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# SPIKOWSKI PLANNING ASSOCIATES

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## MEMORANDUM

**TO:** Marsha Segal-George, Fort Myers Beach Town Manager  
**FROM:** Bill Spikowski  
**DATE:** May 25, 2005  
**SUBJECT:** Planning Options Between Crescent Street and the Sky Bridge

As a result of our recent planning work, we have identified four distinct options for improving Estero Boulevard between Crescent Street and the Sky Bridge. These options have one common aspect: they will work optimally only if the town is able to acquire right-of-way to build a short new street between Crescent and the foot of the bridge. All four options are illustrated on the following pages.

Option 1 is the preferred street arrangement from our planning charrette. The new street would serve traffic in both directions, providing an alternate route for traffic coming off and on the bridge. By splitting the traffic flow into two routes, the interference now caused by pedestrians crossing Estero would be less detrimental to traffic flow. A raised pedestrian island in Estero would further assist traffic by allowing pedestrians to cross more easily without stopping traffic. This arrangement is shown in schematic form with a roundabout; this arrangement could also be constructed without the roundabout, but the traffic-splitting benefits would then only be available for traffic leaving the island. A traffic signal would probably be needed at Crescent and Estero.

Option 2 would move all traffic onto the new street, allowing the existing Estero to be converted into a pedestrian mall. Pedestrians could move freely across the mall without any interference to through traffic. The roundabout is shown for Option 2 because without it, vehicles leaving the island from the north end would have to be routed along Old San Carlos, under the Sky Bridge, and then onto Crescent to reach the bridge. A similar arrangement for exiting traffic was tested this past winter and spring; it stopped performing well when traffic was at its heaviest, at which times those vehicles were unable to smoothly join the main traffic stream leaving the island. With a roundabout, this traffic could enter the bridge directly rather than first traveling under the bridge.

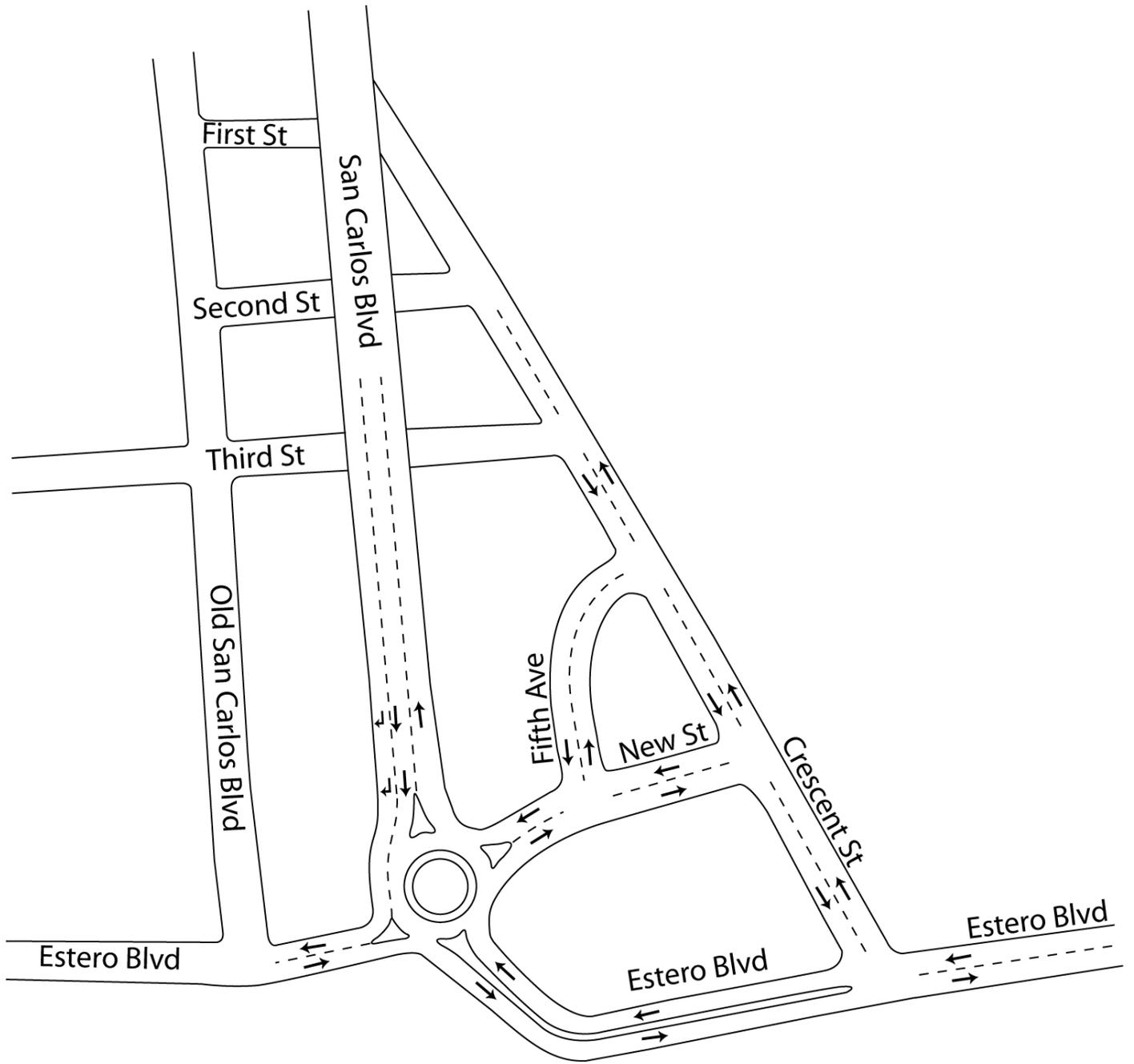
Option 3 would allow vehicles to use both the existing Estero and the new street, but both streets would operate as one-way streets. A roundabout is not needed with this travel pattern. Part of Estero would have a raised pedestrian island, with an alternating light helping the two southbound travel lanes merge back into one lane near Crescent Street. A similar traffic pattern was suggested last year by a subcommittee of the Civic Association.

Option 4 would be physically similar to Option 1 but would reserve the existing Estero for trolleys, trams, pedestrians, emergency vehicles, and perhaps other permitted vehicles such as those with several occupants or for local residents or businesses.

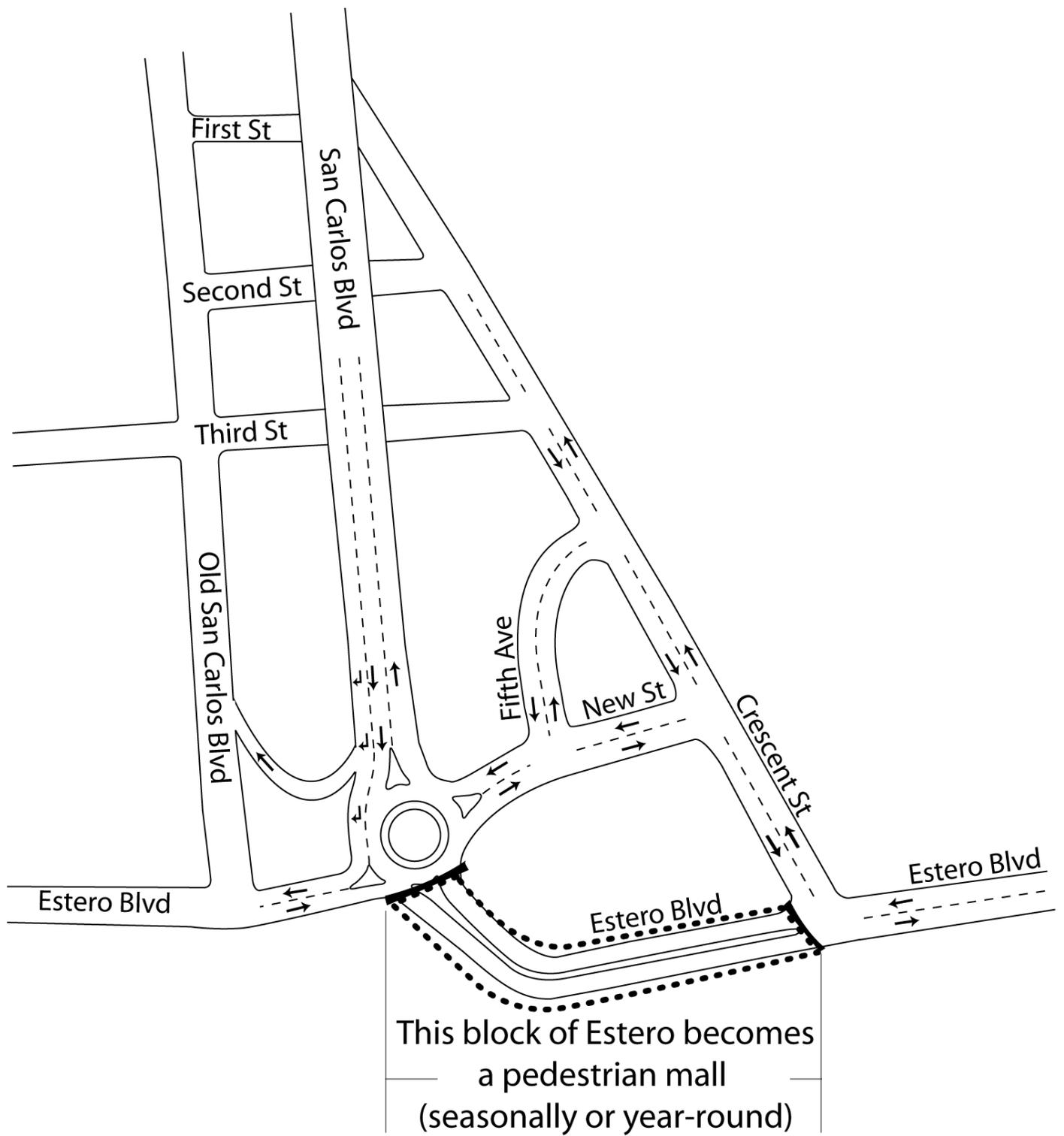
All of these options would be possible if the town is able to add the new street parallel to Estero. To keep these options open, the town should move forward immediately with preliminary planning and engineering to identify the exact location and width of the right-of-way that would be needed for this new street. At the same time, the town should identify additional right-of-way that might be needed for wider sidewalks, pedestrian median refuges, and trolley/tram lanes, and also for the new beach park that may result from the redevelopment of this area.

With this detailed information in hand, the town could pursue acquiring some or all of this right-of-way either through a development agreement with landowners or through other means. These options are only possible if they can be planned while redevelopment concepts for the area are still fluid. Time is of the essence to keep these options available.

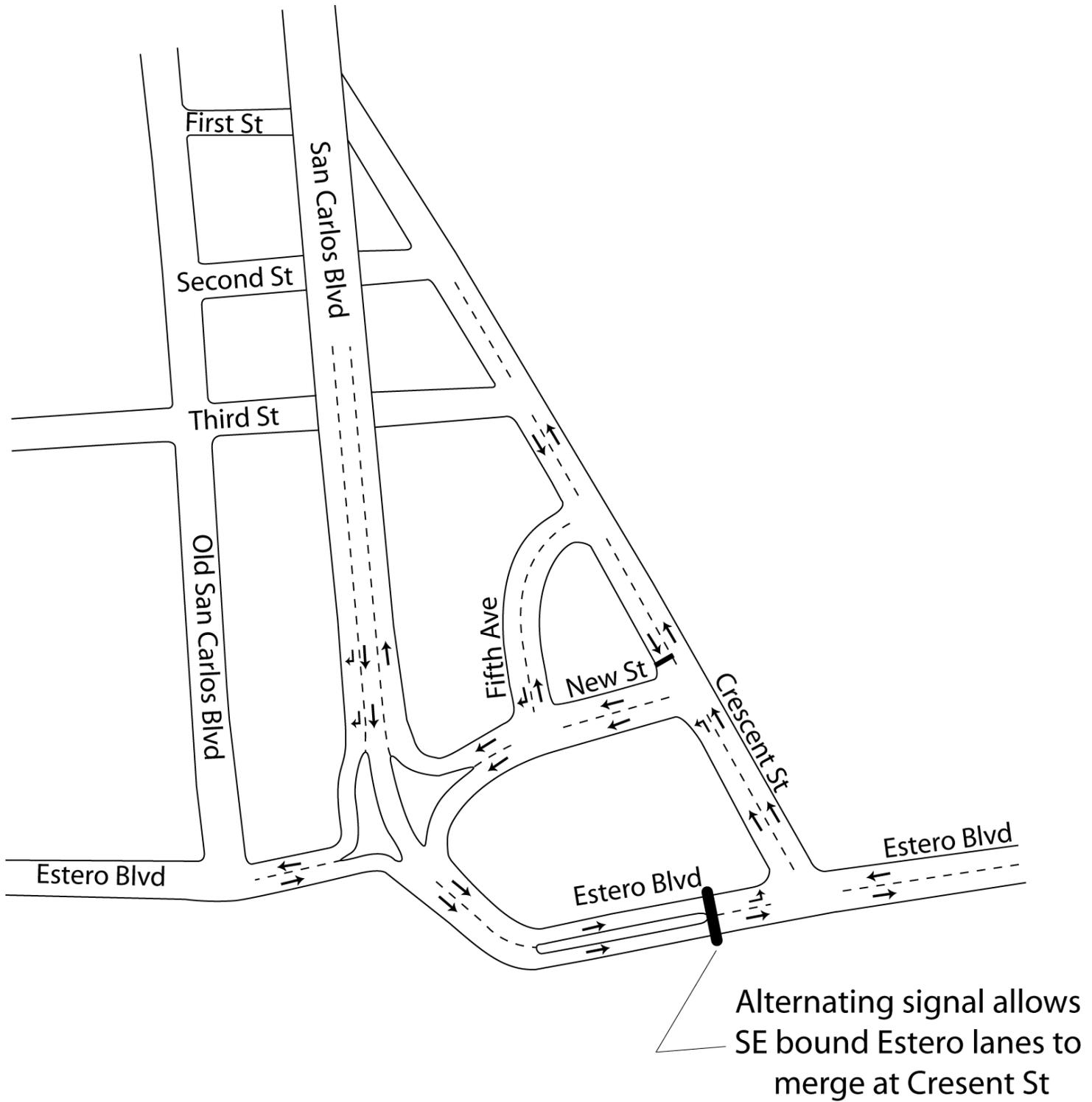
Please note that the sketches of all four options are schematic in nature and are not drawn to precise scale, nor do they include details such as sidewalks, trolley stops, turn lanes, etc.



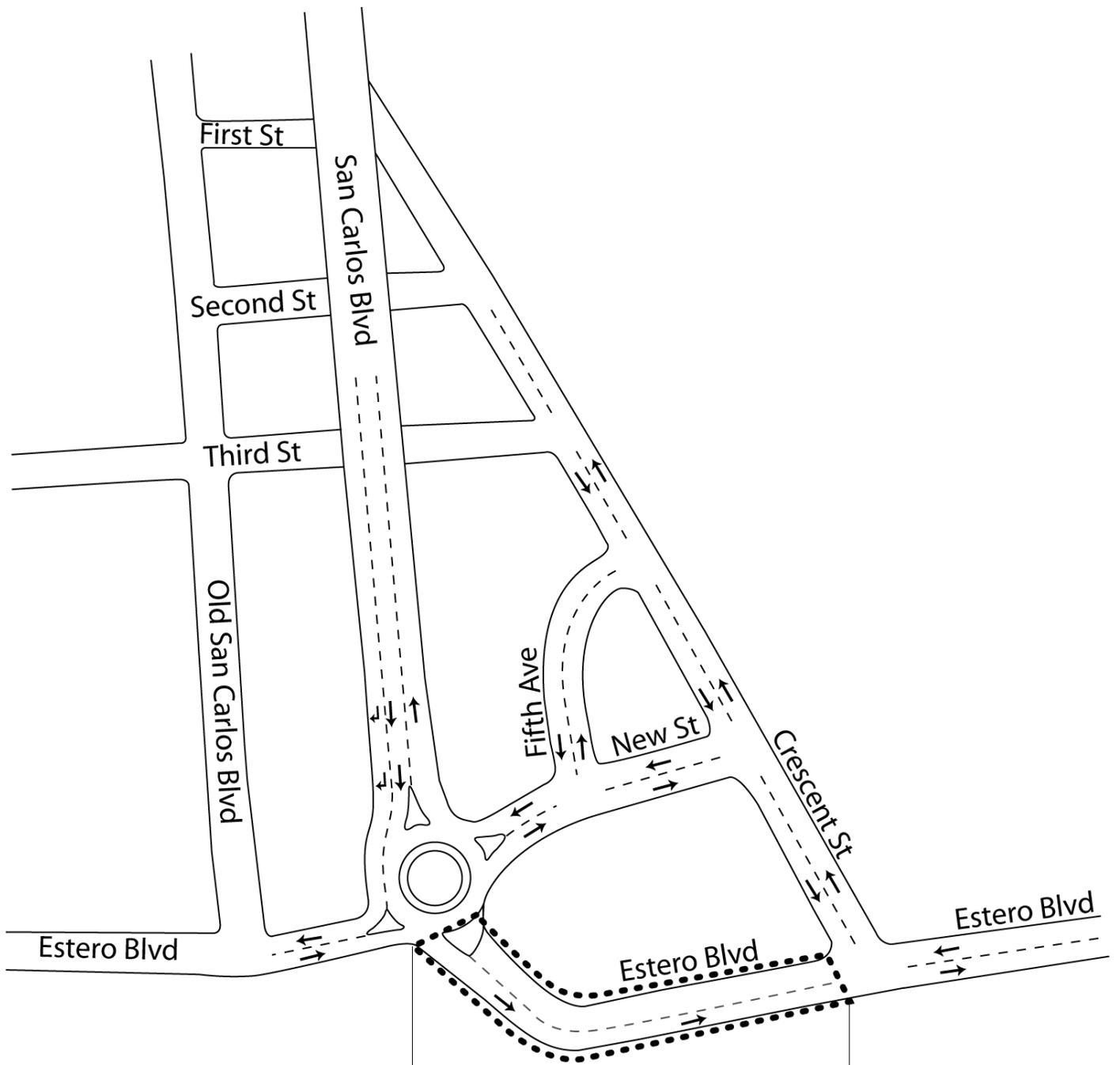
**Option 1**



## Option 2



### Option 3



This block of Estero has one southbound lane for trolleys, trams, and other vehicles by permit only

### Option 4