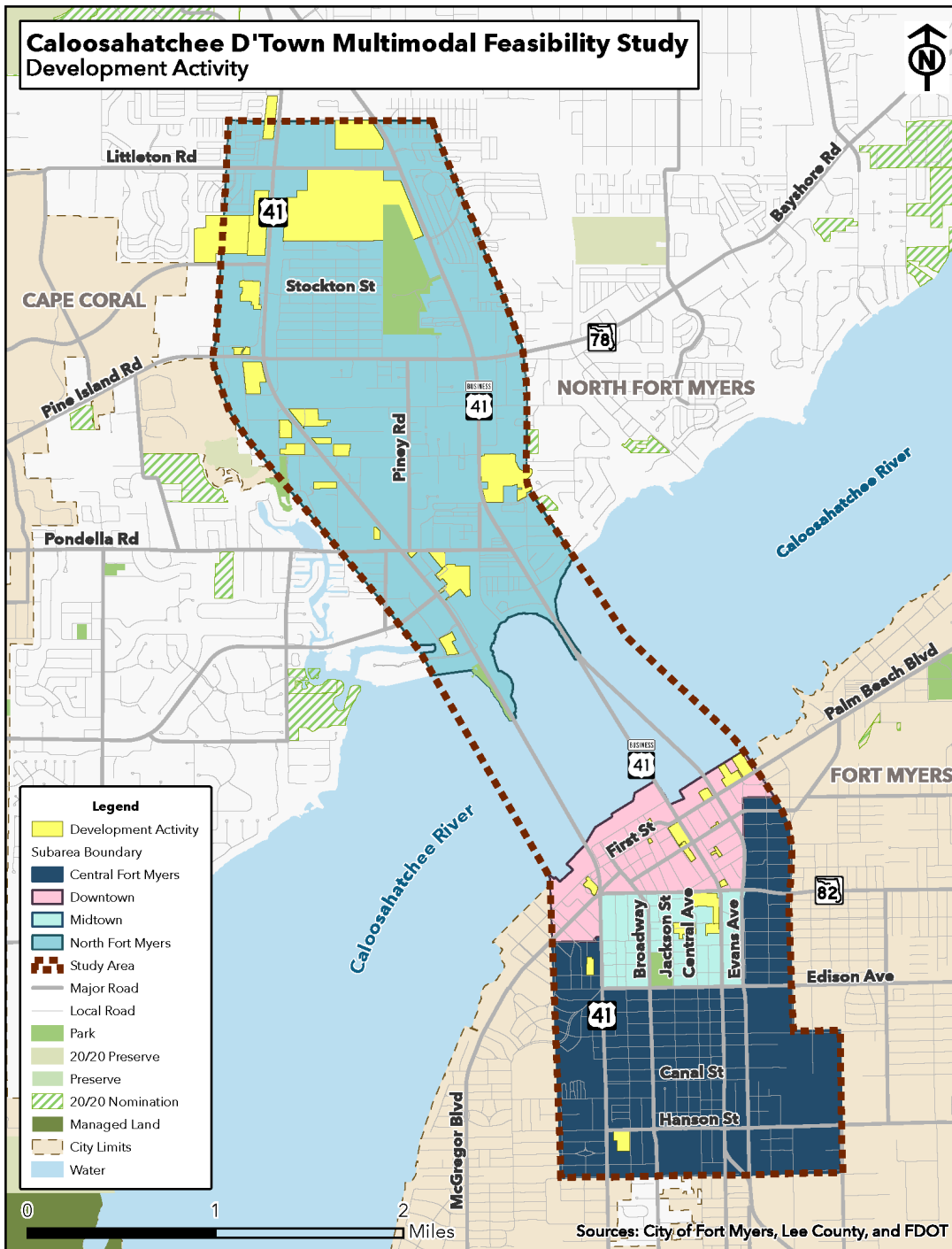
Caloosahatchee D'Town Multimodal Feasibility Study

Existing Transit Facilities



EXISTENS

**Caloosahatchee D'Town Multimodal Feasibility Study
Development Activity**

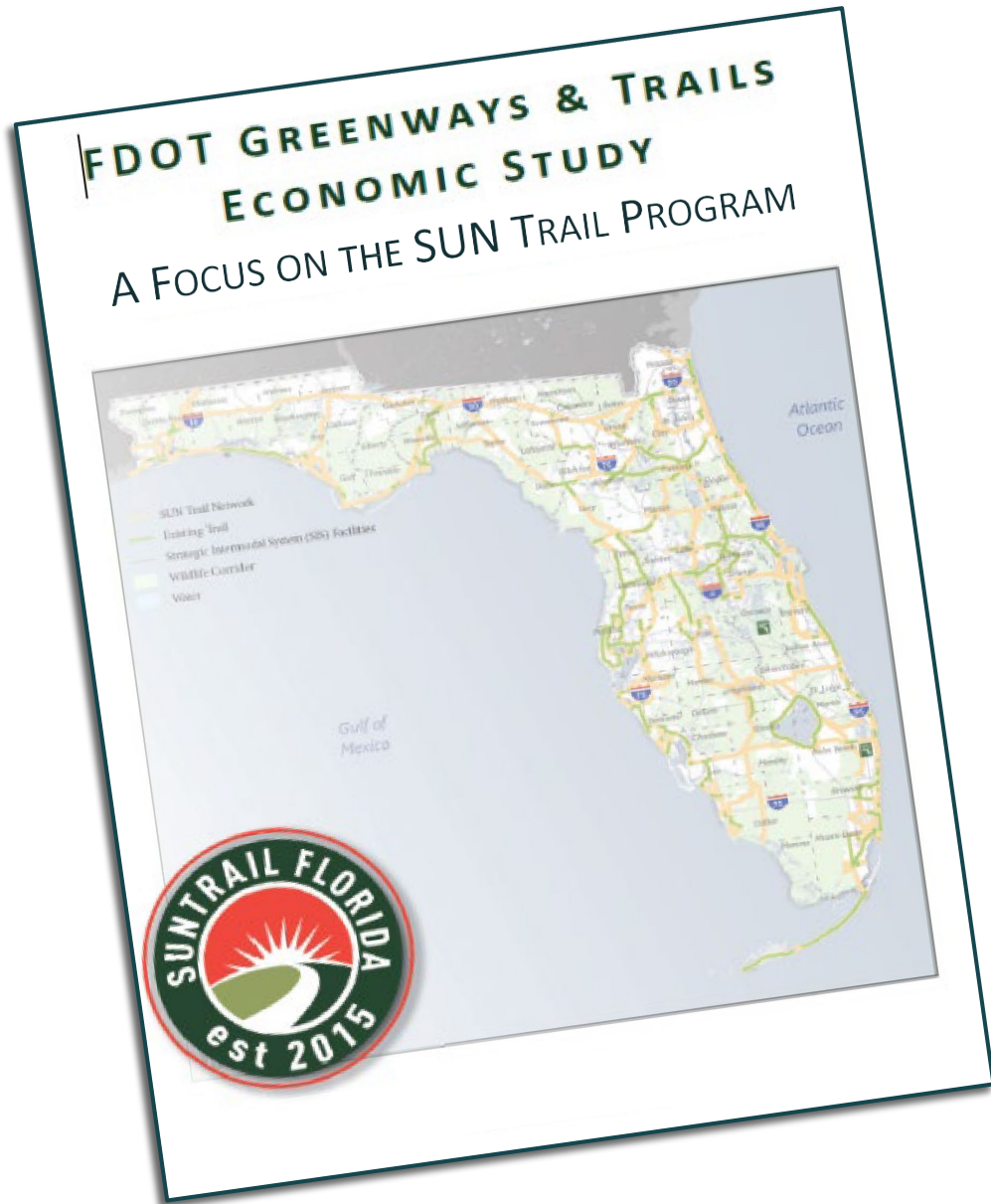


DEVELOPMENT ACTIVITY

- **38** new developments within the study area's boundaries
 - **21:** North Fort Myers subarea
 - **11:** Downtown subarea
 - **4:** Midtown subarea
 - **2:** Central Fort Myers subarea

ID	Subarea	Description of the Development Activity
1	North Fort Myers	FM Theatre RV and Boat Storage Facility (Permitting Stage) – In
2	North Fort Myers	Hermosa North Fort Myers (Development Order) – Proposed at
3	North Fort Myers	MIVO North Fort Myers Apartments (Development Order) – Pro
4	North Fort Myers	Diplomat House (Planning/Zoning Stage) – Rezoning request to allow 360 multifamily dwelling units with amenities
5	North Fort Myers	Merchants Crossings Apartments (Complete) – Recently comp
6	North Fort Myers	Starbucks at Merchant's Crossing (Complete) – New Starbuck
7	North Fort Myers	Chase N (Development Order) – Proposed Chase Bank with dr
8	North Fort Myers	Pine Island Road CPD (Planning/Zoning – Request to rezone 10

Economic Impact



This Green Network Makes \$en\$: Economic Analysis of Greenways & Trails

Presented by

Kim DeLaney, Ph.D.

Director of Strategic Development & Policy
Treasure Coast Regional Planning Council

STUDY PREPARED BY:



PREPARED FOR:



Overall: Trails Are Powerful Economic Engines

Trails Boost Spending & Property Values



IT IS ESTIMATED THAT
1% OF THE NETWORK
PRODUCES

\$30M IN ANNUAL
GDP

\$22M IN PERSONAL
INCOME

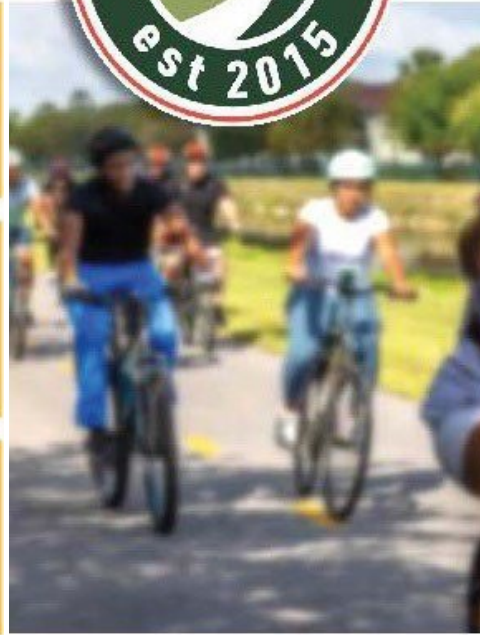
MORE THAN
300 JOBS
PER YEAR



IT IS ESTIMATED THAT
1% OF THE NETWORK
SUPPORTS

NEARLY
\$8M TRAIL-RELATED
ANNUAL
EXPENDITURES

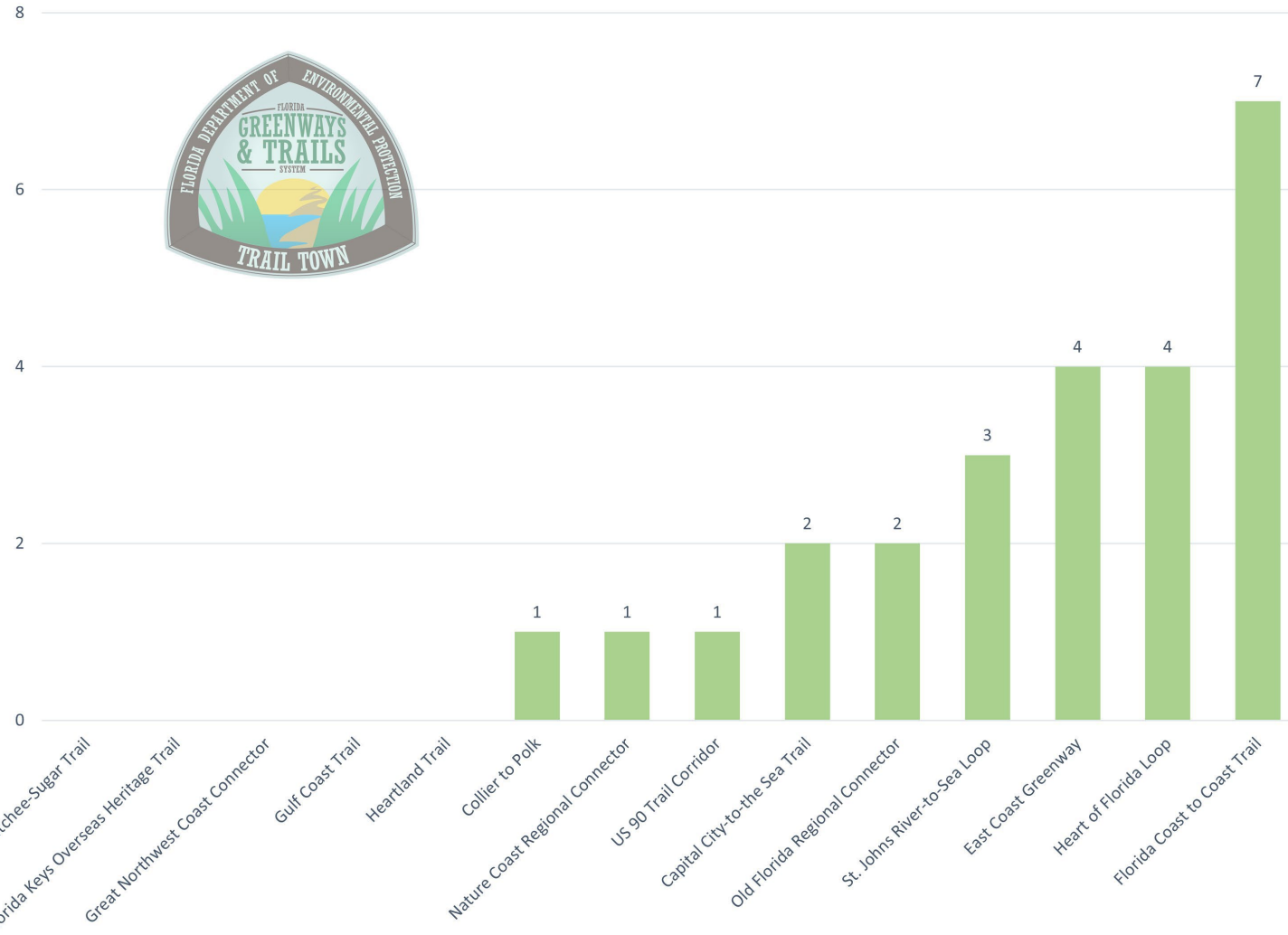
MORE THAN
\$125M INCREASED
RESIDENTIAL
PROPERTY
VALUES



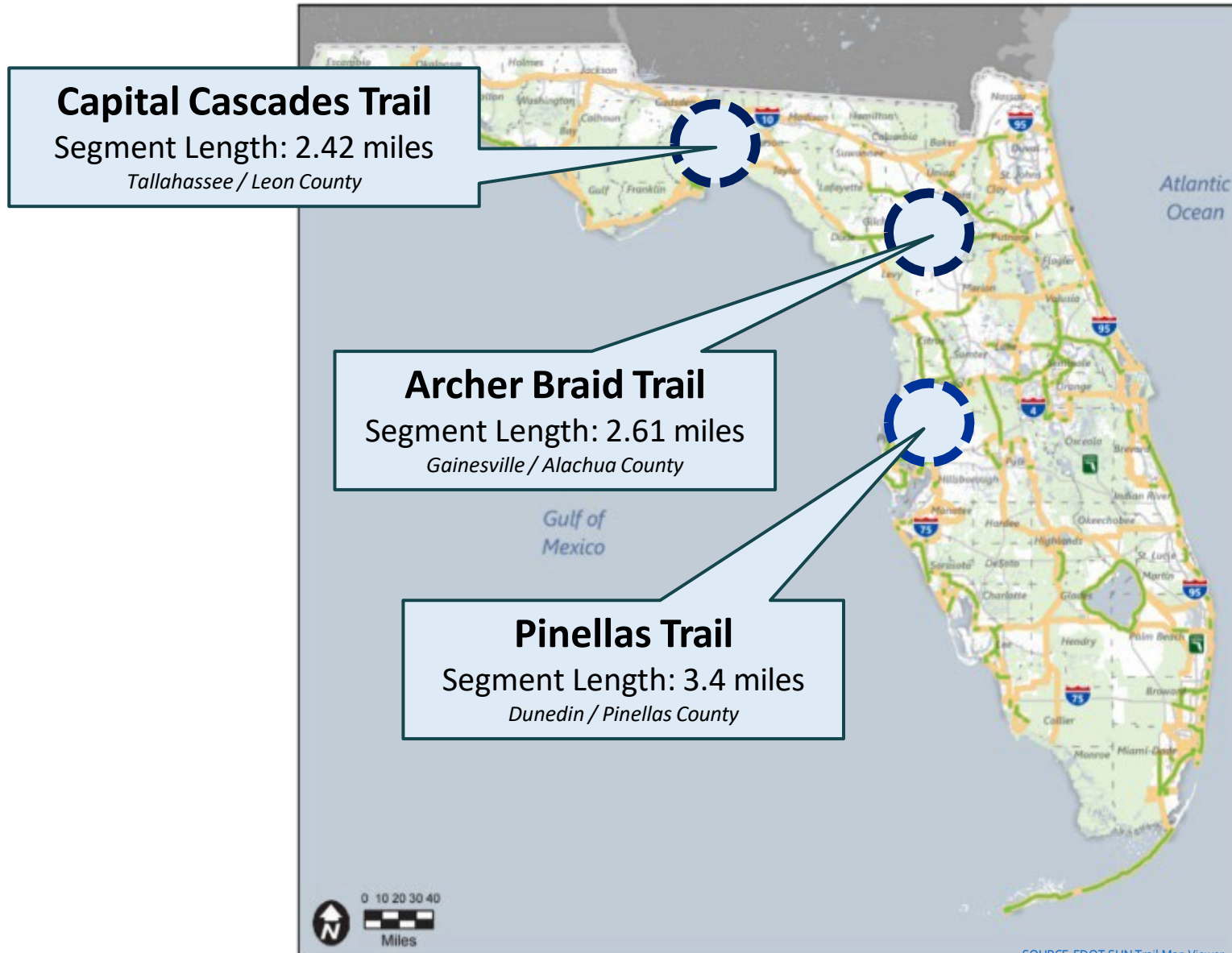
Trail Towns on Regional Trails



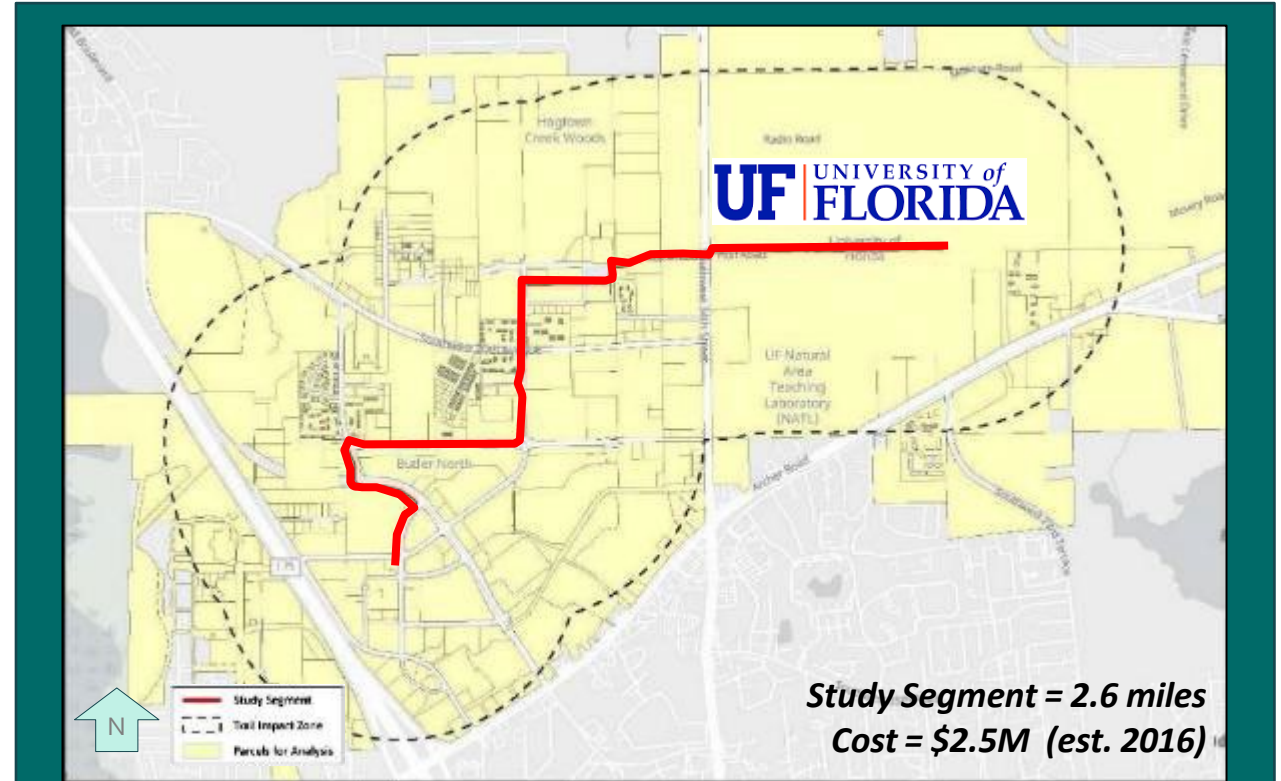
Trail Towns



Case Study Locations



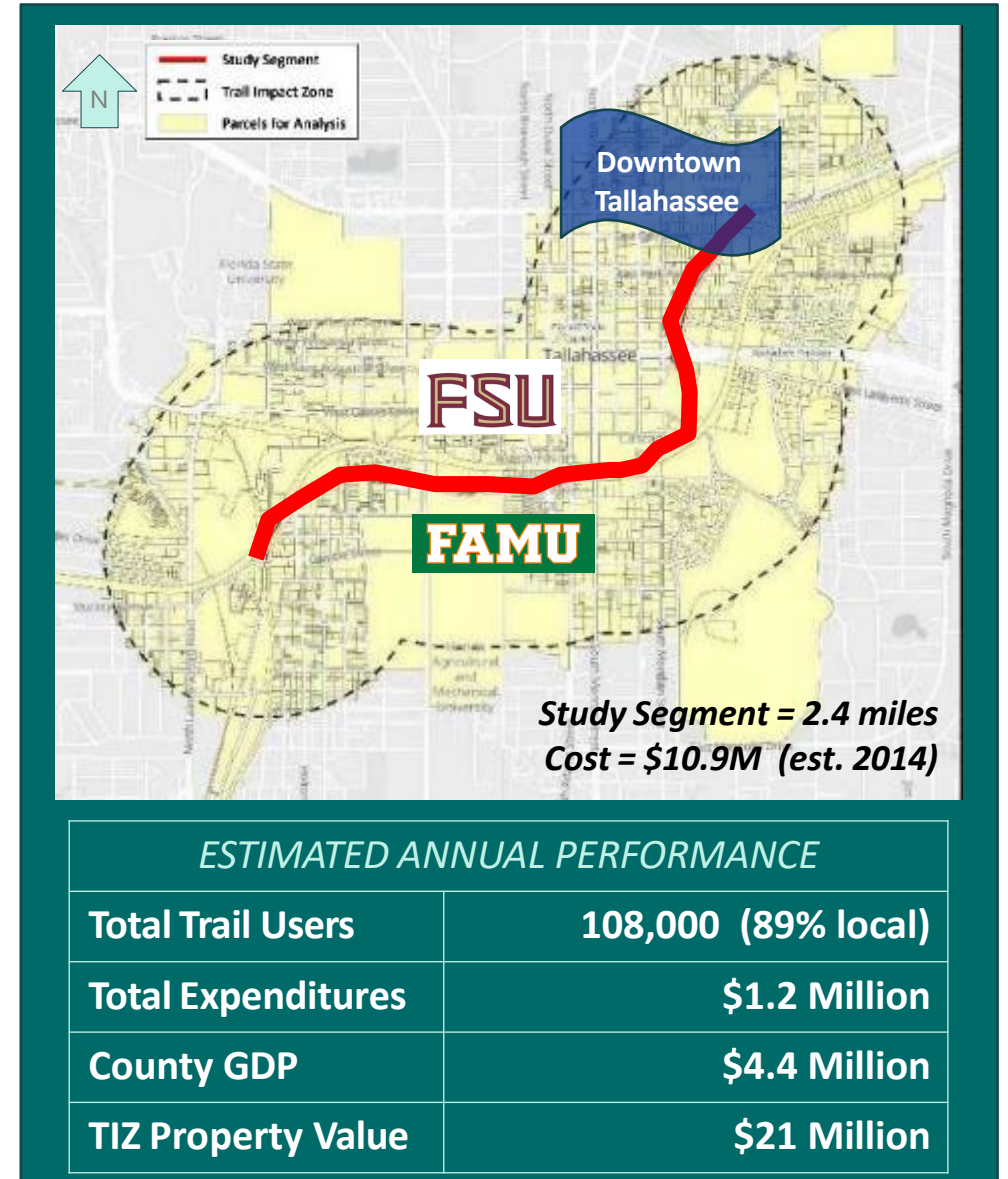
Archer Braid Trail (Gainesville)



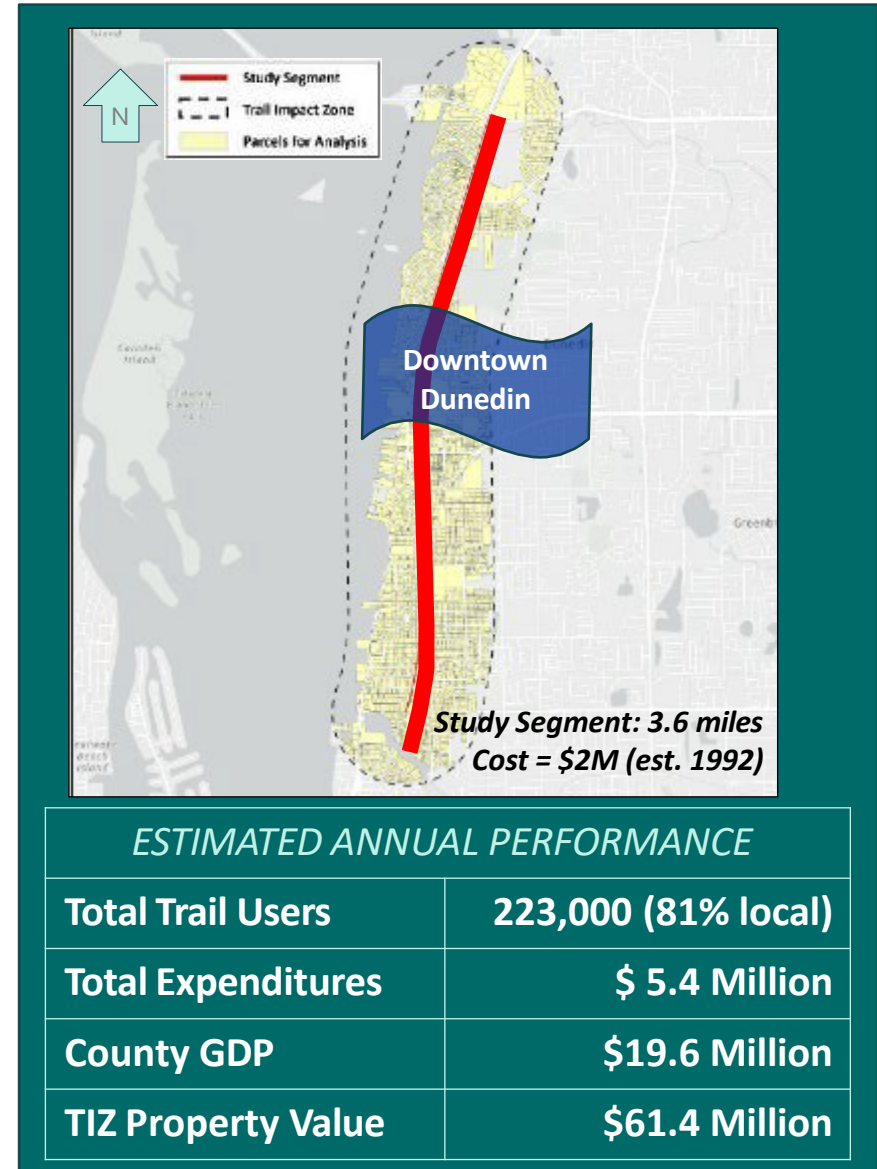
ESTIMATED ANNUAL PERFORMANCE

Total Trail Users	23,000 (90% local)
Total Expenditures	\$260,000
County GDP	\$2 Million
TIZ Property Value	\$20 Million

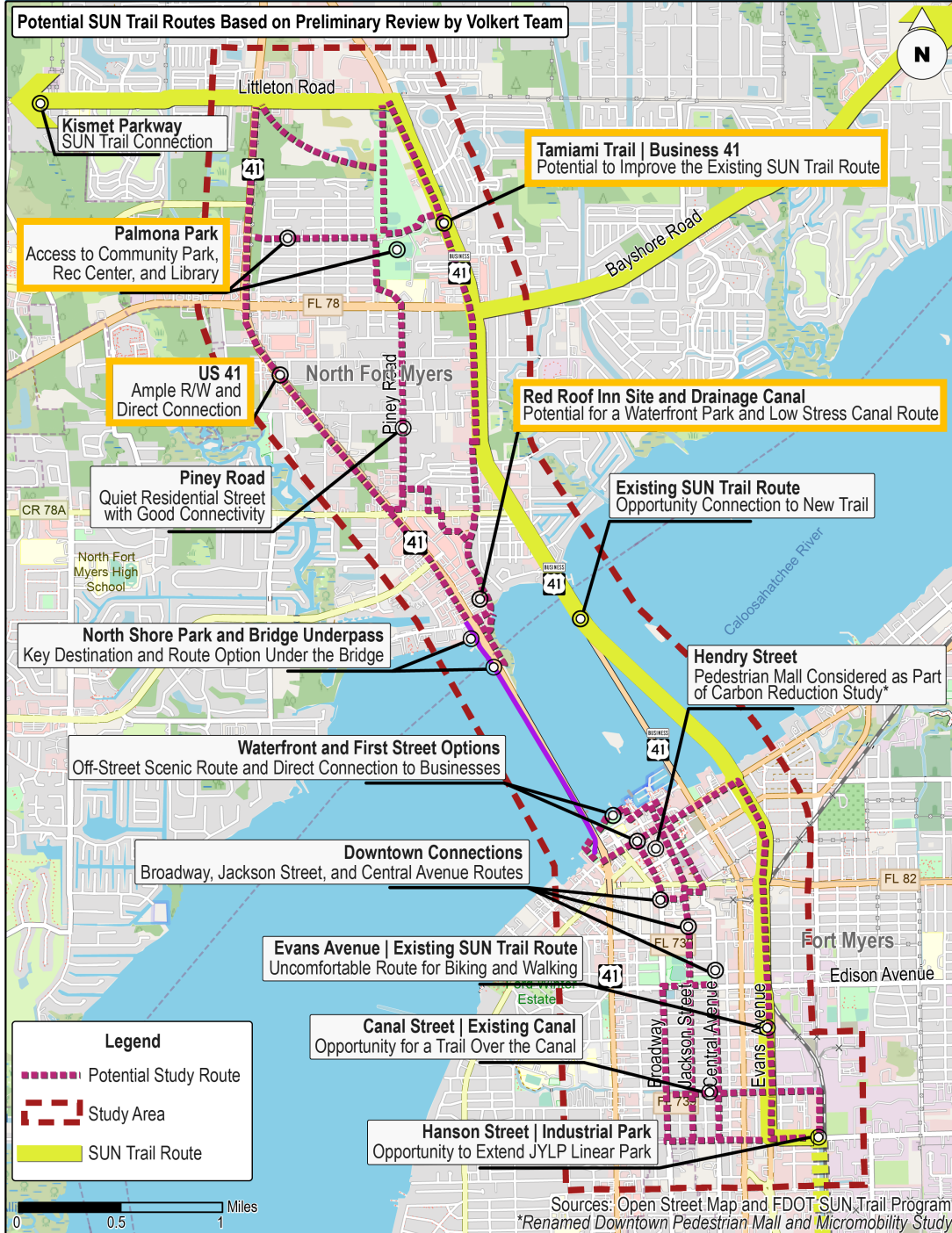
Capital Cascades Trail (Tallahassee)



Pinellas Trail (Dunedin)



Potential SUN Trail Routes Based on Preliminary Review by Volkert Team



Red Roof Inn Site and Drainage Canal

Opportunity

The wetlands area could support a boardwalk along the river from US 41 through the site where the Red Roof Inn was formerly located. The route would provide a safe off-road route.

Challenge

Coordination with Lee County and relevant agencies may be necessary to get any environmental and land use clearances for a multi-use trail and/or a boardwalk. Additional right-of-way may be required to build a trail along the waterfront connecting to the drainage canal area.

US 41 | North Cleveland Avenue



Opportunity

This is the most direct route to the planned SUN Trail Connection on Littleton Road and Kismet Parkway. There should be ample R/W on the east and west sides of US 41, and there are existing pedestrian signals at crossings.

Challenge

Access management and safety are concerns. There are numerous entrances/exits to shopping centers and businesses that trail users would need to cross. Trail comfort would be an issue. This route lacks shade, and US 41 is an arterial with high traffic volumes and noise. This option would need significant landscaping to make it more visually appealing and at least one pedestrian bridge would be needed at a major crossing.

Tamiami Trail | Business 41



Opportunity

The corridor is already on the SUN Trail Network. There is potential for improving the facility, which is a sidewalk.

Challenge

Access management and safety are concerns. There are some entrances/exits to shopping centers and businesses that trail users would need to cross. Trail comfort would be an issue. This route lacks shade, and Business 41 is an arterial with high traffic volumes and noise. This option would need significant landscaping to make it more visually appealing.

Palmona Park



Opportunity

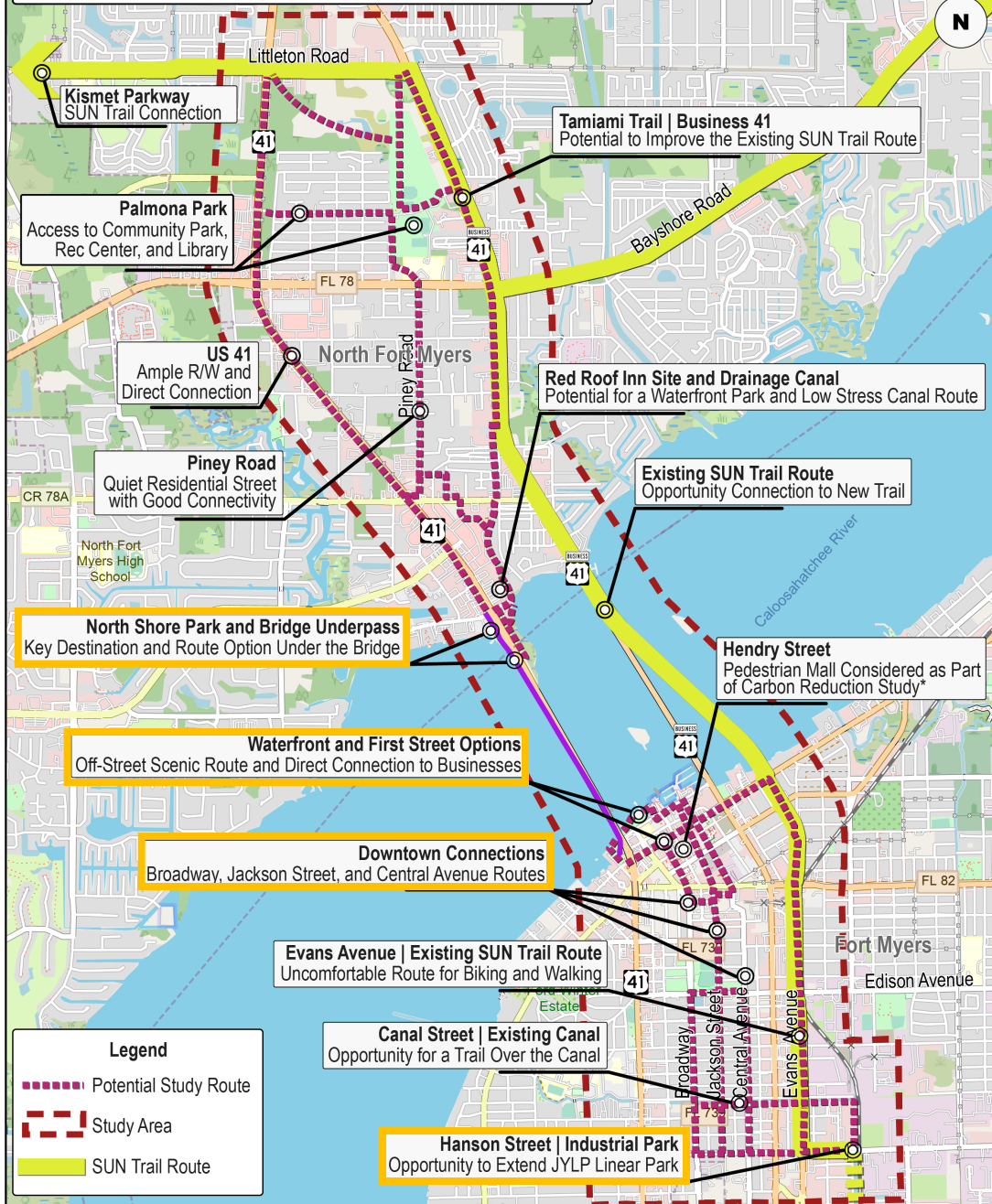
Stockton Street could include a bike boulevard as a direct connection into the neighborhood from US 41 to the North Fort Myers Recreation Center. A potential route could connect to the Recreation Center and pass through the North Fort Myers Disc Golf Course to Business 41 or up through the vacant land north of the golf course to Littleton Road.

Challenge

A multi-use trail through the vacant land would require working with the landowner to purchase or lease the R/W for a trail. There appears to be limited R/W on Stockton Street for a multi-use trail. Community buy-in for a bike boulevard will be important.

SUN TRAIL

Potential SUN Trail Routes Based on Preliminary Review by Volkert Team



Legend

- Potential Study Route
- Study Area
- SUN Trail Route

0 0.5 1 Miles

Sources: Open Street Map and FDOT SUN Trail Program
 *Renamed Downtown Pedestrian Mall and Micromobility Study



Hanson Street | Industrial Park

Opportunity
 An extended trail will provide comfortable and safe off-street options as well as a direction to Canal Street. A Canal Street route option will provide an east-west connection to Downtown Fort Myers routes. The scope of work mentions Canal Street as an option.

Challenge
 The current JYLP Linear Park SUN Trail will end at Hanson Street. Hanson Street is likely constrained. Traffic on Hanson Street and Evans Avenue makes the route feel uncomfortable. Continuing north will require providing a safe crossing at Hanson Street.



Downtown Connections

Opportunity
 These options will connect the JYLP SUN Trail to Midtown redevelopment, River District in Downtown Fort Myers, and the waterfront. The routes feel more comfortable to use than Evans Street. Fort Myers staff mentioned Jackson Street as a candidate for a bike boulevard concept.

Challenge
 The corridors likely do not have enough RAW for a multi-use trail in the downtown Fort Myers area. There are potential impacts to on-street parking and local businesses. Support from business owners is crucial, and coordination with the upcoming Fort Myers transportation study is important to maintain consistency across plans.



Waterfront and First Street

Opportunity
 A waterfront route through Centennial Park would provide a scenic off-road option. A First Street route would provide a picturesque bike boulevard with stops for trail users to rest and refuel.

Challenge
 Fort Myers currently forbids bicycles on downtown sidewalks. Coordination and buy-in from City officials and local businesses will be crucial. First Street is too constrained for a multi-use trail. On-road facilities longer than half a mile on First Street may not be eligible for SUN Trail funding.

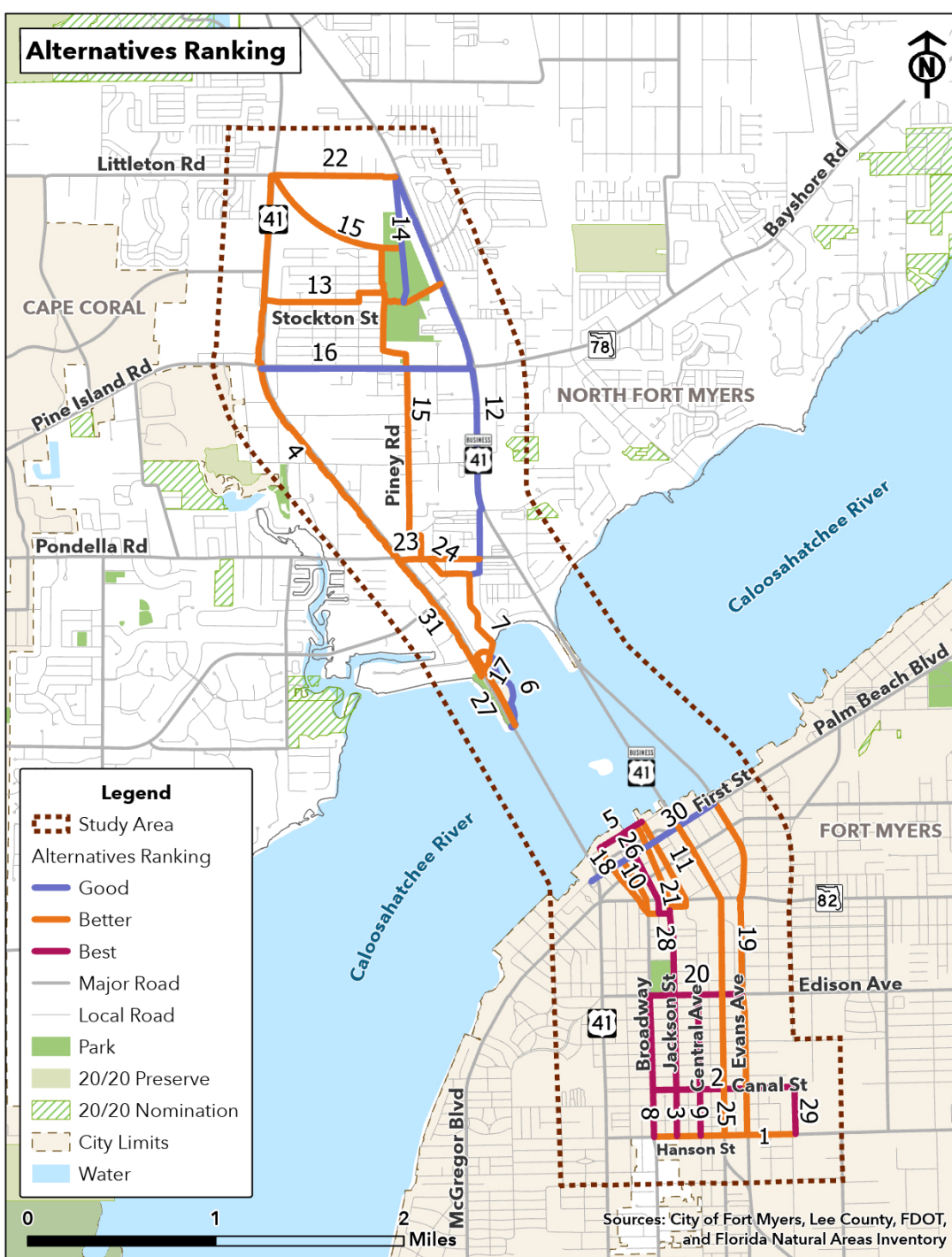


North Shore Park and Bridge Underpass

Opportunity
 It is a scenic area for a trail head where there are existing parking and restroom facilities. Going under the US 41 bridge could provide a safe crossing to the east side of US 41 that could continue to the drainage canal route option.

Challenge
 A safe at-grade crossing across US 41 would be necessary without going under the bridge. The vertical clearance under the bridge would need to be considered.

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Alternatives Analysis

31 segments using 14 criteria based on five objectives:

1) Construction Feasibility:

- Right-of-way acquisition, utility conflicts, and need for proposed structures

2) User Comfort, Appeal, and Safety:

- Level of user comfort, number of intersection crossings, presence of trees and lighting, and latent demand

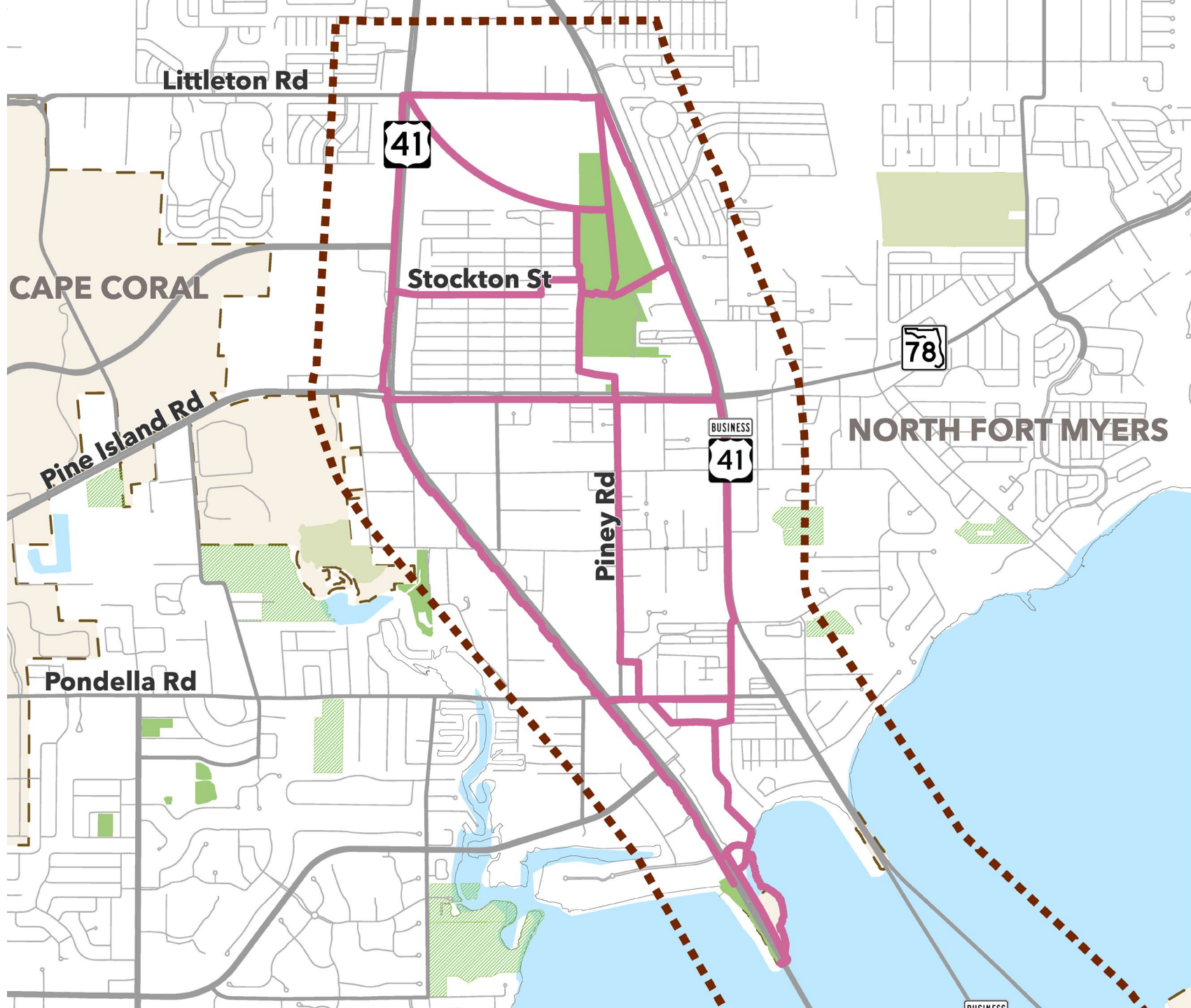
3) Connectivity:

- Connect to existing or planned trails, provide the most direct route, and/or incorporate ADA improvements (new curb ramps for example).




4) Environmental Impacts:

- Environmental implications of trail development to sensitive environments, such as wetlands. All segments are located in the same flood zones.

5) Cohesion with Past Plans: Where bicycle and pedestrian facilities have been proposed in past plans



Legend

-  Study Area
-  Alternative
-  Major Road
-  Local Road
-  Park
-  20/20 Preserve
-  20/20 Nomination
-  City Limits
-  Water

Caloosahatchee River

BUSINESS
41

FORT MYERS

82

Edison Ave

41

First St

Broadway

Jackson St

Central Ave

Fowler St

Evans Ave

Canal St

Hanson St

McGregor Blvd

Legend

- Study Area
- Alternative
- Major Road
- Local Road
- Park
- 20/20 Preserve
- 20/20 Nomination
- City Limits
- Water

ROUTES

Screen Two Analysis

Qualitative analysis that evaluates the following:

1) Route Directness

- Most direct route from JYLP to Littleton Road with the fewest turns

2) Type of Facility

- Shared Use Path, Bicycle Boulevard, or Protected Bicycle Lane

3) Constructability

- Can it be built?

4) Right-of-Way

- Is there enough available space?

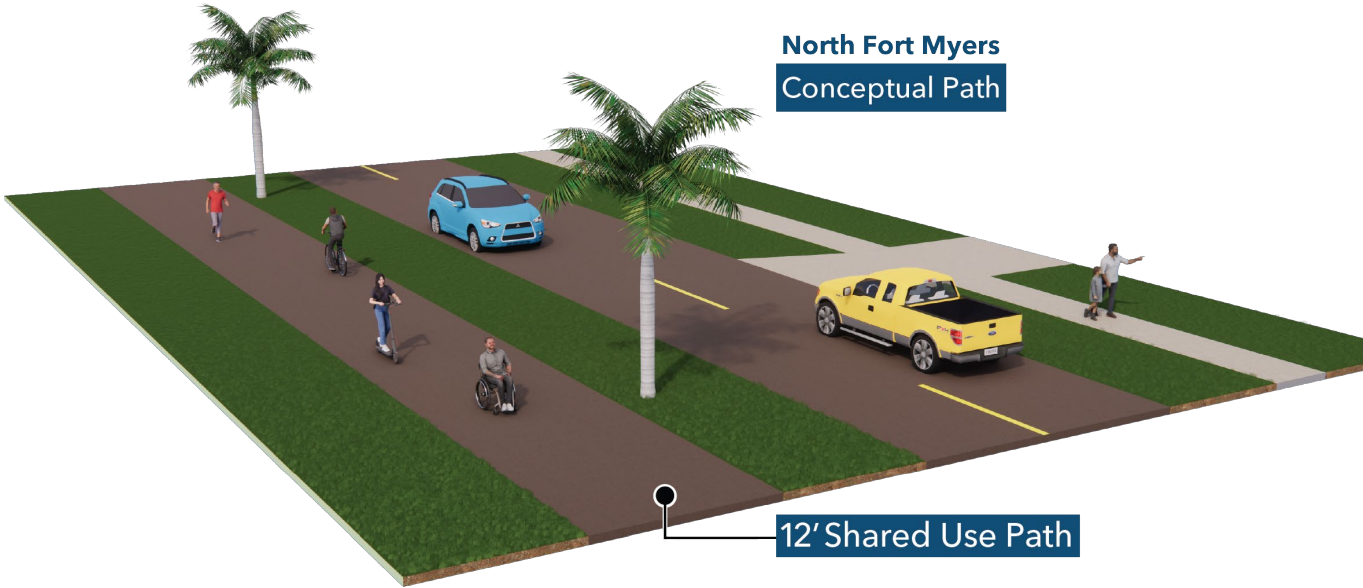
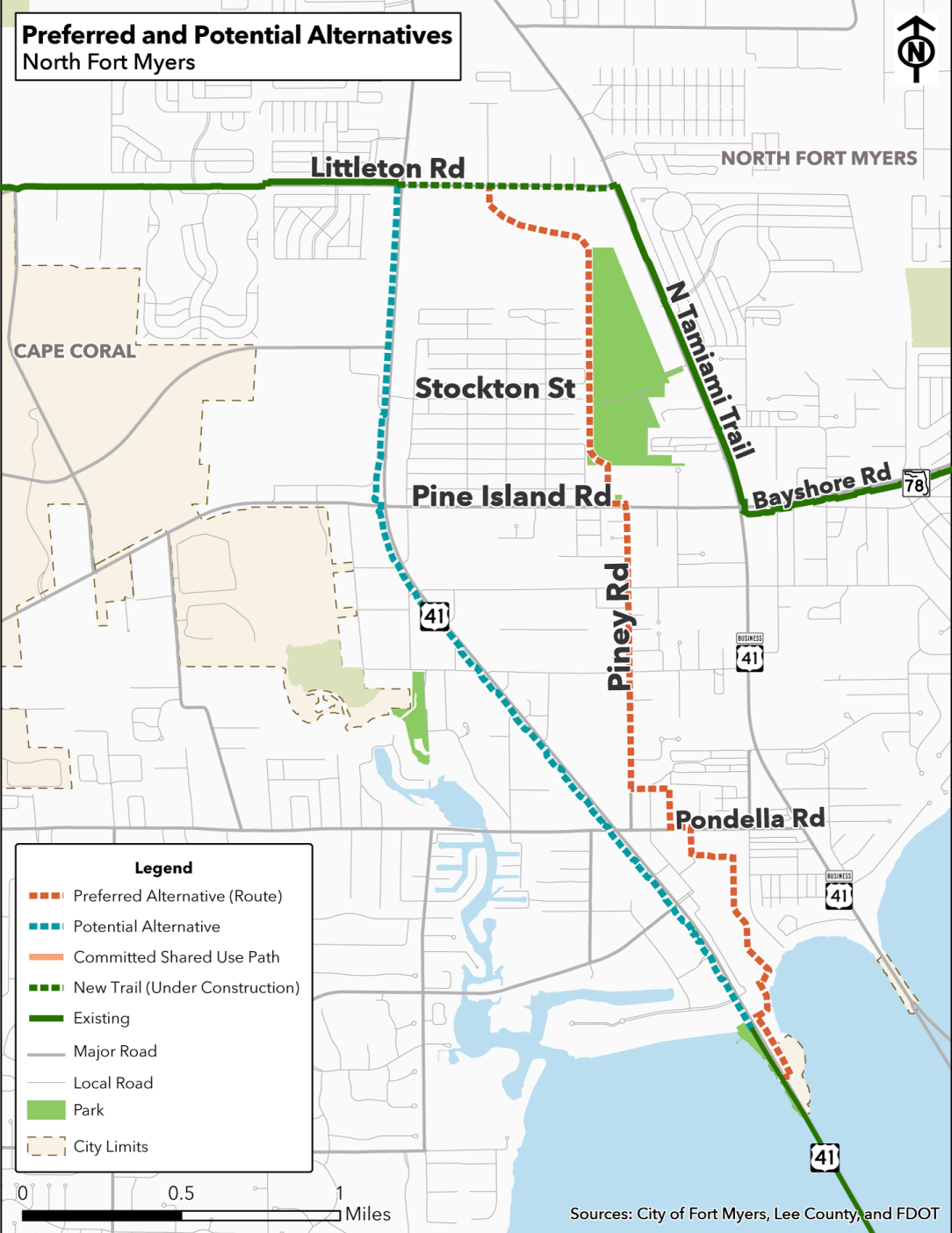
5) Cohesion with Existing and Future Plans

- Downtown Pedestrian Mall and Micromobility Study
- Existing Regulations

6) Quality of the User Experience

7) Safety

Route	From	To
Rail Corridor/Canal St	Broadway	JYLP Extension
Jackson St	Hanson St	Edison Ave
US 41/Cleveland Ave	Pondella Rd	Littleton Rd
Edwards Dr	Monroe St	Lee St
Canal	Caloosahatchee River	River Rd
Broadway/Edison Ave	Hanson St	Edison Ave
Central Ave/Edison Ave	Hanson St	Edison Ave
Lee St/Central Ave/Peck St	Jackson St	Edwards Dr
Off Road	Pondella Rd	Littleton Rd
CFM MT	Broadway	Central Ave
Jackson St	Peck St	Edwards Dr
Hendry St/Centennial Park	Jackson St	Widman Way
US 41/Cleveland Ave	Caloosahatchee Bridge	North River Center
Jackson St	Edison Ave	Peck St
JYLP Extension (Canal to Hanson)	Hanson St	Canal St
US 41/Cleveland Ave	Caloosahatchee Bridge	Pondella Rd



A Shared Use Path is a wider-than-traditional sidewalk, physically separated from traffic, that accommodates pedestrians, bicyclists, scooter riders, and other low-speed, non-motorized users.

Preferred and Potential Alternatives Fort Myers



Caloosahatchee Bridge

Caloosahatchee River

Edwards Dr

Fowler St

FORT MYERS

Lee St

Jackson St

Hendry St

First St

41

82

Cleveland Ave

Legend

- Preferred Alternative (Route)
- Potential Alternative
- Committed Shared Use Path
- JYLP (Under Construction)
- Existing Shared Use Path
- Major Road
- Local Road
- Bikes Banned on Sidewalks
- City Limits
- Park



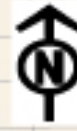
Sources: City of Fort Myers, Lee County, and FDOT

ROUTES



ROUTES

Preferred and Potential Alternatives Central Fort Myers



41

Edison Ave

Cleveland Ave

Broadway

Jackson St

Central Ave

Fowler St

Evans Ave

Canal St

Hanson St

Legend

- Preferred Alternative (Route)
- Potential Alternative
- Committed Shared Use Path
- JYLP (Under Construction)
- Existing Shared Use Path
- Major Road
- Local Road
- Park
- City Limits

0 0.5 Miles

Sources: City of Fort Myers, Lee County, and FDOT

ROUTES

Next Steps

- **Meet with Lee County Parks RE North of the River Alignment -March**
- **Continue Meeting with Development team impacting regarding zoning and site plan on site near Littleton Road- March**
- **Coordinate with FDOT team recommendations and next steps- March**
- **Schedule meeting with City of Fort Myers Council- April**



Next Steps

- **Complete Existing Conditions Report -April**
- **Complete Environmental Assessment & Report- April**
- **Complete Conceptual Development Plan & Preliminary Engineering Analysis -May**
- **Research Micromobility analysis- May**
- **Complete Operations, Maintenance & Security Analysis & Recommendations- May**



Fort Myers Update

Existing and Future Plans

- Pedestrian Mall and Micromobility Analysis
- Midtown and Downtown Initiatives

Existing and Future Projects

- SPIN's Launch of E-Scooters and E-Bikes



Stakeholder and Public Outreach



Activities

- Community Outreach Plan
- Project Fact Sheet
- Steering Committee (3)
- Project Website
- Public Workshops (2)

Surveys

- Demand and Usage Survey
- Community Survey (Underway Next Week)

Let us know what you think!

Questions follow each map.
There are a total of three questions.



<https://tinyurl.com/SUN-Trail-Community-Survey>



QUESTIONS

SPIN

Micromobility in Fort Myers

Bruno Lopes, Director - Government Partnerships
bruno.lopes@spin.pm



About Spin

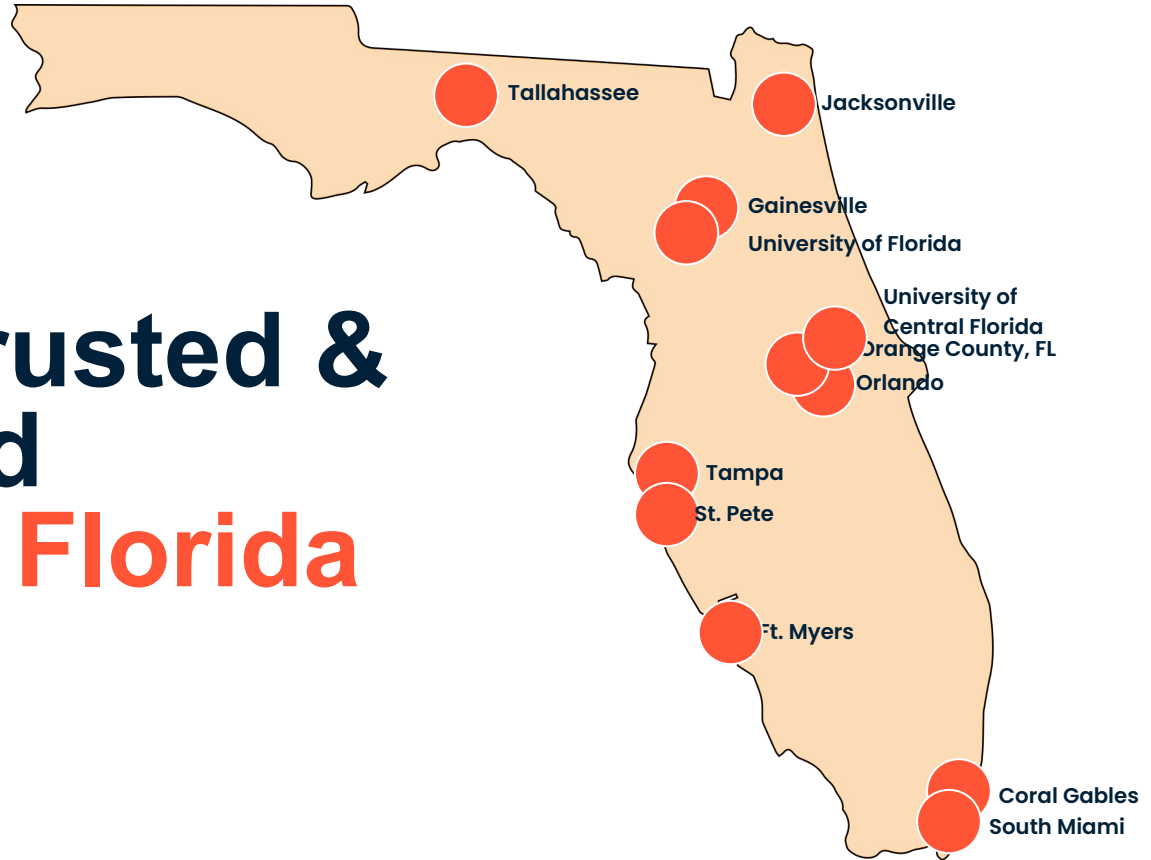
Founded in 2016, Spin currently operates in over 70 cities and college campuses across the United States. Our active operations include many successful, long-term services across the country, such as Tampa, St. Petersburg, Columbus, Milwaukee, Phoenix, Baltimore, and San Francisco.

At Spin, we pride ourselves in being the most accountable, responsive, and high-performing micromobility company in the United States. That is why we currently operate in 13 markets in Florida and have 98% contract renewal record nationwide.



SPIN

The Most Trusted & Experienced Operator in Florida



Fort Myers Program Executive Summary

Dates Reflected:
August 15, 2025 (launch) - Nov. 30th



11,938

Total Rides



5,109

Unique Users



21,628

Distance traveled



3.05

CO2 metric tonnes
saved

Fort Myers Program Executive Summary

User Segmentation



Locals

76.0%



Tourists

24.0%

Key Insights



Strong weekend peaks with high evening usage.



52% of failed scans due to after-hours restrictions (3,697 scans).

Two-Phase Approach Proposed Prior to Launch

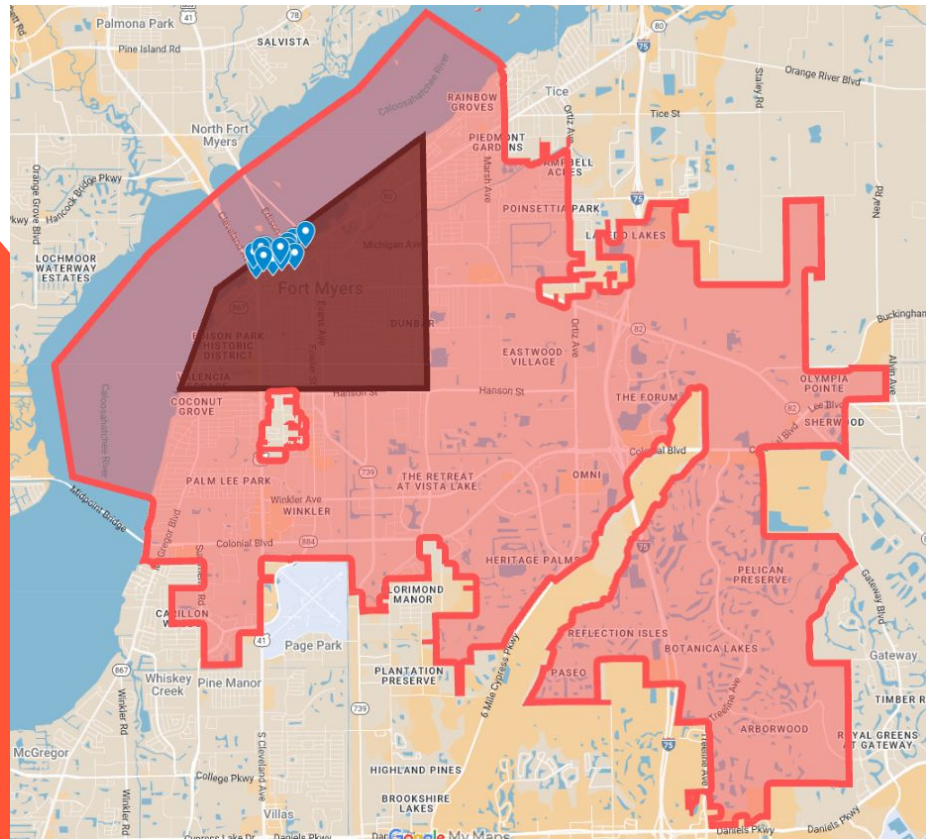
Phase 1 - Started with a limited approved riding area and lower vehicle cap, focused around Downtown.

- Came directly from our conversations with Ft. Myers city administrators regarding how important it is to maintain safety and aesthetics in downtown.

Phase 2 - Increase the Service Area and number of vehicles to allow for increased access to alternative transportation for Fort Myers residents and visitors

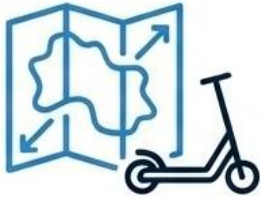
- As demand has shown strong interest in the program, the data shows increasing the Service Area is warranted.

[Here is the link to the interactive proposed map](#)



Request To Move To Phase Two

What Phase Two Includes:



Expanding the operating area to the full city limits (minus specific areas the City deems not desirable for program access)



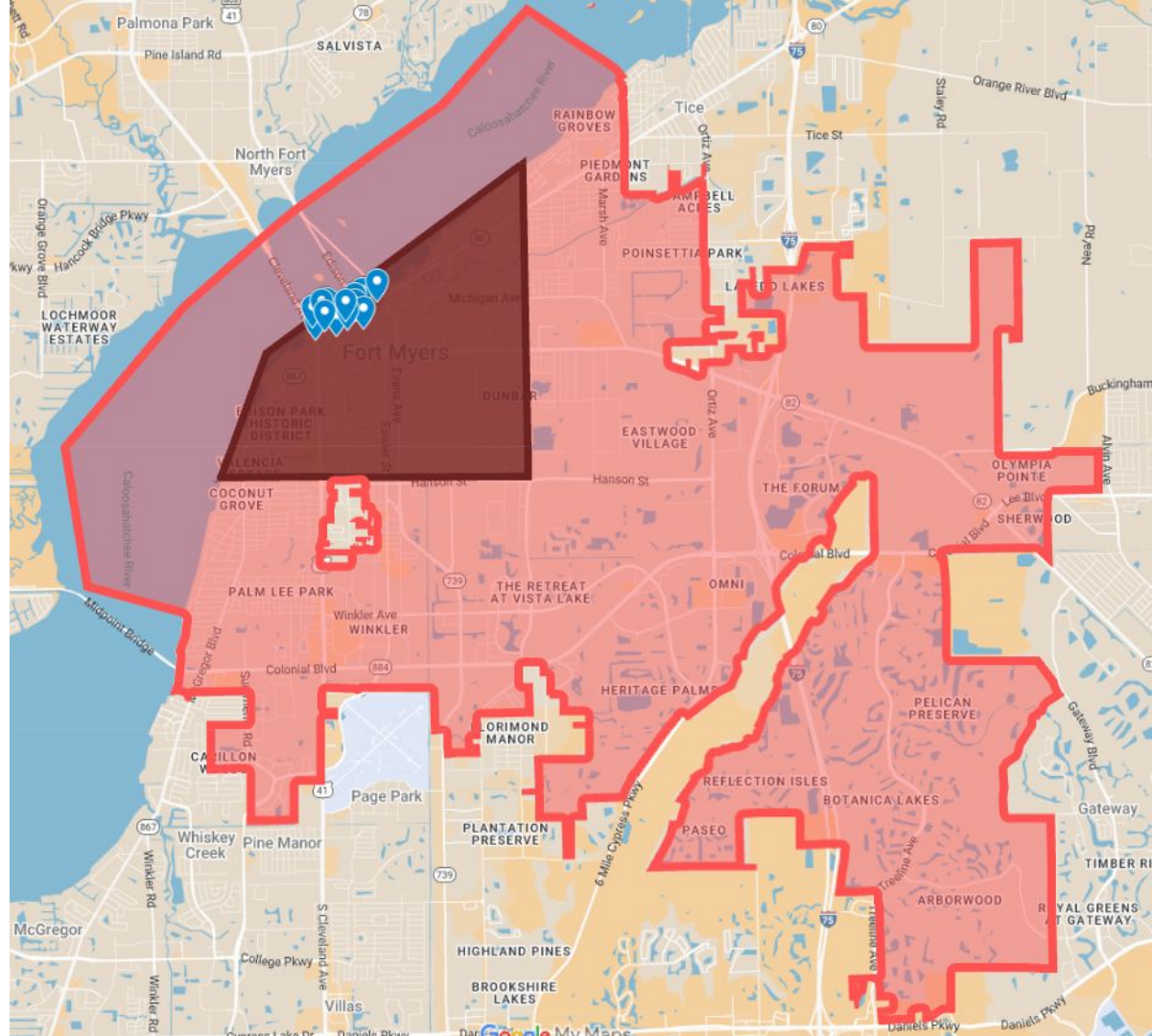
Increasing the fleet size from 100 to 200 vehicles



Extending operating hours until **2:00 a.m.** to better serve residents and workers who travel during late hours

Case to Expand Service Area Beyond Downtown:

- Data driven decisions - over 3,000 failed scans have occurred in the non-ridership zone
- Provide another multimodal option to travel within the city
- Replace car trips in and out of downtown, decreasing traffic congestion and opening up parking spaces



Case to Increase Vehicle Cap: Data Driven - Rides per Device (RpD) is strong

Month	RpD	Total Rides
August	0.9	1,898
September	0.9	3,545
October	0.8	3,390
November	0.8	3,074

Case to Extend Operational Times till 2am: Strong Compliance Record Shows We Can Do So Responsibly

**Number of Major
Incidents Reported:**

ZERO (0)

Failed Scan Breakdown by Hour (12am, 1am, 2am)



SPIN

Thank you!

Bruno Lopes, Director - Government Partnerships
bruno.lopes@spin.pm



spin.app



Agenda Item 7G

E-BIKE SPEED REGULATION & ENFORCEMENT IN
LEE AND COLLIER

STATUS OF MICROMOBILITY RELATED BILLS

CS/SB 1220: Transportation (- Personal Delivery Device -)

- **Status:** *Died in returning messages (Did not pass)*
 - Would have allowed operation of personal delivery devices on shoulders, bike lanes, and bike paths
 - Would have allowed them to be operated up to a maximum speed of 20 mph
 - Identifies places where they cannot be operated (theme park/detention facility/entertainment complex)

CS/SB 382: Electric Bicycles, Scooters and Motorcycles

- **Status:** *Ordered Enrolled (Passed both houses)*
 - E-bikes cannot be operated at speeds greater than 10 mph if ped is within 50 ft. of the user
 - E-bike users on recreational trails must yield to ped and give audible signal before passing pedestrians
 - 9 member E-Bike Safety Task force will develop report of recommendations for state law and reg changes to promote E - Bike safety; Report to be submitted to Governor/Senate President/Speaker by October 31, 2026
 - FHP/PD/SO must create and submit list of e-bike related crashes to DHMV by Oct 15, 2026. DHMV Summary Report to be provided to Governor/Senate President/Speaker by Oct 31st.
 - ~~Class 3 E-Bike Riders must carry a valid drivers license or learner's permit at all times~~
 - ~~E Bikes with speed over 29 mph to be classified as a e-motorcycle, require registration~~
 - ~~Modifying E-bike speeds may result in fines up to \$100; \$250 on subsequent violations~~
 - ~~Driver education course must include content on sharing the road with e-bikes and e-scooter~~

ENFORCEMENT OF MICROMOBILITY ORDINANCE - SANIBEL-

Sanibel City Council amended Micromobility Ordinance on 9/09/24

- Established map of posted speed limits
- Posted speed limits on the bike paths
- Lowered age limits for operating E-bikes (18 to 16 years)

Council considering ordinance amendment allowing Class II & III E- bikes on SUP

- Directed staff at March 3rd Council meeting to conduct feasibility study for a resident and businesses only registration program

Separate beach ordinance against operation of e-bikes

ENFORCEMENT

Rangers carry out Enforcement + Education

- Do not enforce speed restrictions
- Large majority of Cyclists and E-bikers in compliance with speed restrictions
- Enforces E-Bike Class types only
 - 2 warnings issued in 2025 on use of Class 2 E-Bikes (5 were non - ordinance related warnings – cyclist ran stop sign/operating w/out rear light etc.)
 - 1 non ordinance related citation issued (cyclist operating w/out a head light)
 - 1 criminal report by SPD involving E-Scooter related battery incident
 - Class II & III enforcement is a challenge
- Age restriction violations are addressed through education

SPEED
LIMIT
10

SPEED
LIMIT
15

The speed limit for all sections of the SUP not marked 10 or 20 mph shall be 15 mph.

SPEED
LIMIT
20
MPH

Sanibel Captiva Rd., between Tarpon Bay Rd. and Wulfert Rd. shall be 20 mph.

SPEED
LIMIT
10

SPEED
LIMIT
10

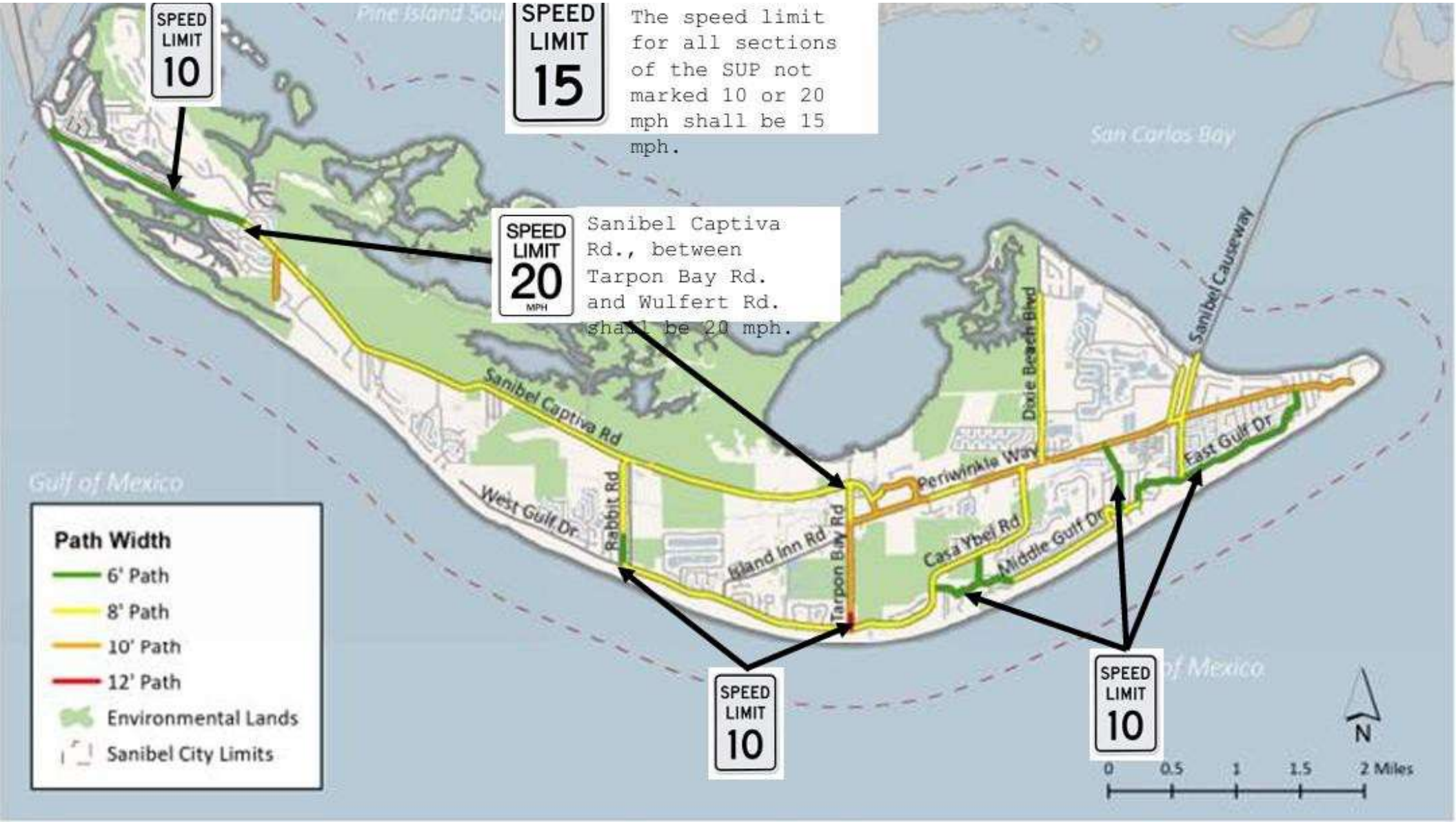
Gulf of Mexico

San Carlos Bay

Path Width

- 6' Path
- 8' Path
- 10' Path
- 12' Path

- Environmental Lands
- Sanibel City Limits



SPEED STUDY RESULTS

ALL TRAFFIC SOLUTIONS



Start: 2025-12-12 } Over a 43 Day Period
 End: 2026-01-23
 Times: 0:00:00-23:59:59

Speed

Speed Limit	20 mph
85th Percentile Speed	14 mph
50th Percentile Speed	11 mph
Average Speed	11.7 mph
Pace Speed Range (10 mph)	6 - 16 mph
Max Speed	24 mph
Min Speed	6 mph

Vehicles

Total Vehicles	14923 counts
85th Percentile Vehicles	12891 counts

ALL TRAFFIC SOLUTIONS

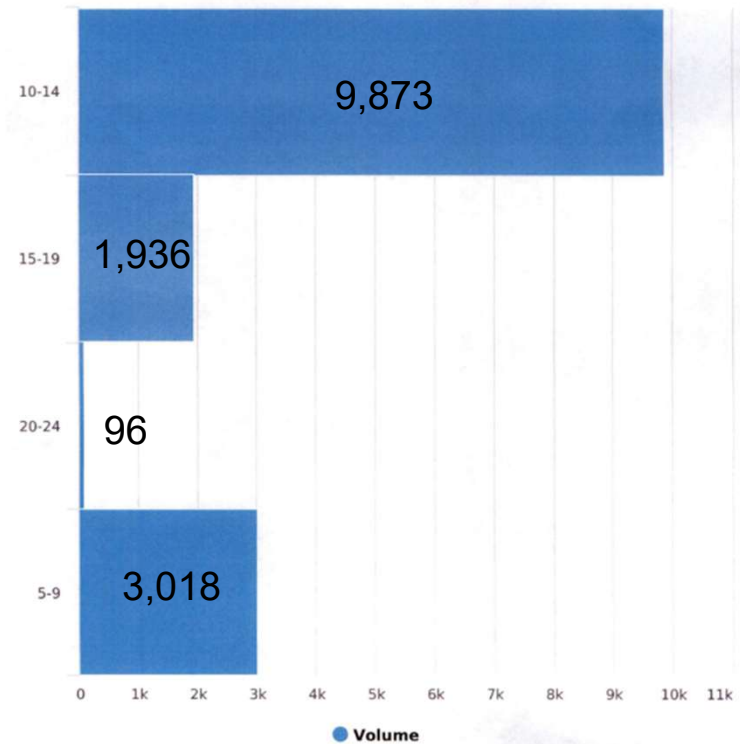


Weekly Volume by Speed by Direction

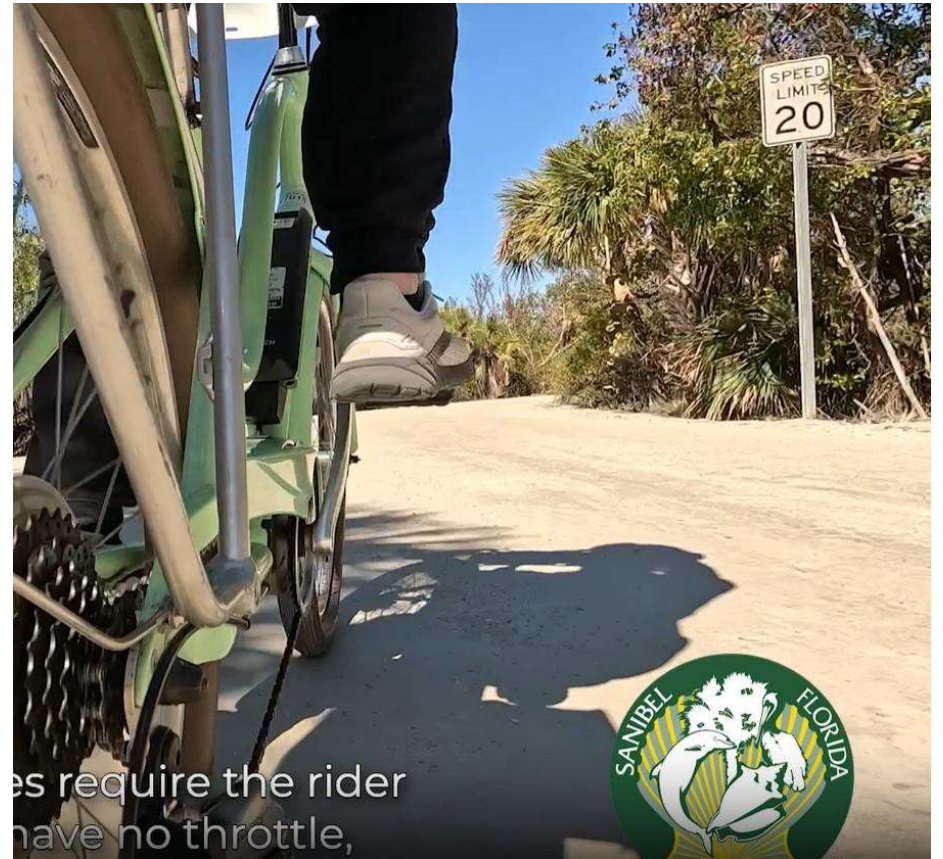
SanCap & Rabbit SUP, EB

Start: 2025-12-12
 End: 2026-01-23
 Times: 0:00:00-23:59:59
 Length Range: 0-500 ft
 Speed Range: 1-30 mph
 Lanes Included: 1, 2

Total Volume by Speed Distribution



Total = 14,923



es require the rider
have no throttle,





shared-use
path.



ENFORCEMENT OF MICROMOBILITY ORDINANCE - FORT MYERS BEACH -

Town Council amended Micromobility Ordinance on 7/24/25

- Allows Class I, II, III Bikes on sidewalks
- Speed restricted to 15 mph
- E - bike user must reduce speed to idle speed when passing pedestrians
- Must ride in the same direction as adjacent traffic
- Violations results in \$100 fine. First time offenders get warning

Separate beach ordinance against operation of E-bikes

Micromobility Ordinance Enforcement

Neighborhood Service Rangers enforces e-bike regulations

- Non-compliance with micromobility regulations is not an issue
- Speeding is not a problem
- 1 warning issued for riding against traffic

Issued several warnings and citations for beach ordinance violations

ENFORCEMENT OF SPEED REGULATIONS - COLLIER COUNTY & MARCO ISLAND

- **Town Council amended Micromobility Ordinance on July 21, 2025**
 - The Marco Island ordinance established a 12-mph speed limit on ALL sidewalks/shared use paths within the City of Marco island for bicycles, electric bicycles, motorized scooters, and micromobility devices.
 - Signage - Our Public Works department had begun painting a 12-mph speed limit sign on the sidewalks/shared use paths (sign example attached)
 - There is no specific location map at this time as they are marking pavement as funding allows.
 - All Marco Island Police Officers, to include School Resource Officers, were trained in enforcing the ordinance and completed the Institute of Technology and Management (IPTM) 4 hour bicycle enforcement training class
 - Created a 2-person specialized traffic section in January 2026 that is deployed around schools to enforce this ordinance.
 - Hosted "Bicycle Rodeos" with our local schools to educate our most vulnerable riders.
 - The fine amount is determined by enforcement action - citation is based on State Statute versus City Ordinance (a \$95 fine)
 - There are no set criteria for mandating a citation versus a warning.
 - Officer discretion is exercised during each traffic stop, no different than a motor vehicle stop.
 - MIPD did create a localized written warning form and educational pamphlets that we distribute during traffic stops for bicycles, electric bicycles, motorized scooters, and micromobility devices.
 - MIPD captures their monthly bicycle and electric bicycle stops, along with the number of citations/written warning in their monthly report to City Council.
 - MIPD began conducting quarterly speed limit audits on sidewalks/shared use paths to measure speed compliance of bicycles, electric bicycles, motorized scooters, and micromobility devices.
- **Collier County amended the Pedestrian Safety Ordinance on April 22, 2025**
 - Collier County Sheriff created a booklet on e-bike safety in accordance with this and FL Statute



12 MPH

E-BIKE SAFETY

It's crucial for parents, law enforcement, schools and the community to work together in promoting e-bike safety, ensuring that children understand safe riding practices and follow the law.

-Sheriff Kevin Rambosk-



County E-bike Ordinance

- a) Anyone over 16 when operating a class 3 must do so in a bike lane if available.
- b) If an adult is operating an e-bike with a child under 16 they can do so on a sidewalk.
- c) Anyone under 16 cannot operate a class 3.
- d) Anyone riding an e-bike must stop for stopped school busses.
- e) Anyone operating an e-bike counter flow must stop at open intersections.
- f) Bicyclists must obey signals at crosswalks.
- g) Bikes and e-bikes must yield to pedestrians on shared pathways.
- h) E-bikes over 750 watts are prohibited on sidewalks, shared pathways.
- i) E-bikes shall not exceed 15mph on sidewalks.



What to Know Before You Buy or Ride

Riders under
16 years of age
MUST wear a
fastened and
secured helmet
per
Florida State
Statute

F.S.S. 316.2065 (3)(d)

E-bikes cannot
be modified to
change
capabilities,
unless an
updated label is
affixed per
Florida State
Statute

F.S.S. 316.20655(4)

Lights are
required on both
the front and
rear of e-bikes
when operated
between sunset
and sunrise per
Florida State
Statute

F.S.S. 316.2065 (7)

What to Know Before You Buy or Ride



If you are riding in the roadway, you
MUST obey all traffic laws

If you are riding below the posted
speed limit, you are required to ride
in the bicycle lane or as close
as practical to the right side curb per
F.S.S. 316.208 (2)(a)

Persons riding bicycles upon a roadway
or in a bicycle lane may not ride more
than two abreast except on a bicycle
path. F.S.S. 316.2065(6)(a)

Segway/Hoverboard



- **Designed for one person, Self-balancing, non-tandem wheels**
- **Max speed: 19 mph**
- **License requirement: None**
- **Helmet requirement: Required for riders under 16**
- **Areas of operation: Trails, multi-use paths, and sidewalks; may only operate on roads with a speed limit of 25 mph or less**
- **Enforcement action: Pedestrian/bicycle laws**

Motorized Scooter

- **Designed for one person. With or without a seat or saddle; no more than three wheels**
- **Max speed: 20 mph**
- **License requirement: None**
- **Helmet requirement: Required for riders under 16**
- **Areas of operation : Roadways, bike lanes, trails, multi-use paths and sidewalks**
- **Enforcement action: Pedestrian/bicycle laws**



Class 1 E-bike

- **Bike with electric motor that only engages while the rider is pedaling (pedal-assist or pedelec)**
- **Max speed: 20 mph**
- **License requirement: None**
- **Helmet requirement: Required for riders under 16**
- **Areas of operation: Roadways, bike lanes, trails, multi-use paths and sidewalks**
- **Enforcement Action: Pedestrian/bicycle laws**



Class 2 E-bike



- **Bike with electric motor that can be engaged at any time, with or without the rider pedaling.**
- **Max speed: 20 mph**
- **License requirement: None**
- **Helmet requirement: Required for riders under 16**
- **Areas of operation: Roadways, bike lanes, trails, multi-use paths and sidewalks**
- **Enforcement action: Pedestrian/bicycle laws**

Class 3 E-Bike

- **Bike with electric motor that only engages while the rider is pedaling (pedal-assist or pedelec)**
- **Max speed: 28 mph**
- **License requirement: None**
- **Helmet requirement: Required for riders under 16**
- **Areas of operation: Roadways, bike lanes, trails, multi-use paths and sidewalks**
- **Enforcement action: Pedestrian/bicycle laws**



Moped

- A moped has pedals or is a bicycle with an aftermarket gas motor.
- Max speed: 50 CC or less - cannot go over 30 mph
- License requirement: YES “Class E license”
- Helmet requirement: Required only for passengers under 16
- Areas of operation: Roadways
- Must be registered and display a moped license plate
- Enforcement action: Motor vehicle laws
- No motorcycle endorsement required



Scooters

- Florida Statute has no definition for scooters, they fall under the definition of a motorcycle.
- License requirement: YES “Class E license”
- Helmet requirement: Required for riders under 16
- Areas of operation: Roadways
- Must be registered, titled and display a license plate
- Enforcement action: Motor vehicle laws
- Motorcycle endorsement required if over 50 CC
- No Endorsement required if less than 50 CC



Electric Motorcycle “E-moto”



- E-motos are electric motorcycles
- They are NOT street legal
- They are significantly more powerful than e-bikes
- Some models can reach upwards of 70 mph
- No VIN so no registration is possible
- May only be operated on private property
- Enforcement action: Motor vehicle laws



Parents, we need YOUR help!

- **If you or your child own an e-bike, educate yourself and your children on e-bike laws**
- **Talk to your children about e-bike safety, stressing importance of things such as the wearing of a helmet and attending bike safety classes**
- **Monitor your children's e-bike usage through apps like Life 360**
- **If you see unsafe behavior, report a detailed description and direction of travel of the e-bike to the Collier County Sheriff Office by calling (239) 252-9300**

Parents, we need YOUR help!

- **E-bikes are considered bicycles by Florida State Statute (F.S.S.) and they must follow all applicable laws**
- **A juvenile who receives a citation before obtaining a driver's license may experience a delay in getting one upon reaching the eligible age**
- **Every e-bike traffic stop will be enforced with a traffic warning or citation**

