

CITY OF SANIBEL SHARED USE PATH MASTER PLAN UPDATE



PROJECT OVERVIEW

FINAL DRAFT
2024





Sanibel's Shared Use Paths

The City of Sanibel has a long-standing and celebrated commitment to provide residents and visitors with a variety of safe and convenient transportation and recreation options. The City's shared use path system is one of the most visible ways that this is accomplished. The City's current path system extends over 26 miles and spans from Lighthouse Beach Park to the Blind Pass Bridge.





Existing Shared Use Path System





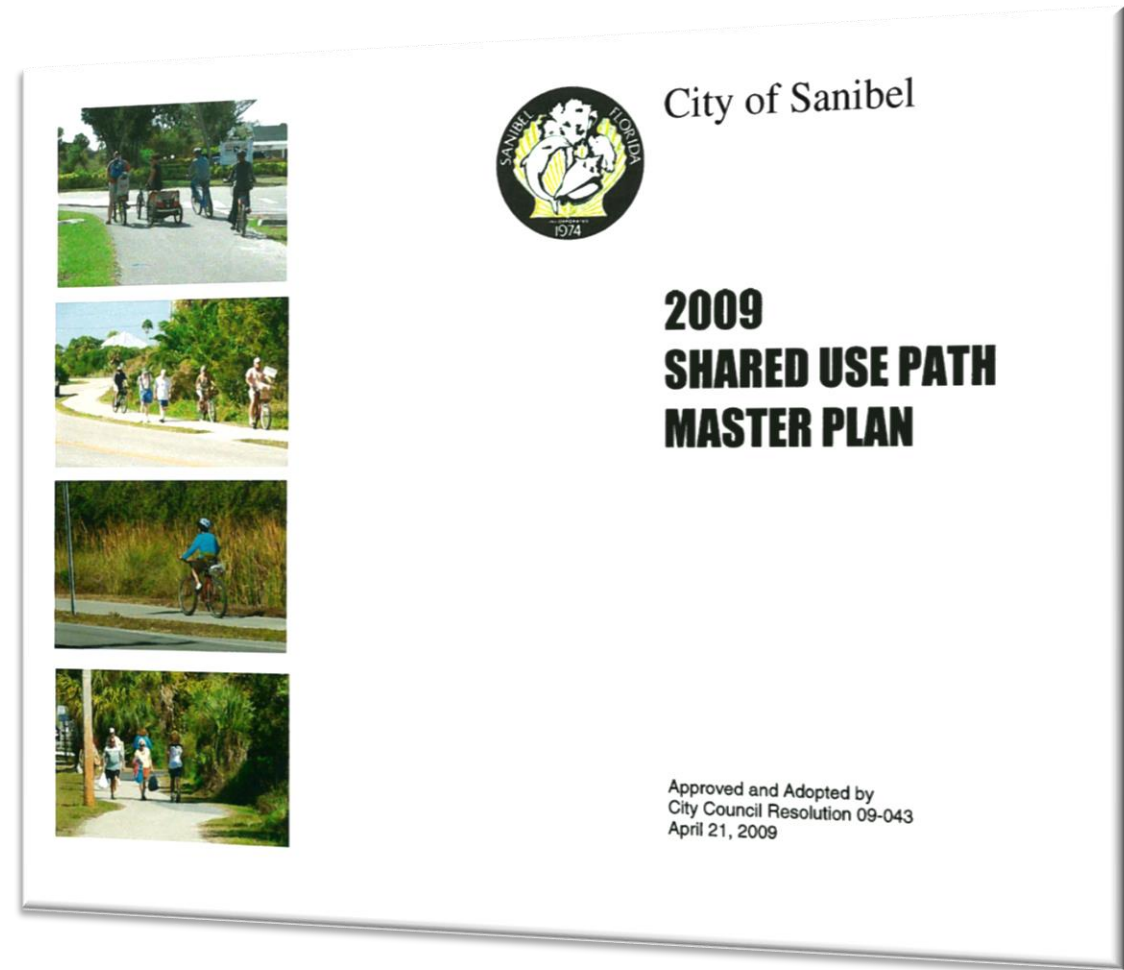
Purpose of the Master Plan Update

Establish a blueprint for the future of the Shared Use Path system



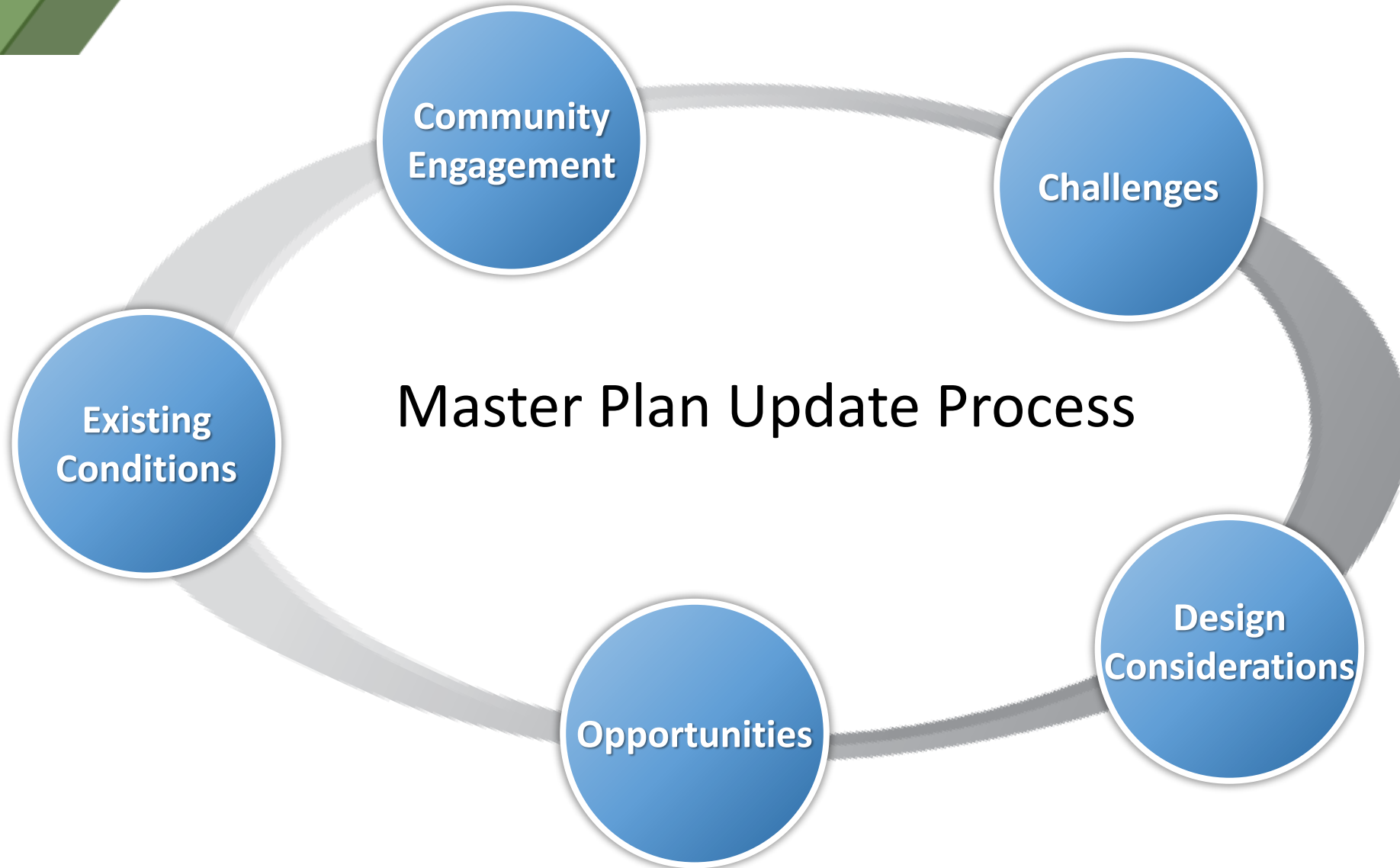
Shared Use Path Master Plan Update

- Current Plan Adopted in 2009.
- Update Master Plan to include:
 - Improvements completed in the past 10 years
 - Obtain user feedback
 - Options to improve access between people and places
 - Improvements to enhance safety and uses of the Path





Updating the Master Plan





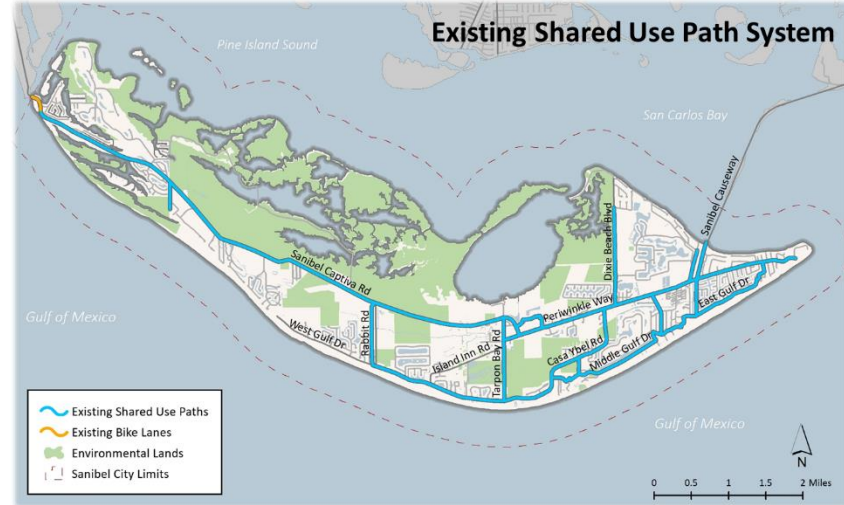
Existing Conditions



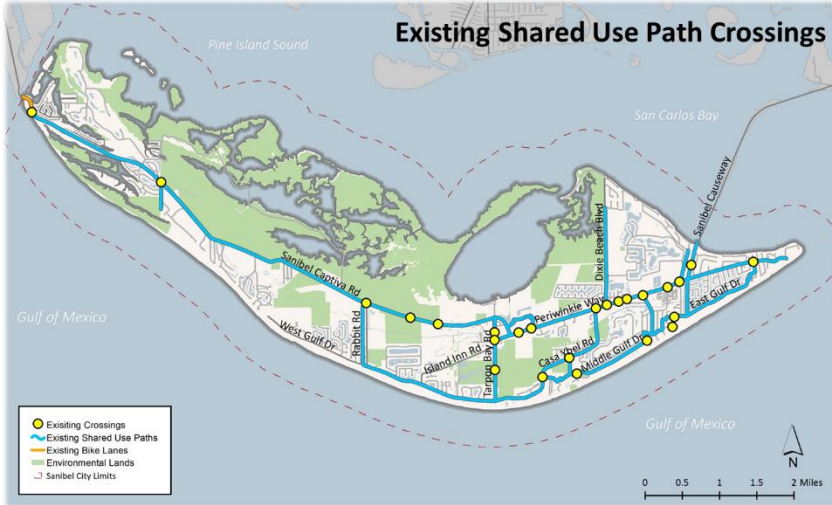


Existing Conditions

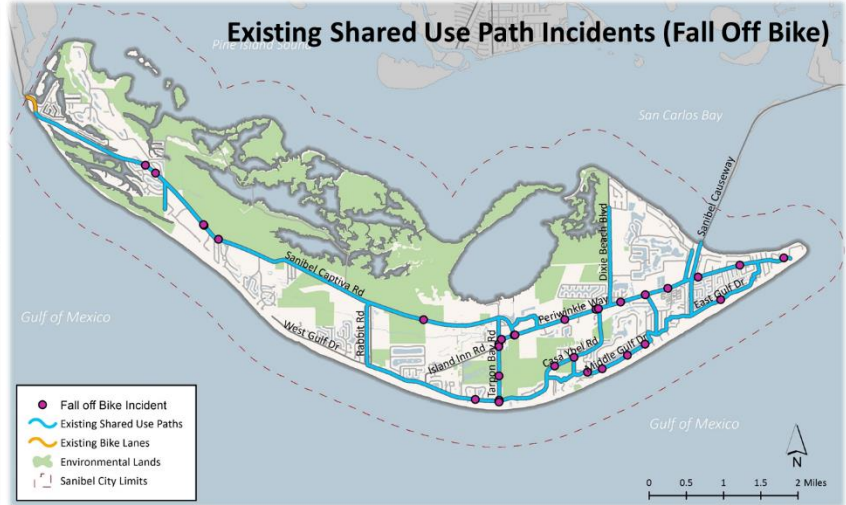
Existing Shared Use Path System



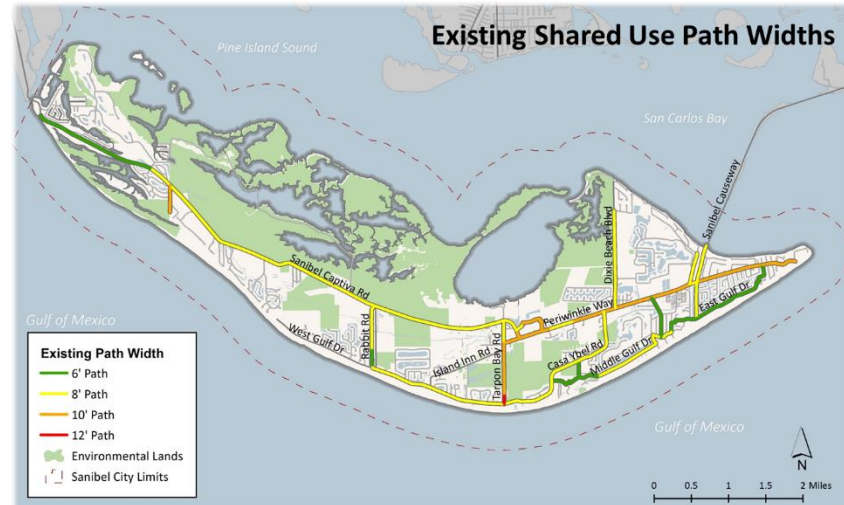
Existing Shared Use Path Crossings



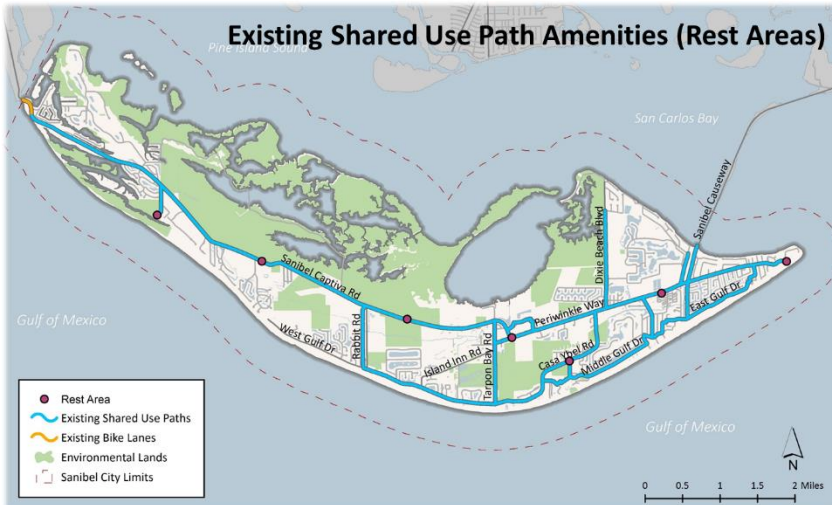
Existing Shared Use Path Incidents (Fall Off Bike)



Existing Shared Use Path Widths



Existing Shared Use Path Amenities (Rest Areas)



Completed Extensions and Improvements Since Last Master Plan





Existing Conditions





Community Engagement





Community Engagement

- Input sought throughout the Update process
- Strategies:
 - City Council Updates
 - Project Advisory Committee (PAC) 3 Meetings
 - Pop-Up Community Events (Festivals, Markets, intercept surveys)
 - 2 Open House Meetings (226 Attendees)
 - Project Webpage Info/Comments
 - Interactive Comment Map (161 Comments)
 - Online Survey (2,745 Responses)





Community Engagement

- General Feedback:
 - Paths are important to the quality of life on Sanibel.
 - More paths are desirable.
 - Widen the paths where possible.
 - People like the recently improved path sections.
 - Most of the current paths are too crowded.
 - People do not alert/signal when passing.
 - Bicyclists do not stop at intersections.
 - Don't allow motorized use on the paths.
 - Separate bikes from walkers.





Challenges





Challenges

What We Heard:

Space

- Paths are too narrow
- Paths are too crowded and congested
- New Path connections
- Separate bikers and walkers
- Environmentally sensitive land
- Limited right-of-way

Social Behavior

- People don't signal when passing
- Bicyclist don't stop at intersections
- Motorists don't stop at crossings
- People don't stay on the correct side of the Path
- People stop in the middle of the Path
- Need to "better" educate Path users
- Need more enforcement

Speed

- Bicyclists traveling too fast on the Path
- E-bikes can go too fast for Sanibel's Paths
- Separate bikers and walkers



Emerging Challenges

- User Behavior/Etiquette
- Increased Path Congestion
- Bicycle Parking
- Emerging Technologies
 - Micromobility
 - E-Bikes and E-Scooters
 - Autonomous and Connected Vehicles
 - How will the interact with the Path system?





Design Considerations



Shared Use Path Design Considerations

Vegetation and Landscaping

Plant materials placed along the paths should be selected to take into consideration the need for excessive pruning, cleanup of fallen debris, and other maintenance. Trees and shrubs with aggressive root systems should either be avoided or root barriers should be provided. Consistent with the Sanibel Plan, new paths or widening to existing paths should avoid impacts to existing natural vegetation.

Lighting

Consistent with State law, bicycles operated at night should be equipped with a headlight that is strong enough to allow for safe navigation and a taillight to make them visible to motorists and other Path users. Path lighting to enhance safety, may be considered at motor-vehicle conflict points such as intersections or crosswalks, or where abrupt changes to the Path's geometry may require additional visibility. Lighting along the Path and that crossings should be designed according to all applicable environmental, dark sky, energy conservation, or other local lighting standards, with consideration toward maximizing path user safety while minimizing glare and obtrusiveness to surrounding neighborhoods and wildlife.

Path Surface

To the extent possible and consistent with the Americans with Disabilities Act, paths should be paved or constructed of hard-surfaced materials and should provide a firm, stable, and slip-resistant surface. Pervious materials that meet these criteria may be considered to reduce path impact on natural drainage.



Path Width

Path widths are dependent on context, volume, mix of users, environmental impacts and available right-of-way. Generally the recommended width for bi-directional shared-use paths is 10–14 feet; a minimum width of 8 feet is appropriate in physical and environmentally constrained conditions. Because of right-of-way constraints and the Sanibel Plan's focus on preservation of the barrier island as a sanctuary, the paths in Sanibel are generally narrower than typical shared use paths. This requires path users to be more vigilant and courteous to ensure that the path system remains safe and enjoyable, especially during peak times of year.

Signage and Pathway Markings

Sign and pathway pavement marking designs should be consistent throughout the path system, be in accordance with local ordinances, and should comply with the Manual of Uniform Traffic Control Devices (MUTCD). The Sanibel Plan places an emphasis on maintaining the natural character of the island and avoiding sign clutter. Accordingly, signs should be limited to required traffic control signs and key wayfinding needs. Pavement markings may be used to convey secondary information including messaging related to courteous trail behavior and supplemental wayfinding.

Horizontal and Vertical Clearance

Provide adequate horizontal and vertical clearances. When possible, maintain a minimum 2-foot, preferred 4-foot, clear area adjacent to both sides of the path and a minimum 8-foot vertical clearance. When horizontal clearances cannot be maintained because of natural vegetation, consideration should be given to warning trail users with pavement markings and/or signs to slow and exercise extra caution.

Accessibility

New pathways and reconstruction or widening of existing paths should be constructed, to the extent reasonable, in accord with the American Disabilities Act (ADA) and corresponding Public Rights-of-Way Accessibility Guidelines (PROWAG). In addition to path surface recommendations, this generally means maintaining no more than 5% slope along the path and no more than a 2% slope across the path.



Opportunities





Shared Use Path Opportunities

Categorized by Master
Plan Goals

Safety

The safety of Sanibel's Shared Use Path system and its users shall be of the highest priority.

Quality of Service

The Shared Use Path system will be managed and maintained in a quality manner, to support the full range of current and projected future user demands.

Connectivity

Improvements and extensions to the Shared Use Path system will be done for the purpose of connecting residents and visitors with frequently visited island destinations and activity centers and to correspondingly reduce vehicular trips and energy consumption.

Stewardship

The City will foster a sense of stewardship for the Shared Use Path system within the greater Sanibel Community.

Suggested Intersection Enhancements

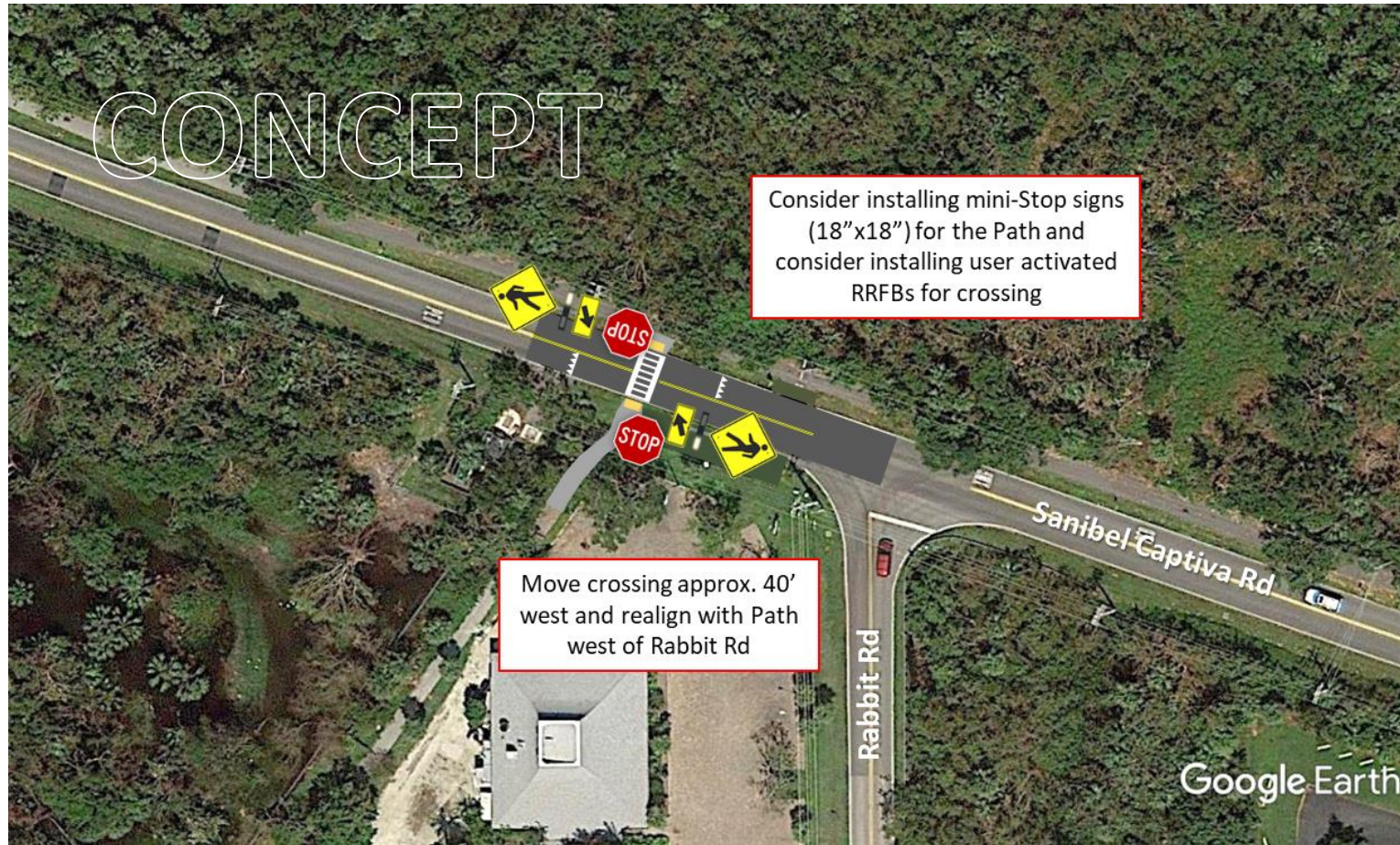


ID	Intersection	Suggested Enhancement
1	Sanibel Captiva Rd at Ding Darling Entrance	Improve visibility of Path users
2	Sanibel Captiva Rd at Rabbit Rd	Improve crosswalk alignment and visibility
3	West Gulf Dr at Rabbit Rd	Improve wayfinding
4	Sanibel Captiva Rd at Tarpon Bay Rd/Palm Ridge Rd	General crossing improvement, assignment of right-of-way
5	Periwinkle Way at St Michael Church	Visibility and crossing improvements
6	Periwinkle Way at Meridian Dr	Visibility and crossing improvements
7	Casa Ybel Rd at Algiers Ln	Crosswalk alignment
8	Middle Gulf Dr at Casa Ybel Rd	Crosswalk alignment
9	Middle Gulf Dr at Cowry Ct	Improve visibility and crosswalk alignment
10	Middle Gulf Dr at Par View Dr	Enhance connection to Shared Use Path
11	East Gulf Dr at Nerita St	General crossing improvements
12	Periwinkle Way at Roadside Park	General crossing improvements
13	Periwinkle Way at Bailey Rd	Visibility and crossing improvements
14	Bailey Rd at Sand Castle Ct	New crossing potential
15	Causeway Blvd at Chamber of Commerce	General crossing improvements
16	Periwinkle Way at Yachtsman Dr	New crossing potential

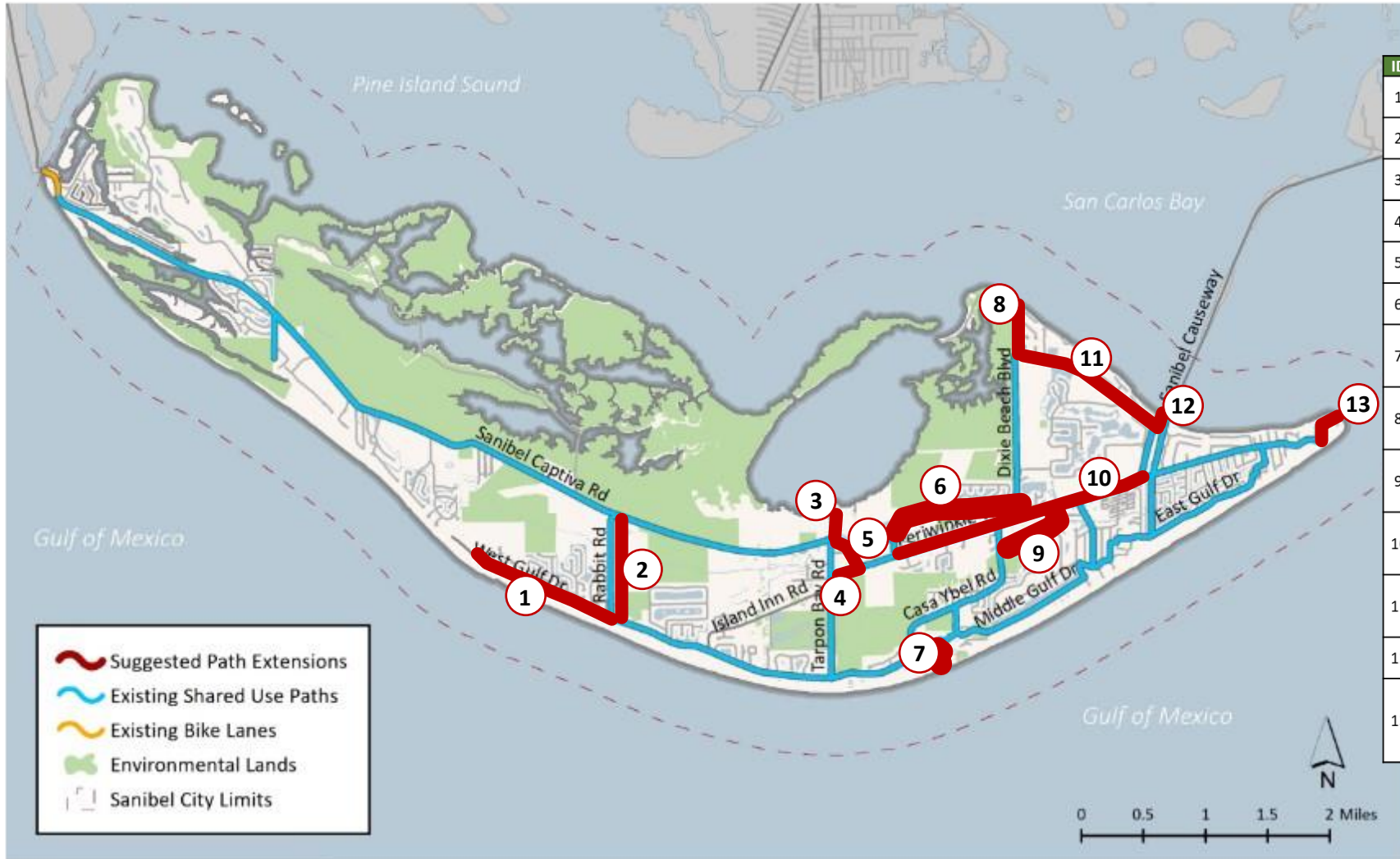


Intersection Enhancement Example

Sanibel Captiva Road at Rabbit Road



Suggested Path Extensions

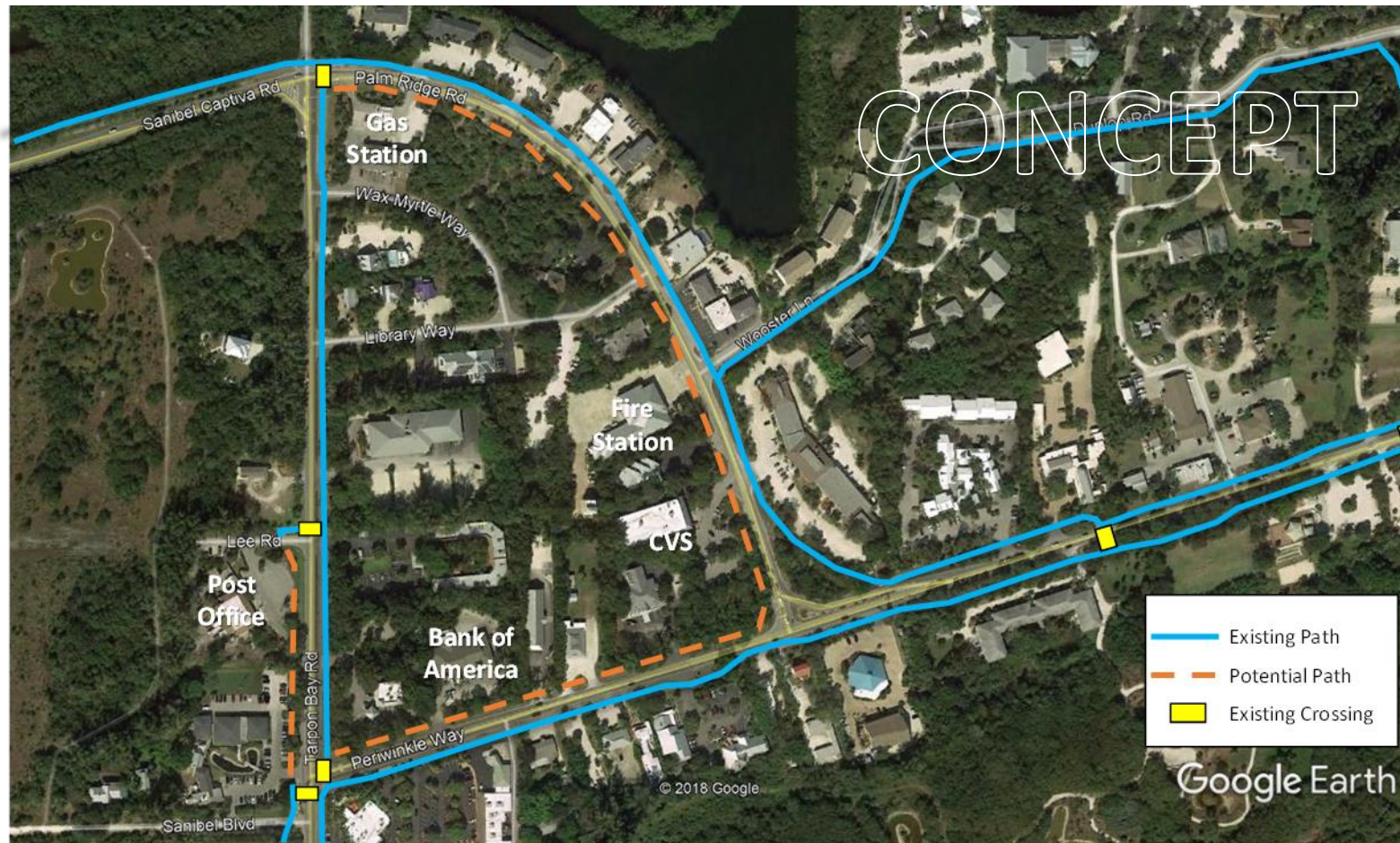


ID	On/From/To	Suggested Extension
1	W. Gulf Dr, Rabbit Rd to Dingman Dr	Extend Path west along W. Gulf Dr from where it curves at Surf Sound Ct.
2	Rabbit Rd, W. Gulf Dr to Sanibel Captiva Rd	Provide Path connection directly along Rabbit Rd between W. Gulf Dr and Sanibel Captiva Rd.
3	Tarpon Bay Rd, Sanibel Captiva Rd to Tarpon Bay Explorers	Extend the Path along Tarpon Bay Rd north of Sanibel Captiva Rd toward the Tarpon Bay Explorers.
4	Periwinkle Way, Tarpon Bay Rd to Palm Ridge Rd	Provide a Path along the north side of Periwinkle Way between Tarpon Bay Rd and Palm Ridge Rd.
5	Palm Ridge Rd, Periwinkle Way to Tarpon Bay Rd	Provide a Path along the west side of Palm Ridge Rd between Periwinkle Way and Tarpon Bay Rd.
6	New Path Connection, Dunlop Rd to Dixie Beach Blvd	Provide a new Path connection connecting Dunlop Rd to Dixie Beach Blvd north of Periwinkle Way.
7	Algiers Lane, East of Camino Del Mar to Gulfside City Park Parking Lot	Extend the Path along the east side of Algiers Ln from its current terminus/where it turns through the park to the Gulfside City Park parking lot.
8	Dixie Beach Blvd, Royal Poinciana Dr to San Carlos Bay Dr	Extend the Path along Dixie Beach Blvd from its current terminus to the Parking lot north of San Carlos Bay Dr.
9	New Path Connection, Casa Ybel Rd to Main St	Provide a new Path connection along the south side of Periwinkle Way, behind the businesses, between Casa Ybel Rd and Main St.
10	Periwinkle Way, Dunlop Rd to Bailey Rd	Provide a Path along the north side of Periwinkle Way to improve access to businesses and neighborhoods, and to relieve congestion along the existing Path.
11	New Path Connection, Dixie Beach Blvd to Bailey Rd	Provide a new Path connection between Dixie Beach Blvd and Bailey Rd within the Royal Poinciana Dr and Bay Dr corridors.
12	Bailey Rd, S. of Bay Dr to Bay Shore Dr	Extend the existing Path along Bailey Rd from its current terminus to the parking lot on Bay Shore Dr.
13	Periwinkle Way, Lighthouse Beach Park entrance to Lighthouse Park Fishing Pier Parking Lot	Extend the Path from the Lighthouse Beach Park entrance to the Fishing Pier parking lot.

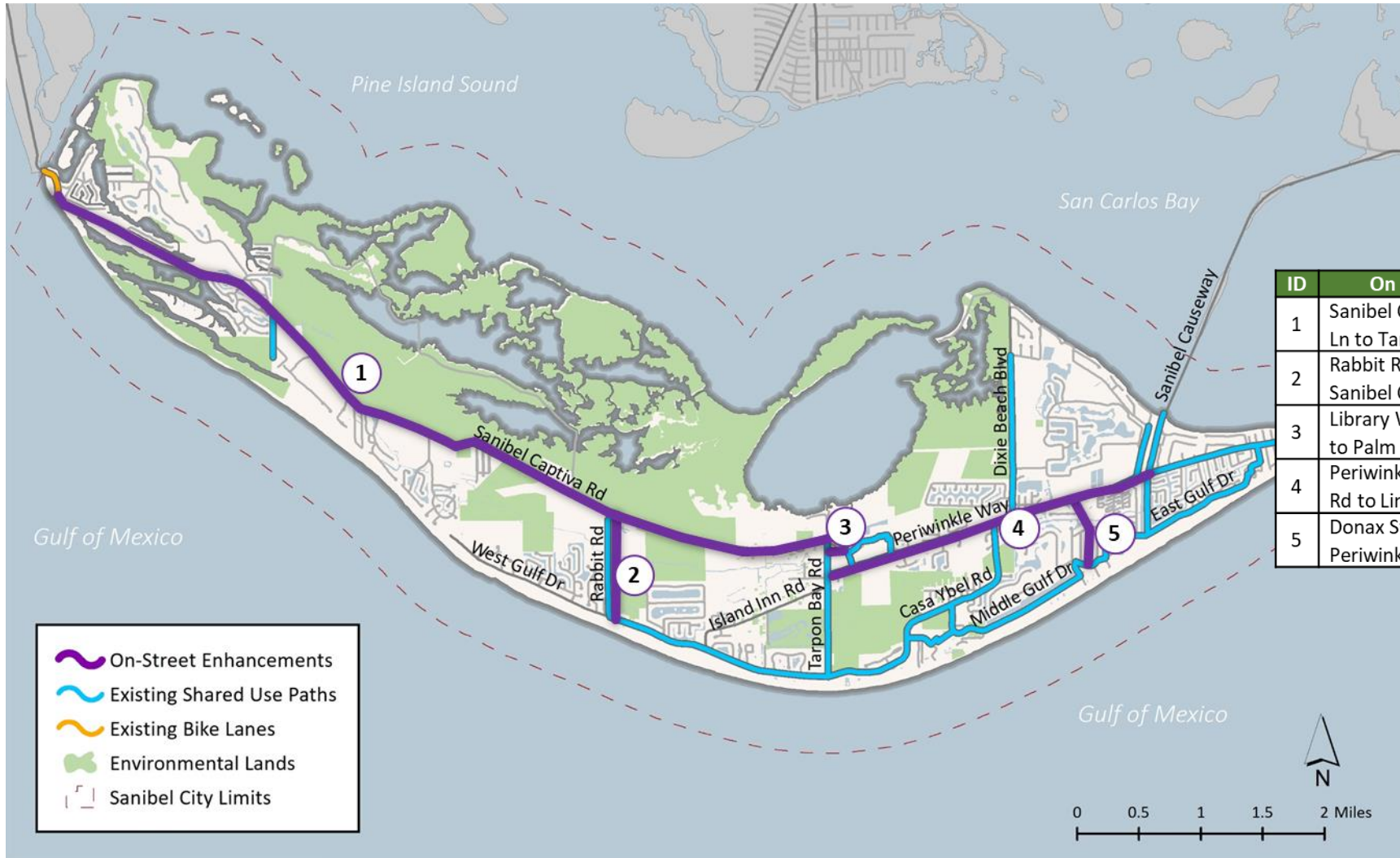


Path Extension Example

West Side of Palm Ridge Road



Other Suggested Enhancements



ID	On Street (From-To)	Suggested Enhancement
1	Sanibel Captiva Rd, Mangrove Ln to Tarpon Bay Rd	On-street bicycle enhancements, marked bike lanes or paved shoulder
2	Rabbit Rd, W. Gulf Dr to Sanibel Captiva Rd	On-street bicycle enhancements, marked bike lanes or shared lane markings
3	Library Way, Tarpon Bay Rd to Palm Ridge Rd	On-street bicycle enhancements, marked bike lanes or shared lane markings
4	Periwinkle Way, Tarpon Bay Rd to Lindgren Blvd	On-street bicycle enhancements, marked bike lanes or paved shoulder
5	Donax St, Middle Gulf Dr to Periwinkle Way	On-street bicycle enhancements, marked bike lanes or shared lane markings



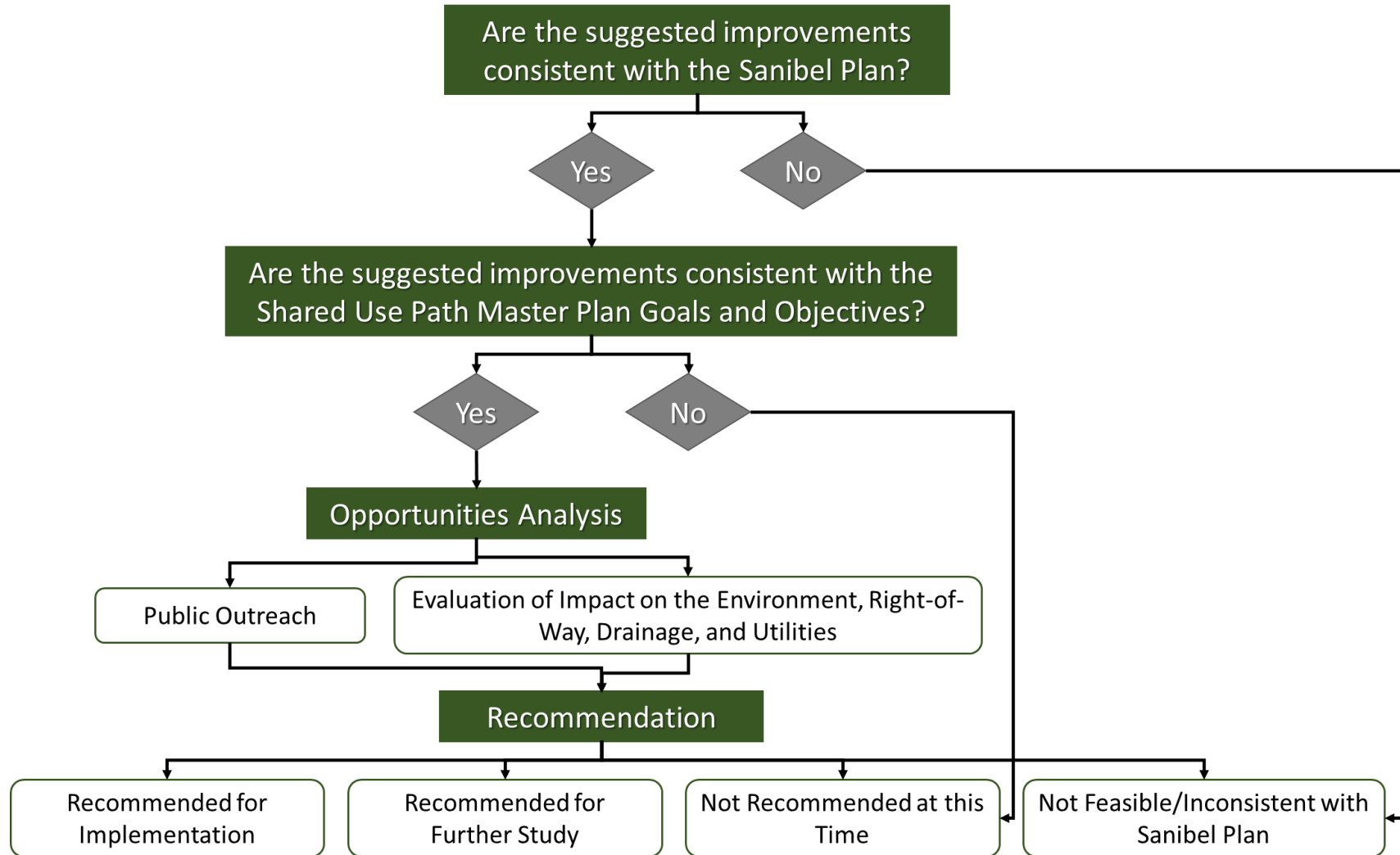
Other Enhancement Example

Library Way, Tarpon Bay Road to Palm Ridge Road





Evaluating Process





Questions?

