

TRIP CHARACTERISTICS

Summary Report

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Trip Making Characteristics

Approach/Methodology

This analysis combined Replica’s travel behavior dataset with 2024 American Community Survey block group data and subareas within the study area to evaluate socioeconomic characteristics of populations in the central and downtown Fort Myers study area. Replica trip records were spatially joined to block groups and subareas to align travel data with locally defined geographies.

Trips were segmented into key categories to assess differences in travel behavior and demographics: inbound trips entering the study area, outbound trips leaving the study area, regional trips combining inbound and outbound flows, local trips that originate and end within the study area, and trips crossing the Caloosahatchee River within the study area. Demographic profiles of trip takers, including age, household income, and mode choice, were summarized for each category to identify patterns and variations across travel modes. These results were then compared to regional trends to contextualize travel behavior and inform planning considerations.

Data source

Replica is a high-fidelity modeling platform designed to support urban and transportation planning efforts. Its data is a reconstruction of the movement patterns of populations within a selected area. This ‘replica’ of the real-world is reconstructed using simulated behaviors backed by real world data and is often used for origin-destination flows, comparing modal breakdowns of trips, and provides many other pieces of sociodemographic information about each simulated trip.

Replica uses several pieces of data to create these trip datasets, including mobile location data, population and socioeconomic data from various public and private sources, traffic counts, transit ridership, and other pieces of data that have been able to confirm the validity of their model.

Replica’s artificial scenarios have been peer-reviewed and have been validated by transportation agencies such as the Florida Department of Transportation (FDOT) and have been used in many projects across the nation in modeling transportation conditions across many different sites.

Summarization of the study area vs the regional analysis area.

The study area focuses on four subareas within central and downtown Fort Myers: Midtown, North Fort Myers, Downtown, and Central Fort Myers as illustrated in **Figure 1**. These subareas represent distinct context areas within this highly urbanized core that serves as the center of the larger metropolitan region. As the primary urban hub of Lee County, Fort Myers anchors the county’s economic, cultural, and transportation networks while maintaining unique local characteristics within its urban core.

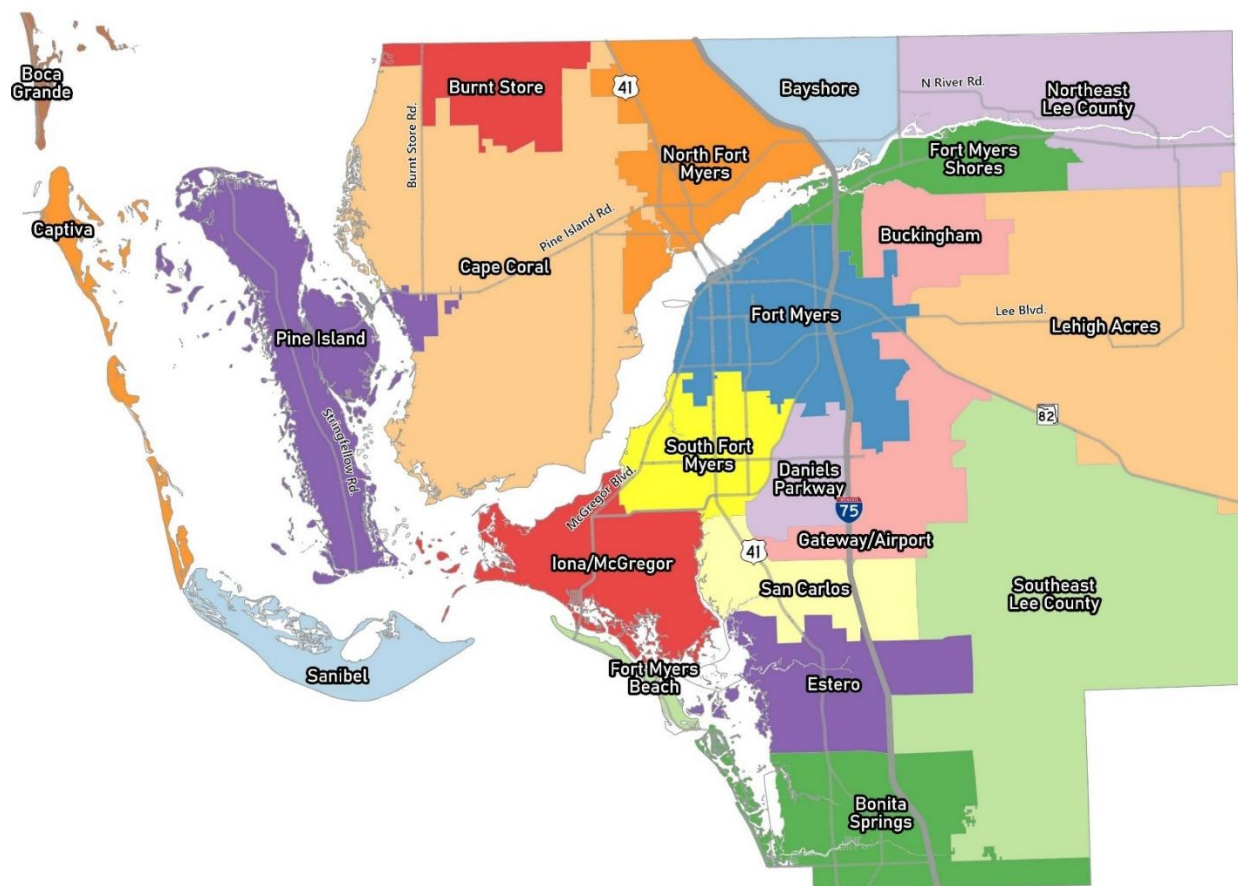


Figure 1: Study Area Map



By evaluating both local and regional travel, this section provides insight into how the urban core functions as a focal point for mobility within the larger metropolitan area. The analysis highlights not only the concentration of activity within Midtown, Downtown, North Fort Myers, and Central Fort Myers but also the critical role these subareas play in accommodating travel demand across Lee County's multimodal transportation system. Summarization of these regional trip characteristics is accomplished through use of Lee County's distinctive Planning Communities as shown in **Figure 2**.

Figure 2: Lee County Planning Communities



Regional Attractiveness (Regional Trips)

There was a total of 225,200 trips that either began or ended within the study area on a typical weekday¹. This essentially covers all trips that have stops within Downtown Fort Myers or the southern end of North Fort Myers. This section discusses these regional trips and their interaction with the study area, whereas local trips that stayed completely within the study area are covered later in the chapter. It should be noted that the local trips are considered a subset of these regional trips.

Overall Trip Characteristics

This section highlights key characteristics of all trips heading into, leaving, and staying within the study area at an all-encompassing level. Later sections differentiate trips and explain key characteristics for the inbound, outbound, and local trips.

Distance

Out of the 225,200 total trips traveling within the study area, the average trip distance was 11.38 miles, with 63,900 (28.4% of) trips traveling less than 3 miles. A summary of trip distances and the short-distance trips – less than 3 miles - are further broken down as follows:

- Trips entering study area (Inbound): 96,000
 - Average trip distance: 12.74 miles
 - 17,570 of 96,000 (18.3% of) trips are less than 3 miles.
- Trips leaving study area (Outbound): 97,000
 - Average trip distance: 13.4 miles
 - 17,540 of 97,000 (18.1% of) trips are less than 3 miles.
- Trips within study area (Local): 32,200
 - Average trip distance: 1.25 miles
 - 28,800 of 32,200 (89.4% of) trips are less than 3 miles.

A Similar summary of these trips was prepared based on the mode of travel. Trips categorized in Replica as commercial or other were excluded from this summary and further analysis thereby reducing total number of trips from 225,200 to 213,900. The trip mode summary is provided below.

- Automobile:
 - Average trip distance: 10 miles
 - 46,230 of 197,090 (23.5% of) trips are less than 3 miles.
- Walking:
 - Average trip distance: 0.72 miles
 - 12,530 of 12,930 (96.9% of) trips are less than 3 miles.
- Biking:
 - Average trip distance: 4.6 miles
 - 1,060 of 2,590 (40.9% of) trips are less than 3 miles.

¹ Data collected using the Replica Places Spring 2024 data for a typical weekday



- Transit:
 - Average trip distance:
 - 270 of 1,290 (20.7% of) trips are less than 3 miles.

Trip Purpose

Understanding the purpose of trips generally explains the types of activities happening within a given area. An assessment of the 225,200 trips traveling within the study area helps explain the purpose for these travelers. The major trip purposes are highlighted below in **Table 1**.

Table 1: Share of Trips by Purpose

Purpose	% of Trips
Home	31.5%
Shopping	20.8%
Work	18.0%
Eating	10.3%
Maintenance	4.7%
Commercial	3.7%
Social	3.6%
Recreation	3.3%
School	1.6%
Other	2.5%

A comparison between short-distance (less than 3 miles) and longer-distance trips was completed to better understand trip purpose differences within the study area. **Table 2** shows the comparison of percentage shares by trip purposes by highlighting differences between the longer and shorter distance trips.

Table 2: Trip Purpose for All Trips

Purpose	Short Trips (<3 miles)		Med-Long Trips (>=3 miles)		Short vs Long (+/-)
	Number	Percent	Number	Percent	
Shopping	17,510	27.4%	29,400	18.2%	+9.2%
Other	4,770	7.5%	9,190	5.7%	+1.8%
Maintenance	3,790	5.9%	6,790	4.2%	+1.7%
Eating	7,300	11.4%	15,810	9.8%	+1.6%
School	1,740	2.7%	1,940	1.2%	+1.5%
Recreation	2,520	3.9%	4,940	3.1%	+0.9%
Social	2,150	3.4%	5,910	3.7%	-0.3%
Home	17,360	27.2%	53,460	33.1%	-6.0%
Work	6,760	10.6%	33,860	21.0%	-10.4%
Total	63,900	100%	161,290	100%	0%



This table shows that trips traveling a (less than 3 miles) are more likely to be for the purpose of shopping, with the proportion of these trips being 9.2% points higher than the share of long-distance. Other trip purposes that are more likely to occur at a short-distance vs long-distance include maintenance (including errands such as doctors, post office, dry cleaning, etc.), eating, school, and recreation trips.

Long distance trips are significantly more likely to be for work compared to short distance trips, with their proportion being 10.4% points higher than short distance trips. Other trips that are more likely to occur at longer distances include trips going home and for social purposes.

It also highlights the percentage and total number of short vs long-distance trips. Of the trips analyzed, 63,900 (28%) are less than three miles, while the remaining 161,300 (72%) exceed three miles in distance. These short-distance trips are more likely able to be converted to active transportation and should be considered when developing new transportation infrastructure.



Inbound Trips

A total of 128,200 trips end in the study area. Of these, 96,000 (75.4%) originated from outside of the study area and are considered the regional travel demand. The remaining 32,200 (24.6%) are local trips, which both begin and end within the study area.

Of the 96,000 trips entering the study area, 91,840 (95.7%) were made using one of the four modes (automobile, walking, bicycling, and transit) assessed in this study. Trips with other modes will not be assessed further, as they mainly consist of commercial trips and do not pertain to this study. This modal split and regional-to-local trip ratio indicate that the study area is a car-centric, regionally significant destination for Southwest Florida. **Table 3** visualizes this share of inbound trips by modal share.

Table 3: Modal Share for Inbound Trips

Mode	Regional Trips	% Share
Automobile	88,160	96.0%
Walking	2,160	2.3%
Biking	960	1.1%
Transit	560	0.6%
Total	91,840	100.0%
Other	4,160	-

* Does not include other modes

Trip Distance & Study Area Reach

The distribution of distances traveled for inbound trips is also important when describing the study area's regional attractiveness. Measuring the distance of trips heading into the study area better describes the geographic reach for this study area and transportation mode choice. It is also important to understand the range of varying trip distances for each mode to determine the distance in which residents and visitors are generally willing to travel to reach destinations within the study area.

To demonstrate the differences between travel, trips have been categorized as short, medium, or long-distance trips. **Figure 3** separates trips by distance groups, showing that 16.4% (14,420) of automobile trips, 91.8% (1,980) of walking trips, 23.8% (230) of biking trips, and 9.4% (50) transit trips are less than 3 miles. Short-distance automobile trips, in some cases, could be converted to bike or walking trips, assuming the population is able to do so and that there is high level of active transportation infrastructure.



Figure 3: Distance Traveled Shares for Inbound Trips

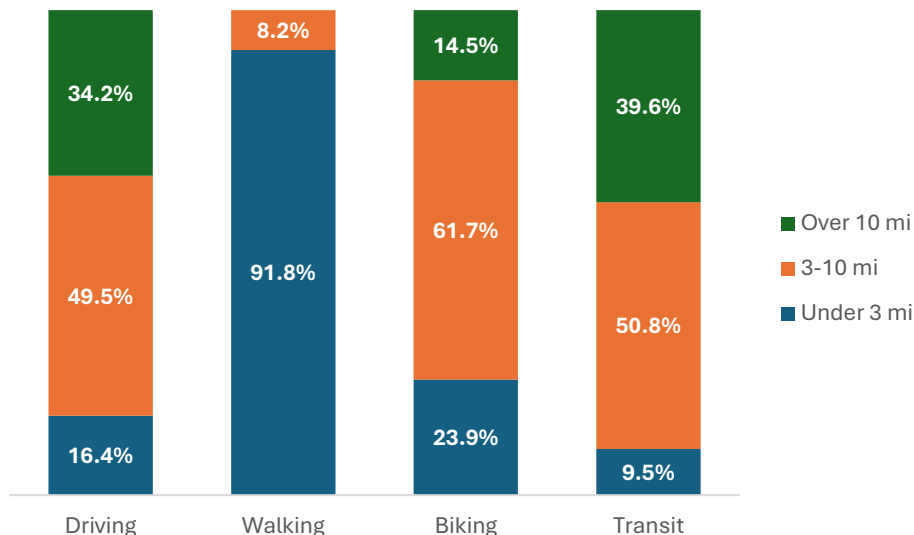
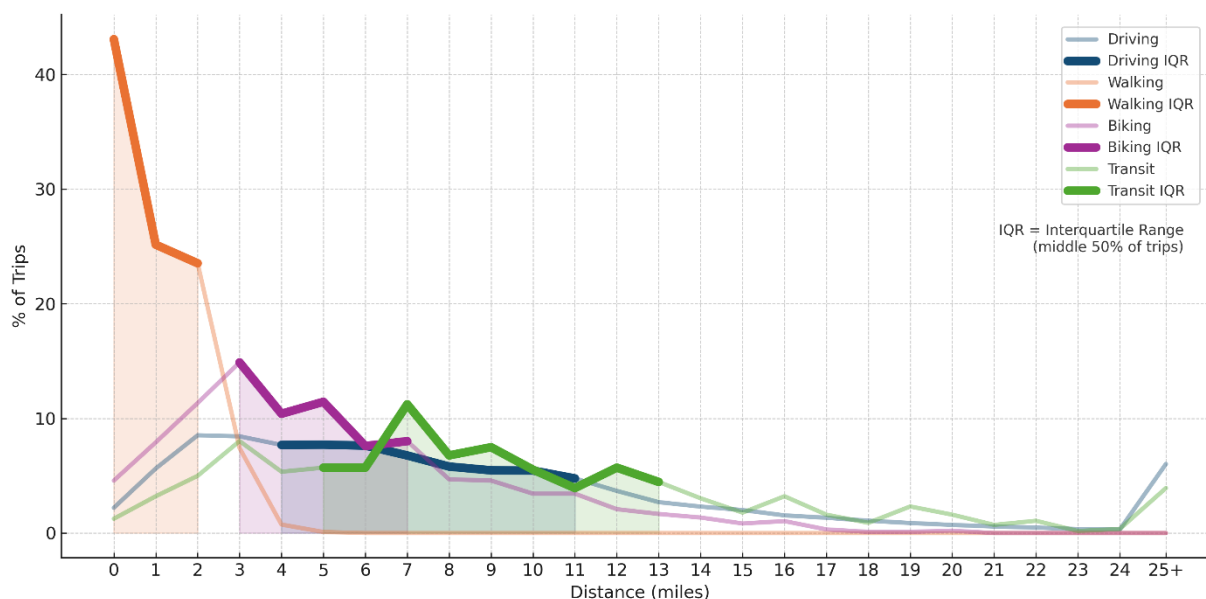


Figure 4 shows the distribution of trips and the distances traveled for each mode evaluated in this analysis. For automobile trips, the median trip distance is 9.2 miles, with the middle 50% of these trips, or the interquartile range (IQR), traveling between 4 and 11 miles. It is worth noting that the median trip distance is slightly less than the mean trip distance (10 miles), indicating that there are a smaller number of very long-distance trips inflating the mean distance for trips. For walking trips, the average trip distance of 0.98 miles is the shortest for all modes, where the IQR falls between 0 and 2 miles. The average distance for biking trips is 5.4 miles and an IQR of between 3 and 7 miles. Finally, the transit trips average distance is 9.6 miles, with an IQR between 5 and 13 miles.

Figure 4: Trip Distance Distribution by Mode for Inbound Trips



Origins of Inbound Trips

Table 4 shows the top five planning community origins for the 91,840 inbound trips explored in this study. The top origin for trips coming into the study area was Cape Coral, with 22,780 trips originating there, followed closely by Fort Myers, with 21,820 trips. Other notable planning communities where inbound trips originate include North Fort Myers, South Fort Myers, and Lehigh Acres. The rest of Lee County generates 12,590 trips, while other counties generate 4,480 trips.

Table 4: Top Origins for Inbound Trips

Origin Planning Community	# of Trips	% of Trips
Cape Coral	22,780	24.8%
Fort Myers	21,820	23.8%
North Fort Myers	16,080	17.5%
South Fort Myers	7,940	8.6%
Lehigh Acres	6,150	6.7%
Rest of Lee County	12,590	13.7%
Other County	4,480	4.9%

Destination of Inbound Trips

Of the 91,840 trips heading into the study area using one of the four transportation modes assessed in this study, destinations at the study area's subarea level were categorized. These subareas include Midtown, North Fort Myers, Downtown, and Central Fort Myers. This assessment was made to provide as much clarity in where trips end to the highest detail possible. **Table 5** shows the number of trips heading into each of the four subareas, also categorizing them by their transportation mode.

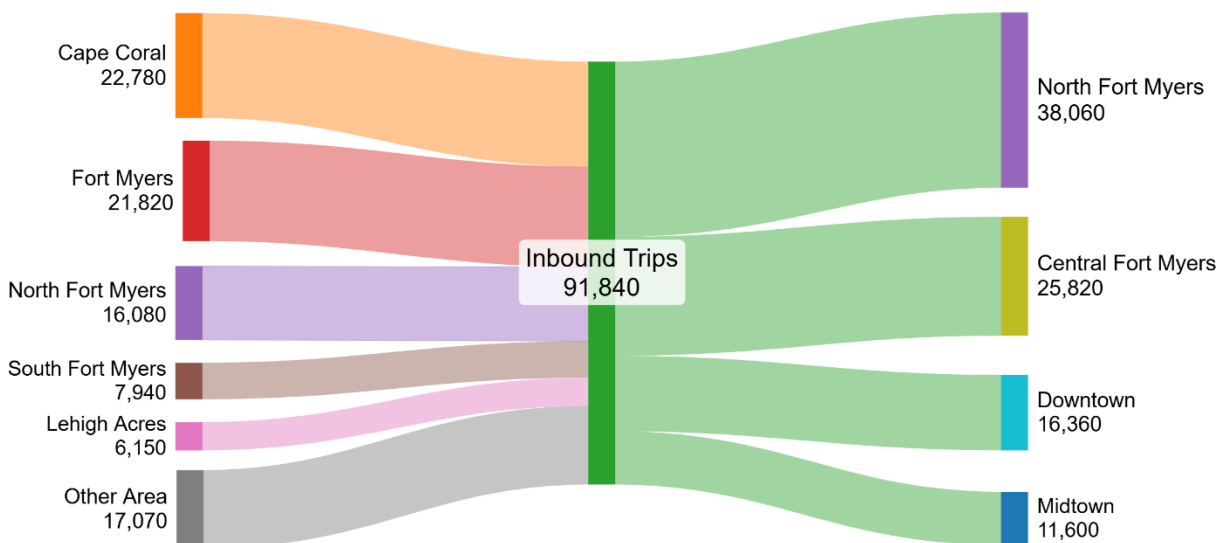
Table 5: Subarea Destinations for Inbound Trips

Mode	Midtown	North Fort Myers	Downtown	Central Fort Myers	Total
Automobile	11,300	36,680	15,780	24,400	88,160
Walking	140	830	270	920	2,160
Biking	60	410	180	310	960
Transit	100	140	130	190	560
Total	11,600	38,060	16,360	25,820	91,840
% of Total	12.6%	41.4%	17.8%	28.1%	100%

Figure 5 visualizes the flow of inbound trips as a flow of origins from the top planning communities on the left and study area destinations on the right.



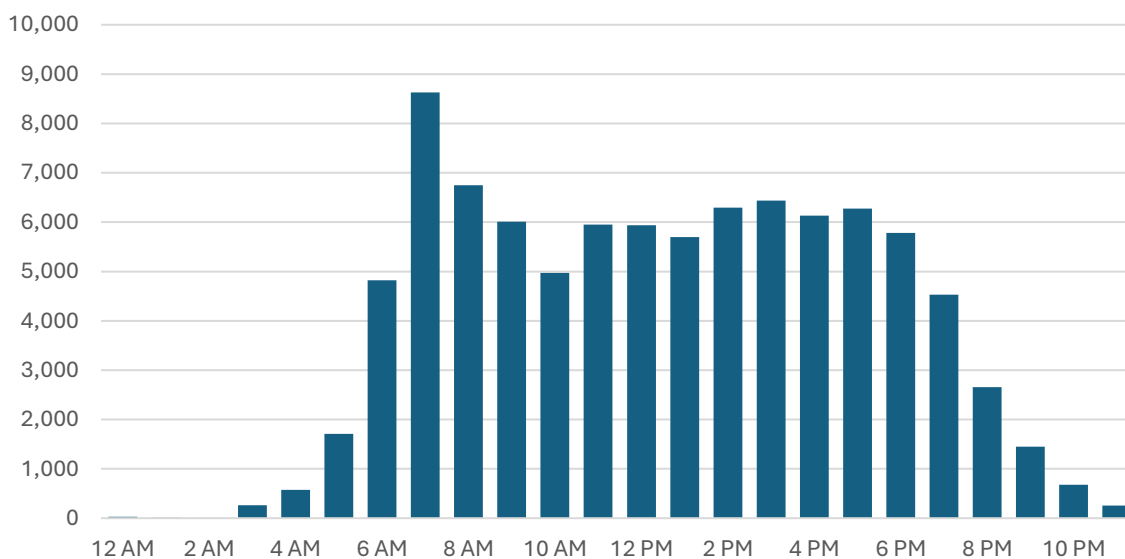
Figure 5: Travel Flow for Inbound Trips



Time of Trips

An assessment of the number of trips at each hour interval reveals a general weekday pattern where trips remain low in the night and early morning. Trips ramp up quickly after 6 AM, peaking during the morning rush hour at 7 AM, before dipping at 10 AM to the lowest daytime traffic level. The total number of trips each hour remains constant until 6 PM, when it begins to decrease as the evening and night begin. These traffic times are summarized in **Figure 6**.

Figure 6: Trip Start Time for Inbound Trips

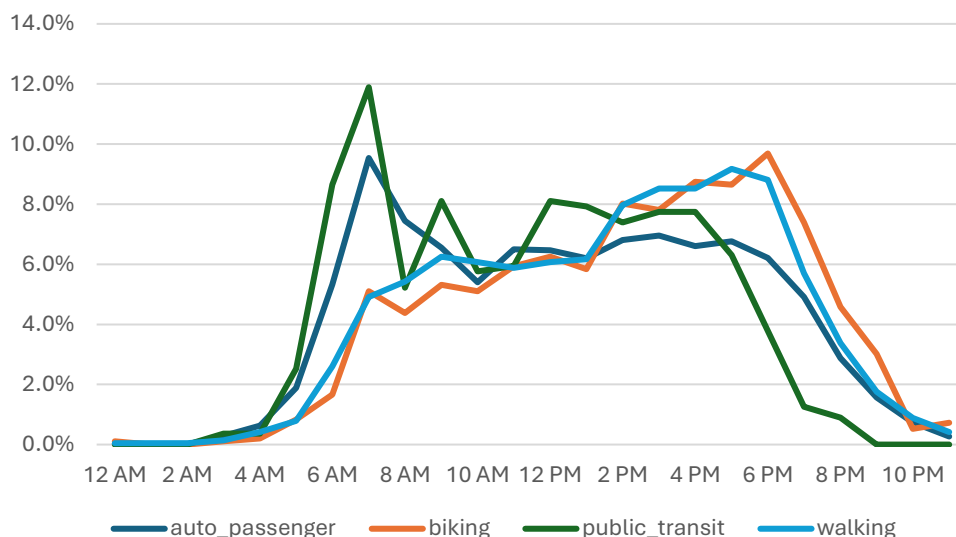


Other time-based characteristics are also worth exploring, as they provide a glimpse into the trends of key characteristics, such as the mode choice and trip purpose for trips beginning at different times of the day.

Time of Trips by Mode

Figure 7 shows the daily distribution of trips ending in the study area for each of the four modes of transportation by time of day. While combined, these lines generally follow the pattern of daily traffic times, there are a couple of noticeable differences when looking at travel modes. Trips utilizing personal automobiles and public transit are the main drivers in the peak morning traffic and generally begin to taper off following 6 PM. Meanwhile, walking and biking trips tend to begin later in the day, increasing as the day goes on. These trips peak around 7 to 8 PM and decline later than automobile and transit trips.

Figure 7: Modal Share of Inbound Trips by Time



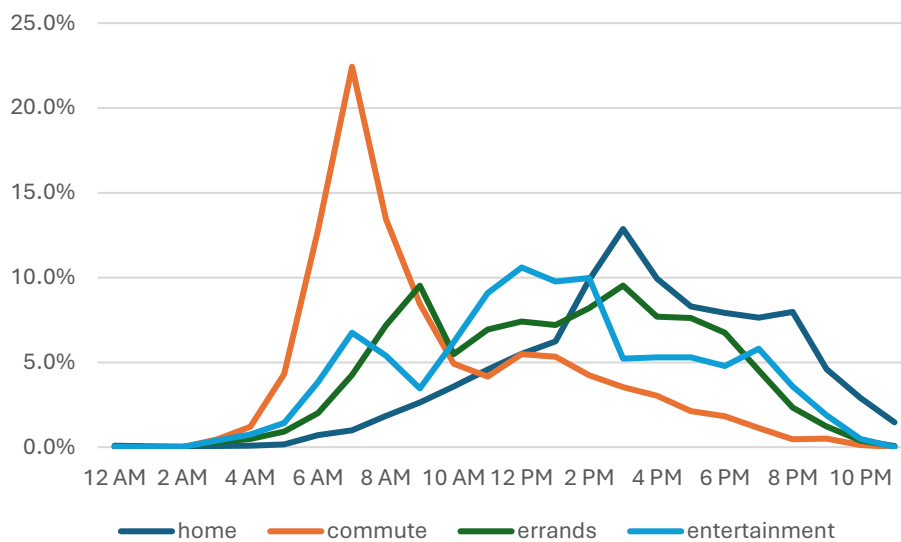
Time of Trips Purpose

Figure 8 looks at the trips occurring throughout the day and differentiates them by their purpose. The trips are categorized as the following:

- Home: Trips ending at the trip taker's home or lodging.
- Commute: includes trips ending at a work or school location.
- Errands: Maintenance, shopping, and other resource-based trips.
- Entertainment: Recreation and social-oriented trips.

These purposes have major differences. Commute trips occur heavily in the morning hour, decreasing steadily throughout the day, with a small bump following the lunch hour. Errand and entertainment-based trips generally occur in the afternoon, peaking around 12 to 3 PM, then steadily decreasing. Finally, homeward trips generally occur in the afternoon, peaking around 4 PM and steadily decreasing into the evening.

Figure 8: Trip Purpose Share of Trips by Time



Other Inbound Trip Characteristics

To better understand trip takers for the inbound trips, several key demographic indicators have been examined for the 89,850 individuals traveling into the study area. These include the age, income, race, ethnicity, and home location of trip takers. By analyzing these factors across different travel modes, insight can be gained into who is most dependent on walking and biking infrastructure and identify potential equity concerns in transportation access. The following subsections summarize patterns and disparities observed across these demographics.

Age

The distribution of age groups by modal share for all trips heading into the study area are summarized in **Table 6**. The median age of all trips taken by the people heading into the study area is 48.3 years old. There are slight differences in the age distribution based on the mode taken, where walkers and bikers tend to be older, transit riders tend to be younger, and drivers represent the median of the whole population.

Table 6: Age Distribution of Trip Takers for Trips entering Study Area

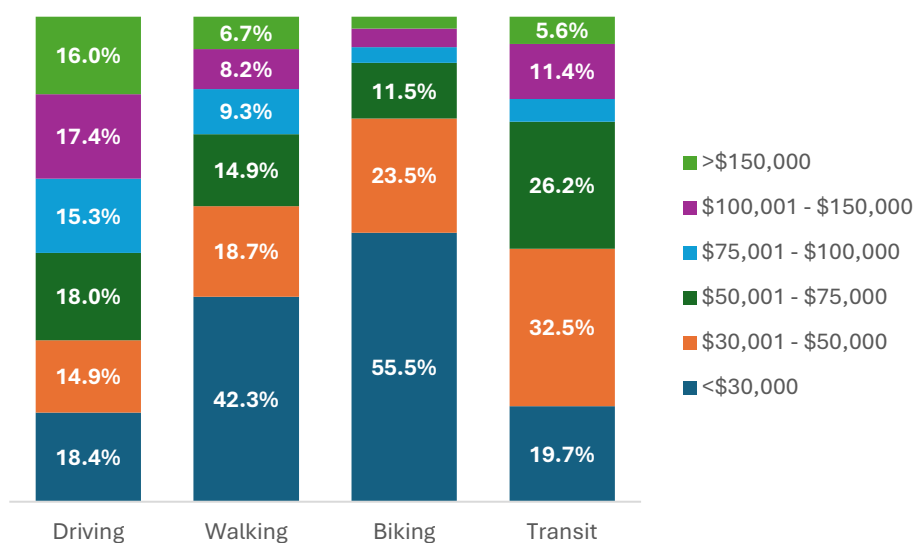
Age Group	Automobile	Walking	Biking	Transit	Total
<18	3.0%	6.2%	5.1%	0.4%	2,790
18-24	9.1%	9.0%	8.2%	9.0%	8,150
25-34	15.6%	12.6%	10.7%	18.1%	13,950
35-44	15.2%	12.2%	11.8%	14.6%	13,540
45-54	16.6%	14.2%	17.0%	31.6%	14,940
55-64	18.3%	17.7%	27.1%	18.4%	16,500
65+	22.2%	28.1%	20.1%	7.9%	19,980
Median	48.3	50.2	48.8	45.7	48.3



Income

Exploring the income variation of each of the four transportation modes provides insight into the transportation needs of those coming into the study area. **Figure 9** illustrates the income brackets trip takers generally fall into for all trips coming into the study area. It reveals that those biking into the zone tend to have the lowest household incomes, averaging \$38,293, with over 55% of trip takers falling below \$30,000. Walking also shows a lower household income, averaging \$57,233, with 42.3% falling below \$30,000. Transit takers tend to fall into middle income groups, with their household incomes averaging \$66,413, or 58.7% of trip takers household incomes falling between \$30,000 and \$75,000. Finally, drivers tend to have the highest incomes with an average household income of \$95,214, with 33.4% of drivers having household incomes above \$100,000.

Figure 9: Income Groups of Inbound Trip Takers



Race & Ethnicity

The modal share of trips may be assessed in a lens that takes race and ethnicity into consideration. Differences in modal share between these groups may indicate an infrastructure injustice and may relate to differing levels of needs for neighborhoods of differing cultures.

Table 7 shows the makeup of racial and ethnic groups represented in each trip heading into the study area and shows the percentage of trips per group utilizing each of the four modes. While all groups predominantly drive into the service area, there are higher numbers of walking, biking, and transit usage for each group. For example, Black or African American trip takers walk and bike more than any other group. This may be a result of inequalities in access to resources, resulting in lower levels of vehicle ownership.

Table 7: Race and Ethnicity of Trip Takers for Inbound Trips

Race & Ethnicity	Automobile	Walking	Biking	Transit	Total
American Indian or Native American	96.1%	2.9%	1.0%	0.0%	100
Asian	97.8%	1.4%	0.3%	0.5%	1,520
Black or African American	93.1%	4.4%	1.7%	0.9%	9,640
Hispanic or Latino	95.7%	2.3%	1.1%	0.9%	21,040
Native Hawaiian or Pacific Islander	100.0%	0.0%	0.0%	0.0%	30
Other Race	98.8%	0.8%	0.2%	0.2%	500
Two or More Races	94.1%	3.6%	1.6%	0.7%	1,820
White or Caucasian	96.7%	2.0%	0.9%	0.4%	55,200

Home Location

Understanding the home location of the trip takers for all trips heading into the study area provides information such as the share of resident's vs non-residents for the study area as well as which localized details on which of the subareas are seeing the largest number of trips by its residents (and non-residents).

Table 8 highlights these trips and breaks down the home location of trip takers. The left side shows that 18.1% of trips heading into the study area are made by residents of the study area, while the remaining 81.9% are from non-residents. Out of the 18.1% of trips by residents, 42.6% live in North Fort Myers (which makes up 7.7% of all trips' trip takers), 39.1% (7.1%) of trips come from Central Fort Myers, 14.0% (2.5%) come from Downtown, and 4.4% (0.8%) come from Midtown.

Table 8: Home Location of Trip Takers for Inbound Trips

Home Location	# of Trips Taken	% of All Trips	Breakdown	# of Trips Taken	% of All Trips	% of Trips Taken by Residents
Study Area Resident	16,290	18.1%	Midtown	710	0.8%	4.4%
Non-Resident	73,560	81.9%	North Fort Myers	6,940	7.7%	42.6%
			Downtown	2,270	2.5%	14.0%
			Central Fort Myers	6,370	7.1%	39.1%



Outbound Trips

A total of 129,200 trips had their origins from within any part of the study area. Of these, 97,000 (75.1%) ended outside of the study area and are considered the inverse regional travel demand. The other 32,200 (24.9%) are local trips, which are discussed later in this chapter.

Of the 97,000 trips leaving the study area, 92,100 (94.9%) were made using one of the four modes assessed in this study. The trips utilizing other modes of transportation are not assessed in this chapter. Again, this modal split and regional-to-local trip ratio further establishes the indication that this study area is of regional significance, as tens of thousands of trips are made into and out of the area daily. **Table 9** shows the share of outbound trips by their modal share.

Table 9: Modal Share for Outbound Trips

Mode	# of Trips	% of Trips
Automobile	88,880	96.5%
Walking	1,740	1.9%
Biking	960	1.0%
Transit	520	0.6%
Total	92,100	100.0%
Other	4,900	-

* Does not include other modes

It is worth noting that these numbers closely match the number and shares associated with the inbound regional trips in **Table 3**. The only exception is that there is a slightly lower number of walking trips leaving the study area compared to those entering.

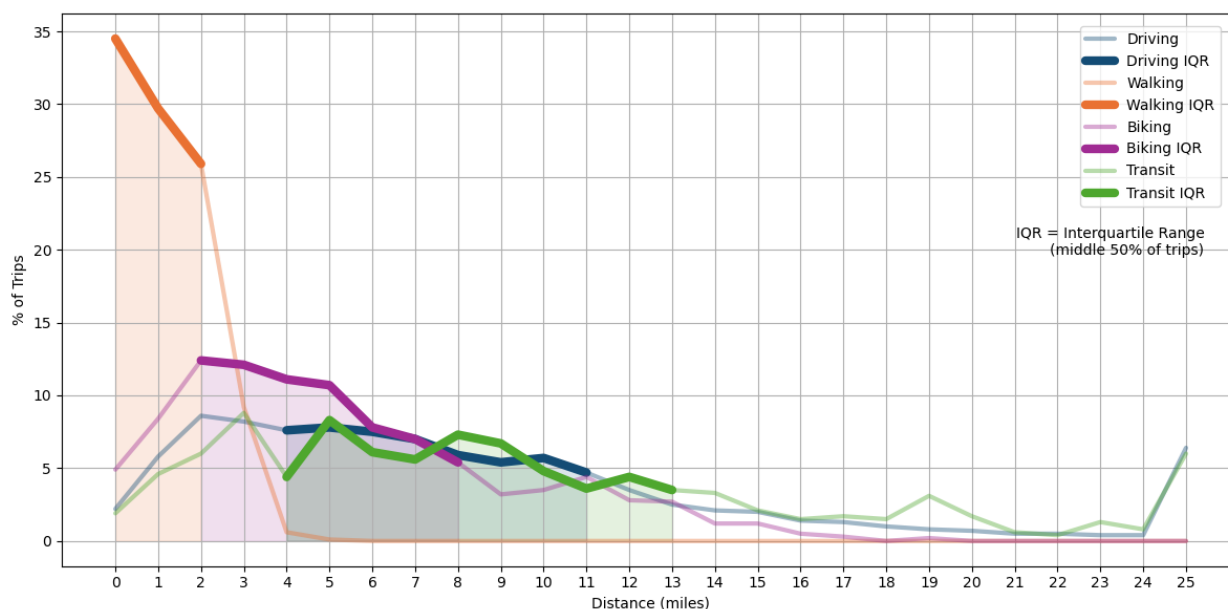
Trip Distance & Study Area Reach

Figure 10 shows the distribution of trip distances by each of the four modes for those trips leaving the study area. Comparing the trips leaving the study area with the trips entering the study area shown previously in **Figure 4**, there is a similar distribution of distances by each mode with a couple of notables differences. First, those opting to walk out of the study area are generally willing to walk a slightly longer distance than those walking into the study area. Another minor difference is that biking trips tend to be more widespread and have a much larger distance covered by the middle 50% of trips, falling between 2 and 8 miles, as compared to inbound trips falling between 3 and 7 miles.

Summarization of trips as short, medium, and long distances is not visualized for the outbound trips like it was the inbound trip distance bins. Outbound trip distances are nearly identical to the inbound trips when it comes to the percentage distribution of trips for these distances.



Figure 10: Trip Distance Distribution by Mode for Outbound Trips



Origin of Outbound Trips

Table 10 presents the number and proportion of trips originating from each subarea within the study area, categorized by mode of transportation. The data indicates that the number of outbound trips from each subarea closely matches the number of inbound trips ending in those same areas. Overall, there is a general balance between trips leaving and arriving in each subarea.

Table 10: Subarea Origins for Outbound Trips

Mode	Midtown	North Fort Myers	Downtown	Central Fort Myers	Total
Automobile	10,910	37,270	16,300	24,400	88,880
Walking	140	590	240	770	1,740
Biking	50	420	170	320	960
Transit	90	150	100	180	520
Total	11,190	38,430	16,810	25,670	92,100
% of Total	12.2%	41.7%	18.3%	27.9%	100%

Destination of Outbound Trips

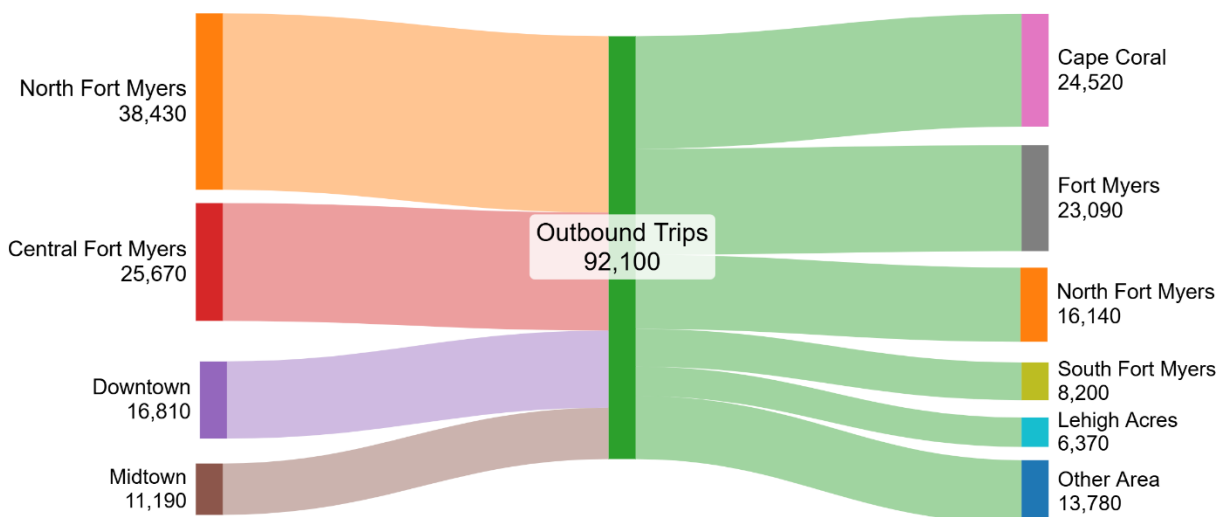
Table 11 shows the top five planning community destinations for the 92,100 outbound trips explored in this study. The top origin for trips leaving the study area was Cape Coral, with 24,520 trips ending there, followed closely by Fort Myers, with 23,090 trips. Other notable planning communities where outbound trips end include North Fort Myers, South Fort Myers, and Lehigh Acres. The rest of Lee County generates 13,390 trips, while only 390 trips head to other counties.

Table 11: Top Destinations for Outbound Trips

Origin Planning Community	# of Trips	% of Trips
Cape Coral	24,520	26.6%
Fort Myers	23,090	25.1%
North Fort Myers	16,140	17.5%
South Fort Myers	8,200	8.9%
Lehigh Acres	6,370	6.9%
Rest of Lee County	13,390	14.5%
Other County	390	0.4%

Figure 11 visualizes the flow of outbound trips as a flow of subarea origins (left) and top planning community destinations (right).

Figure 11: Travel Flow for Outbound Trips



Time of Inbound vs Outbound Trips

An assessment of the number of trips at each hour interval leaving the study area reveals a general weekday commuting pattern. **Figure 12** visualizes the study area's daily flow for outbound trips. Trips leaving the study area remain low at night and into the morning. Trips leaving the study area ramp up steadily beginning around 5 AM, throughout the morning and early afternoon, then peaking at 4 PM, then steadily decreasing until around 11 PM.

Figure 12: Trip Start Time for Outbound Trips

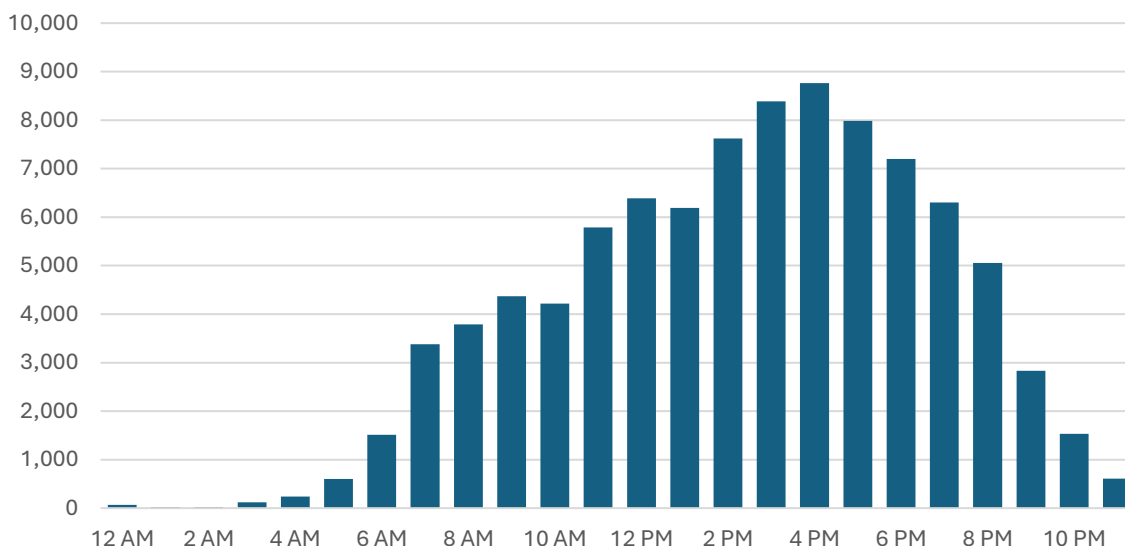
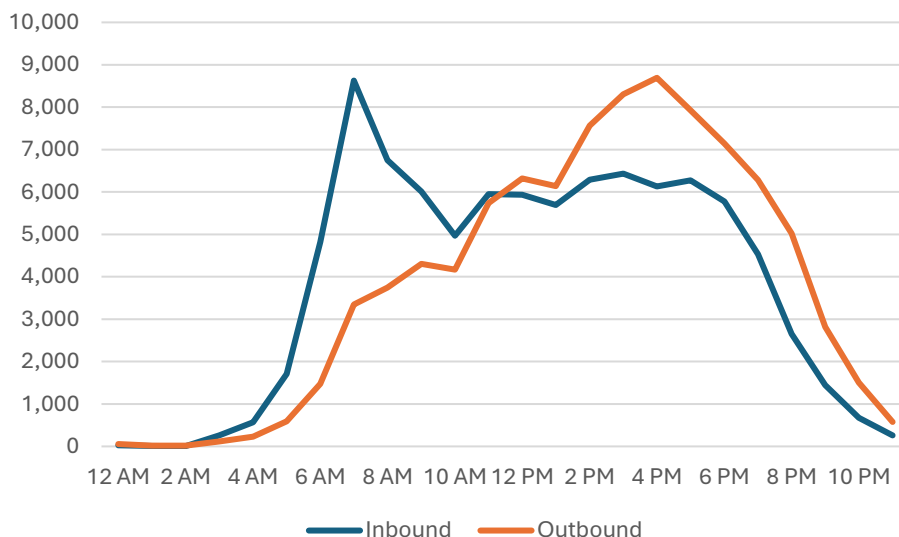


Figure 13 compares the inbound trips and outbound trips, regardless of their mode of transport, by the time of day. This chart confirms that this is a high traffic area that is a center for daily traffic generation. In the morning, trips tend to head into and end within the area, while in the afternoon, trips tend to leave the area and end outside of the study area. This indicates that there are more public or commercial destinations within the study area than residential or private land uses compared to other areas within Lee County. It also indicates that it is a daytime hub for the region.

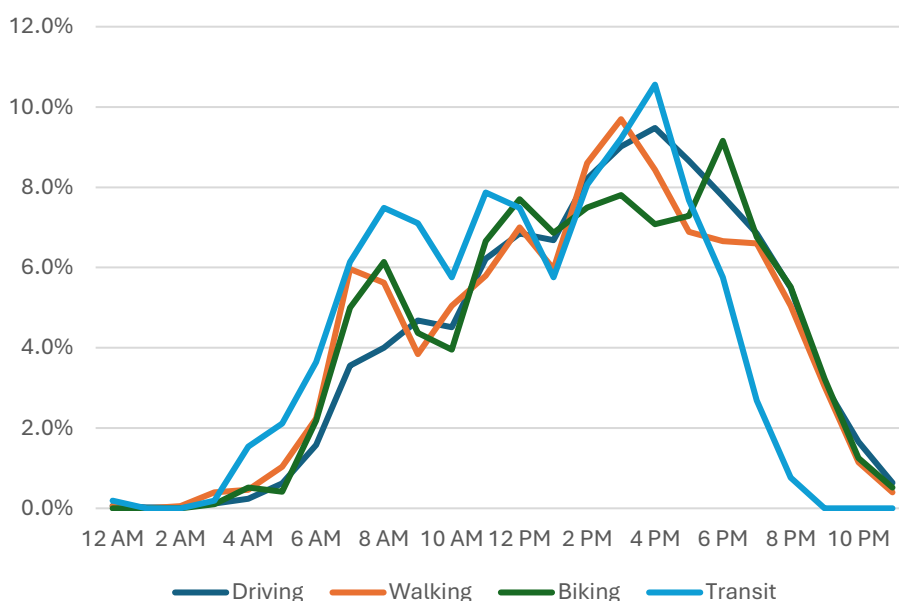
Figure 13: Inbound vs Outbound Trips by Time of Day



Time of Trips by Mode

Figure 14 shows the distribution of times in which each of the four transportation modes occurs. It shows a general skew towards afternoon trips, with all modes generally following the same pattern, with increasing daytime traffic for outbound trips, peaking around 4 PM, and extending into the evening through 8 PM. The largest difference in the time of modes is that transit trips tend to occur and end earlier in the day, where the data from Replica indicates those taking transit tend to conclude their trips prior to 7 or 8 PM, while all other modes tend to extend to 10 PM or later. However, it is worth noting that, while Replica provides insight into transit agency performance, it does not use transit agency ridership or service time data. Therefore, transit trips need to be assessed with discretion and may not be as reliable as the other, more streamlined modes.

Figure 14: Modal Share of Outbound Trips by Time



Trips by Purpose

Figure 15 shows the same four trip purpose groups that were shown within the inbound trips section, but this time are compared for outbound trips. These include home, commuting, errand, and entertainment trips. It generally shows a similar pattern to the inbound trips, where the morning is dominated by commute trips, the midday is the peak time for entertainment-based trips, and the evening to night are the times for homebound and errand-based trips.



Figure 15: Trip Purpose Share of Trips by Time of Day

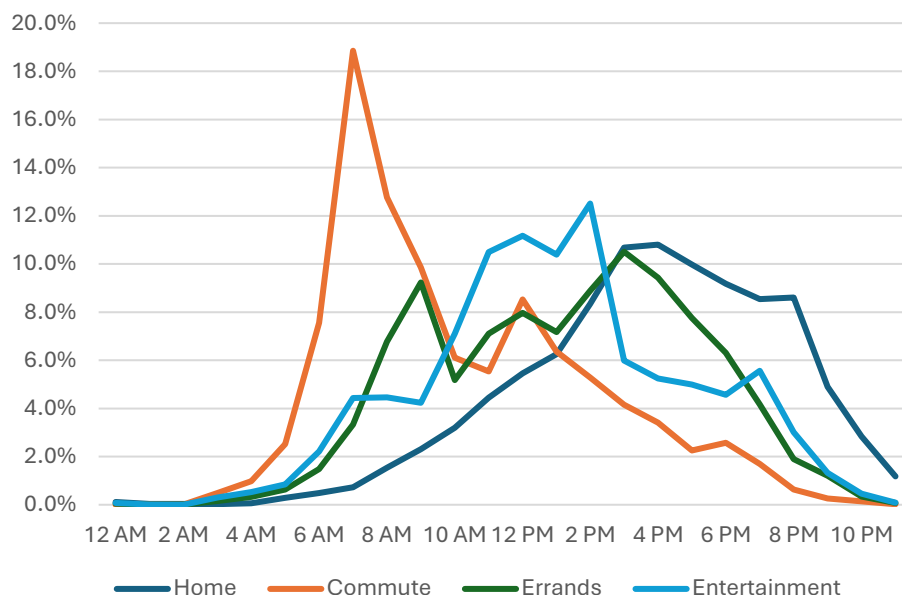
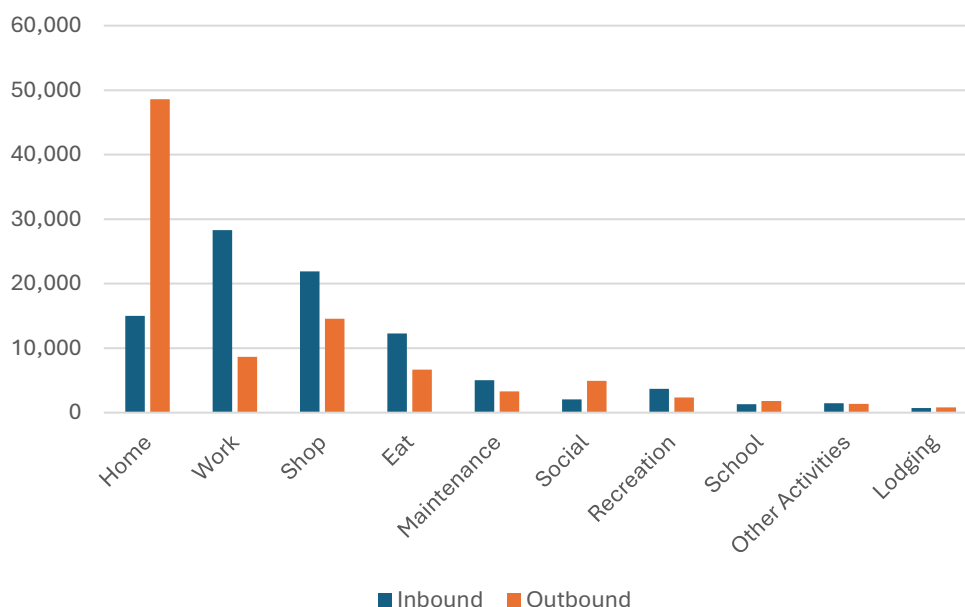


Figure 16 shows the most common trip purposes, differentiating them by inbound vs outbound trips. It is observed that outbound trips are overwhelmingly ending at home, while inbound trips are typically associated with work, shopping, and eating. This pattern suggests that there are relatively less homes within the study area compared to other, economically productive land uses.

Figure 16: Inbound vs Outbound Top Trip Purposes



Other Outbound Trip Characteristics

To better understand the trip takers utilizing different modes of transportation when leaving the study area, key demographic indicators have been examined for the 89,760 individuals leaving the study area. These are the same demographics assessed for inbound trips, including age, income, race, ethnicity, and home location of trip takers. The following sections summarize these outbound demographics and highlight how closely they align with, or diverge from, inbound travel patterns.

Age

The distribution of age groups by modal share for all trips leaving the study area is summarized in **Table 12**. The median age of outbound trip takers is 48.3 years, which is the same as the median age for inbound trips. Overall, the age distribution by mode closely mirrors that of inbound trips: walkers and bikers tend to be older, while transit riders and drivers skew younger. These patterns suggest a consistent relationship between age and mode choice, regardless of trip direction.

Table 12: Age Distribution of Trip Takers for Trips leaving Study Area

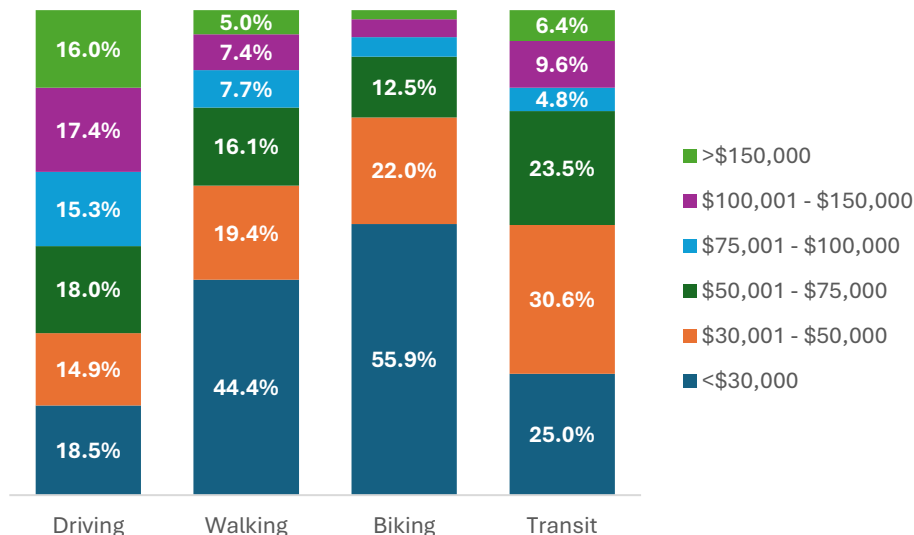
Age Group	Automobile	Walking	Biking	Transit	Total
<18	3.0%	7.8%	6.7%	0.4%	2,790
18-24	9.1%	6.3%	8.0%	9.8%	8,160
25-34	15.6%	12.8%	9.0%	19.1%	13,940
35-44	15.2%	11.4%	11.8%	15.2%	13,540
45-54	16.5%	15.6%	18.0%	29.9%	14,900
55-64	18.3%	17.4%	25.4%	18.5%	16,470
65+	22.2%	28.8%	21.0%	7.1%	19,960
Median	48.3	50.5	48.6	44.8	48.3

Income

Figure 17 illustrates the income brackets trip takers generally fall into for all trips leaving the study area. The overall trends are largely consistent with those observed for inbound trips. Bikers continue to represent the lowest household incomes, averaging \$37,008, with 55.9% earning less than \$30,000. Walkers also have relatively low incomes, averaging \$52,203, with 44.4% earning under \$30,000. Transit riders fall mostly within middle income groups, averaging \$65,368, with 54.1% earning between \$30,000 and \$75,000. Drivers, like the inbound group, have the highest household incomes, averaging \$95,070, with over 33.4% earning more than \$100,000. These patterns reaffirm the socioeconomic distinctions between travel modes, with only slight differences between inbound and outbound trip takers.



Figure 17: Income Groups of Outbound Trip Takers



Race & Ethnicity

Table 13 shows the racial and ethnic composition of trip takers for all trips leaving the study area, along with the distribution of trips across the four travel modes. Compared to the inbound trips, this distribution is largely similar for both directions of travel. Each racial and ethnic group is represented across all modes, with driving as the predominant mode for all groups. Patterns in walking, biking, and transit usage remain present across both inbound and outbound trips.

Table 13: Race and Ethnicity of Trip Takers for Outbound Trips

Race & Ethnicity	Auto	Walking	Biking	Transit	Total
American Indian or Native American	95.1%	3.9%	1.0%	0.0%	100
Asian	97.9%	1.1%	0.5%	0.4%	1,510
Black or African American	93.3%	3.8%	1.8%	1.1%	9,630
Hispanic or Latino	96.2%	1.9%	1.0%	0.8%	20,990
Native Hawaiian or Pacific Islander	96.4%	0.0%	0.0%	3.6%	30
Other Race	99.4%	0.6%	0.0%	0.0%	490
Two or More Races	94.8%	3.0%	1.8%	0.4%	1,810
White or Caucasian	97.2%	1.5%	0.8%	0.4%	55,200

Home Location

The final demographic assessed in the comparison between inbound and outbound trips was home location. Outbound trips are made up of 17.1% residents of the study area and 82.9% non-residents. The distribution of neighborhoods among resident trip takers—such as North Fort Myers, Central Fort Myers, Downtown, and Midtown—follows the same general pattern observed in the inbound trip data.

Study Area Trips (Local Trips)

There was a total of 32,200 trips that originated and ended within the study area. Of these trips, 29,960 (93%) were done using one of the four transportation modes evaluated for this study. These trips are referred to as local trips, as they stay solely within the study area.

When breaking these trips down by mode in **Table 14**, automobile trips are still the highest share out of all modes but make up a significantly lower percent of the total number of trips, sitting at 66.9% of all local trips, when compared to the inbound and outbound trips. This significantly lower percentage results in increases for the three other modes in their share of all trips. Within the study area, 30.1% of all trips are done by walking, while 2.2% are done by bike, while the remaining 0.8% are done by transit.

Table 14: Share of Mode for Local Trips

Mode	Local Trips	% Share
Automobile	20,050	66.9%
Walking	9,030	30.1%
Biking	660	2.2%
Transit	220	0.8%
Total	29,960	100.0%

Origins & Destinations

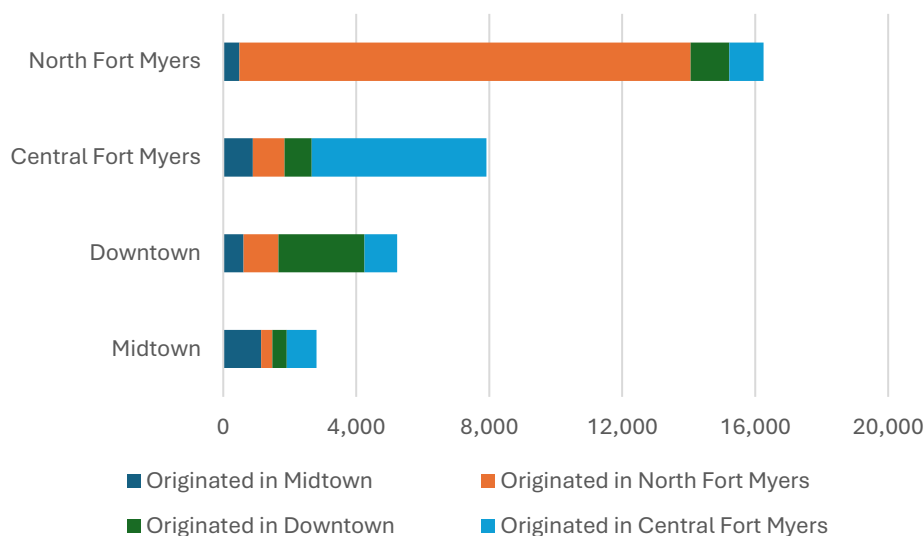
An assessment of the origins and destinations for all trips beginning and ending within the study area was conducted to understand how residents travel between the subareas for the four primary modes of travel. **Table 15** shows the number of local trips occurring within the study area. 69% of these trips began and ended within the same subarea, while the remaining 31% travel between two different subareas. The most popular destinations for trips crossing between subareas include North Fort Myers to/from Downtown, and Central Fort Myers to North Fort Myers.

Table 15: Origin & Destination Table for Local Trips

Origins \ Destinations	Destinations				
	Midtown	North Fort Myers	Downtown	Central Fort Myers	Grand Total
Midtown	1,090	470	580	870	3,010
North Fort Myers	320	12,200	1,010	880	14,410
Downtown	410	1,120	2,410	810	4,750
Central Fort Myers	860	1,000	950	4,980	7,790
Grand Total	2,680	14,790	4,950	7,540	29,960

Figure 18 shows the distribution of local trip destinations by subarea, split by where the trips originated. North Fort Myers received the highest number of local trips, accounting for 49.4% of all local trip destinations. Central Fort Myers followed with 25.2%, while Downtown and Midtown saw 16.5% and 8.9% of local trips, respectively.

Figure 18: Share of Destinations by Origin



Weekday vs Weekend Local Travel

Table 16 highlights the number of local trips generated for a given weekday (Thursday) vs those generated for a given weekend day (Saturday). The data estimates that a weekend day generates 27,760, or 7.3% less local trips than those generated on a weekday. It also shows that people are slightly more likely to drive and less likely to walk on the weekend than on a weekday.

Table 16: Number of Trips by Mode (Weekday vs Weekend)

Mode	Weekday (Daily Trips)		Weekend (Daily Trips)	
	Daily Trips	%	Daily Trips	%
Automobile	20,050	66.9%	18,890	68.0%
Walking	9,030	30.1%	8,010	28.9%
Biking	660	2.2%	670	2.4%
Transit	220	0.7%	190	0.7%
Grand Total	29,960		27,760	

Table 17 presents the share of active transportation trips (walking or biking) originating from each subarea of the study region on weekdays and weekends. The active trips percentage of all trips originating for each subarea is also provided. Overall, both the total number and percentage of active trips are higher on weekdays. On weekends, active transportation declines in both absolute and relative terms. Notably, Midtown and Downtown show only slight decreases, while North Fort Myers



and Central Fort Myers experience more significant drops, 3.9% and 2.3% respectively, in the proportion of active trips compared to weekdays.

Table 17: Weekday vs Weekend Active Trips

Subarea Origin	Weekday (Daily Trips)		Weekend (Daily Trips)	
	Active Trips	Origin Trips %	Active Trips	Origin Trips %
Midtown	1,030	34.2%	710	34.2%
North Fort Myers	4,210	29.2%	4,140	25.3%
Downtown	1,720	36.2%	1,520	35.9%
Central Fort Myers	2,730	35.1%	2,320	32.8%
Grand Total	9,690		8,690	

It's also worth highlighting the difference between the average trip distance during the week vs on the weekend. **Table 18** shows the distances traveled for local trips on a daily weekday vs weekend basis and reveals that, generally, trips on weekends tend to be slightly more local within the study area than weekday trips, but only slightly shorter across all modes overall.

Table 18: Trip Distance by Mode by Day of Week

Mode	Weekday Distance (mi)	Weekend Distance (mi)
Automobile	1.8	1.7
Walking	0.4	0.4
Biking	1.2	1.0
Transit	2.8	2.7

Time of Local vs Regional Trips

Figure 19 adds local trips to the previous comparison of inbound and outbound trips. It shows the total number of local trips by the time of day, which provides a few observations. First, there are significantly fewer local trips than inbound and outbound. Second, these trips tend to have less of a 'peak' period and are generally stable in traffic generation throughout the daytime hours between 7 AM and 8 PM.



Figure 19: Volume of Trips by Time

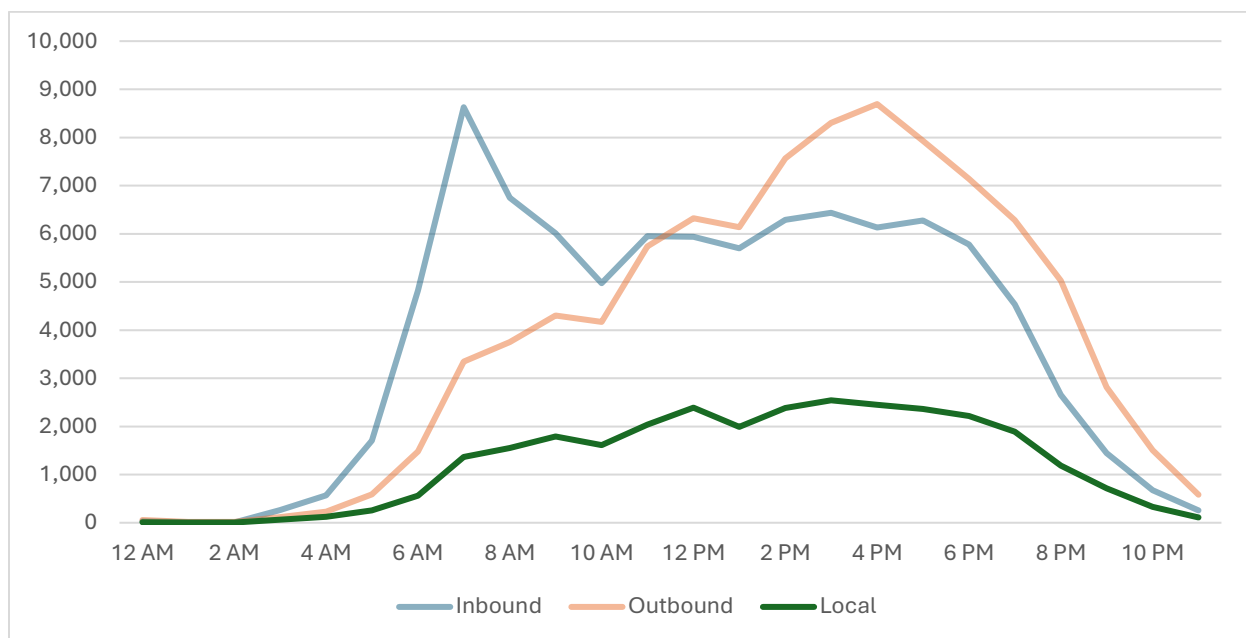
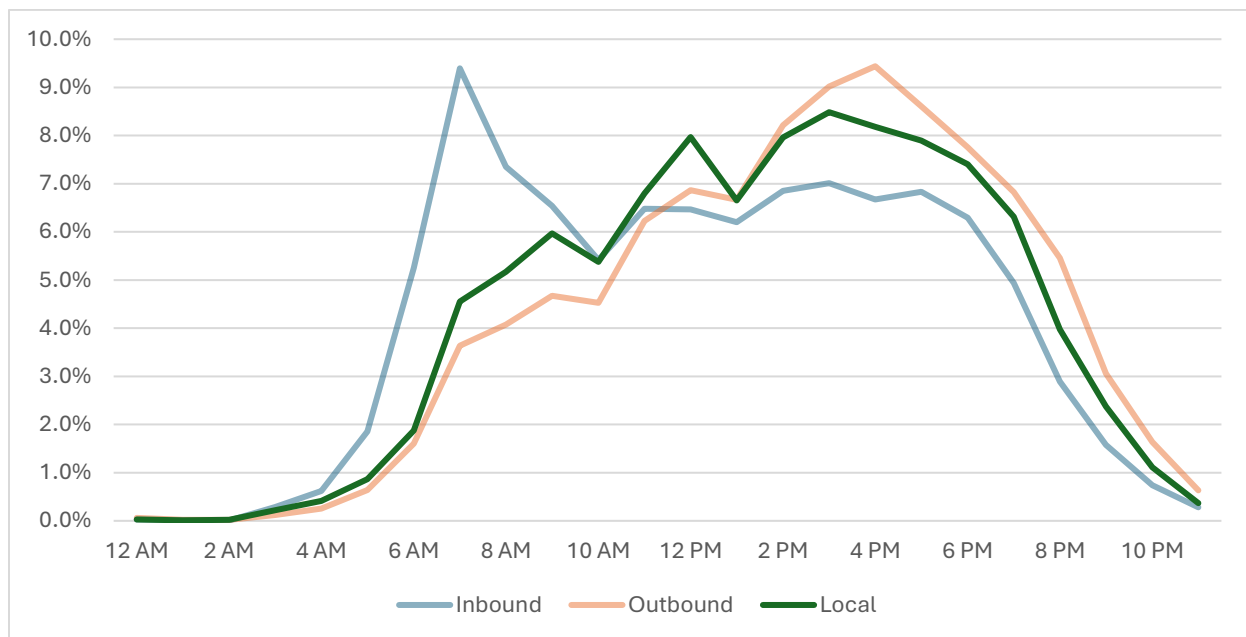


Figure 20 shows these trips as a percentage of each trip by its time of day. For example, at the 8 AM hour, 5 percent of all daily local trips occur, while at the 3 PM hour, local trips are peaking, encompassing 8.4 percent of all daily local trips. Following 3 PM, trips begin to drop off, steeply declining after 6 PM. This pattern generally follows the average of the inbound and outbound travel patterns, typically falling between the two during the morning and afternoon peak.

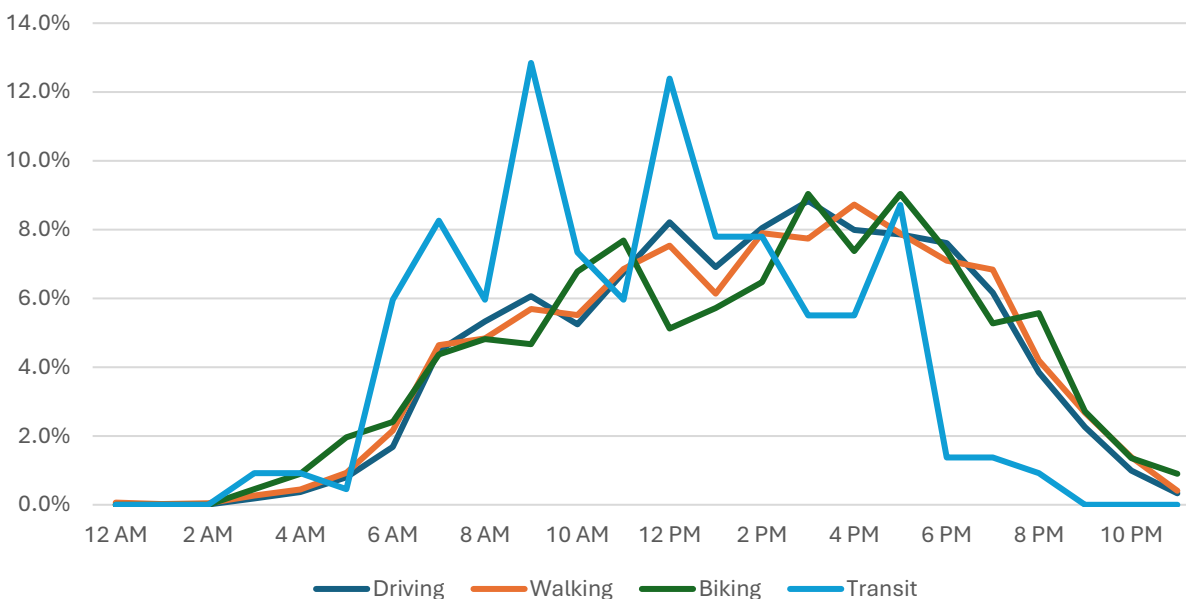
Figure 20: % of Trips Originating by Time of Day



Time of Trips by Mode

Figure 21 shows the distribution of times in which each of the four transportation modes occurs. It shows a general pattern of trips beginning in the morning around 7 AM, peaking around 6 PM, and significantly declining after 10 PM. Walking, biking, and driving trips all follow this pattern closely. Transit trips, however, show more variation throughout the day and tend to be concentrated between 6 AM and 6 PM. This timing may be influenced by the span of existing transit service within the study area and may not directly reflect the actual timing of trips as recorded in agency-provided data.

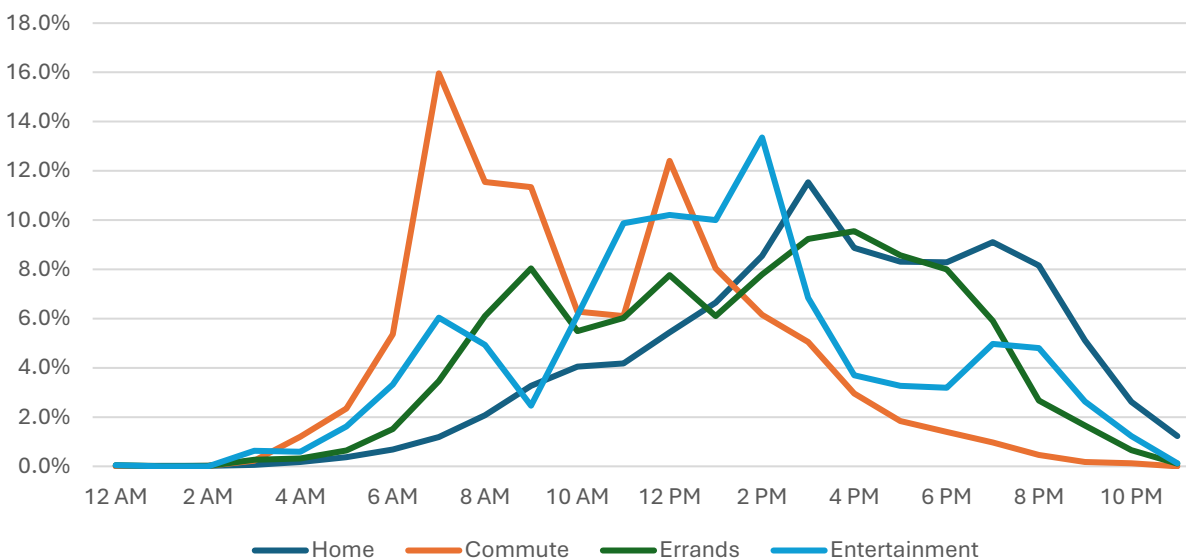
Figure 21: Modal Share of Local Trips by Time



Time of Trips by Purpose

Figure 22 shows the distribution of trip purposes by time of day for local trips compared to regional trips. In the morning, commute trips are just as prevalent as regional trips, peaking around 7 AM. However, unlike regional trips, local commute trips show a second spike around 1 PM. This may suggest a higher number of retail and service workers commuting to afternoon or evening shifts within the local area or as well as commute-based workers returning to work following lunch or other late morning errand trips.

Figure 22: Trip Purpose Share of Trips by Time of Day



Other Local Trip Characteristics

This section compares demographic characteristics of local trips, including age, income, race and ethnicity, and home location of trip takers. Each subsection summarizes how these characteristics differ between trips that begin and end within the study area and those that travel to or from areas outside it.

Age

The distribution of age groups by modal share for all local trips is summarized in **Table 19**. Local trip takers tend to be slightly younger than those making regional trips, with a median age of 47.1 compared to 48.3. The age patterns by mode are generally consistent with regional trips, where walkers and bikers tend to be older than the overall median. However, for local trips, transit riders also have a median age above the overall average, differing from the regional trend. Driving is the only mode with a median age below the total median, at 46.7, indicating it is more commonly used by younger individuals within the study area.

Table 19: Age Distribution of Trip Takers for Local Study Area Trips

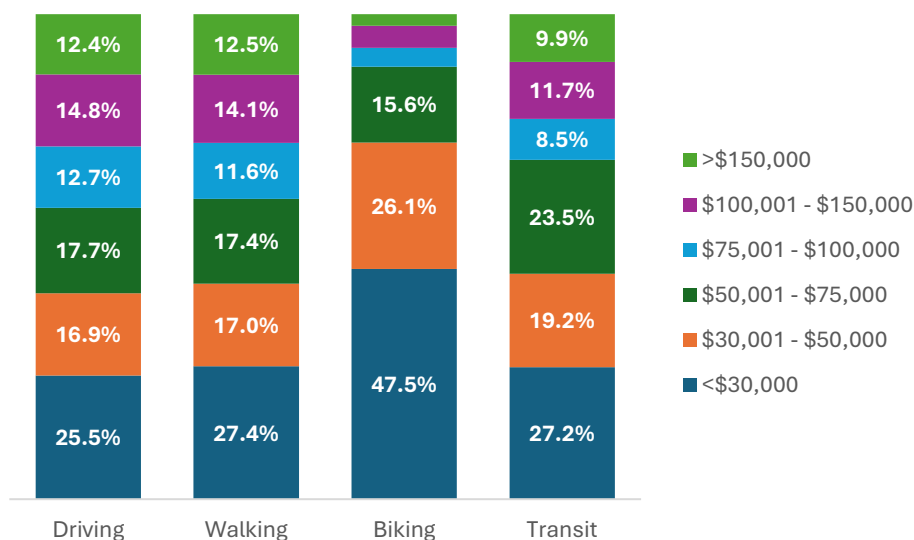
Age Group	Automobile	Walking	Biking	Transit	Total
>18	5.2%	2.0%	3.7%	0.5%	1,190
18-24	9.4%	9.3%	7.8%	10.3%	2,670
25-34	16.9%	16.0%	10.0%	12.7%	4,710
35-44	13.6%	15.8%	11.9%	17.4%	4,090
45-54	16.6%	18.8%	18.8%	26.8%	4,970
55-64	17.9%	18.7%	26.8%	15.5%	5,240
65+	20.4%	19.4%	21.0%	16.9%	5,750
Median	46.7	49.6	47.7	47.9	47.1



Income

Figure 23 illustrates the income brackets trip takers generally fall into all local trips to the study area. The overall trends are somewhat consistent with those observed for regional trips. However, to a significantly lesser extent. The median income of a local bicyclist is \$40,279, with 47.5% of households with less than a \$30,000 annual income. The average transit taker makes \$72,275 annually, while a walker's average income is \$80,973.

Figure 23: Income Groups of Local Trip Takers



Finally, it is worth noting that, while there are still disparities, the income of those making internal trips is higher for walkers, bicyclists, and transit takers than regional trips, while drivers tend to have a slightly lower income than regional drivers. Table 20 dives into the differences between income for the local vs regional trip takers. In this table, a positive number represents more local trip takers falling into the income bracket. In the below \$30,000 income bracket for example, it shows that there are more drivers and transit users making local trips when compared to the regional trip takers.

Table 20: Local Trips (+) vs Regional Trips (-)

Income Group	Automobile	Walking	Biking	Transit
<\$30,000	+7.1%	-15.9%	-8.2%	+4.9%
\$30,001 - \$50,000	+2.0%	-2.0%	+3.3%	-12.3%
\$50,001 - \$75,000	-0.3%	+2.0%	+3.6%	-1.4%
\$75,001 - \$100,000	-2.6%	+3.0%	+0.3%	+3.7%
\$100,001 - \$150,000	-2.6%	+6.3%	+0.8%	+1.2%
>\$150,000	-3.6%	+6.7%	+0.2%	+3.9%

Race & Ethnicity

Table 21 shows the racial and ethnic composition of trip takers for all local trips, along with the percentage of each group using each of the four travel modes. Percentages of the modal share vary significantly from regional trips, where walking trips are much more prevalent within local trips.

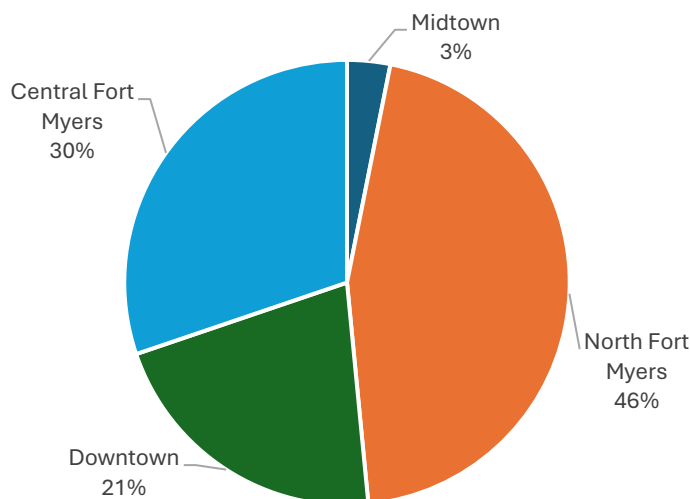
Table 21: Race and Ethnicity of Trip Takers for Local Trips

Race & Ethnicity	Auto	Walking	Biking	Transit	Total
American Indian or Native American	72.9%	27.1%	0.0%	0.0%	50
Asian	72.9%	26.4%	0.6%	0.2%	540
Black or African American	65.0%	30.7%	3.0%	1.2%	4,050
Hispanic or Latino	66.8%	30.3%	2.2%	0.7%	6,800
Native Hawaiian or Pacific Islander	0.0%	0.0%	0.0%	100.0%	<10
Other Race	74.1%	25.0%	0.0%	0.9%	110
Two or More Races	65.0%	33.5%	1.2%	0.4%	500
White or Caucasian	68.3%	29.2%	1.9%	0.6%	16,570

Home Location

Understanding the home location of trip takers within the study area provides insight into those that may be traveling into the study area for more than one trip purpose. Home location can also point to trips being made by visitors to the region. Slightly more than half, 51.5%, of the local trips within the study area are made by residents of the study area. As **Figure 24** shows, the majority of trips made by study area residents are from North Fort Myers, supporting current land uses.

Figure 24: Home Location of Trip Takers Living Within Study Area



Trips Crossing the Caloosahatchee River

To gain an understanding of the local significance of the bridges connecting Fort Myers to northern Lee County, trips crossing the Caloosahatchee River via the Edison Bridge and Cleveland Avenue were isolated. This section explores the trips utilizing these roadways with the goal of better understanding the mode, purpose, and distance of these trips. This will help quantify the value of each piece of infrastructure and will help assess what improvements may work best.

It is also worth noting again that, currently, Replica only has data from the Spring of 2024 and does not take into consideration the recently completed multiuse facility that was constructed crossing the Caloosahatchee River or other infrastructure projects that have occurred since then.

Trips & Distance

Out of all regional and local trips, including those heading into, out of, or staying within the study area, 48,180 trips crossed the Caloosahatchee River using the four primary modes considered in this study. This makes up 22.5% of all trips (213,900).

Table 22 breaks down the percentage of trips based on their destination as well as their mode. The table shows that driving trips still dominate the modal share for all types of trips, encompassing 98.0% of all trips crossing the bridges. However, it is worth noting that 2.0% trips crossing the bridge were by other modes. Specifically, 0.2% of trips were walking based while 1.0% were biking based. These, nearly 600 daily trips should be considered as active trips across the Caloosahatchee River.

Table 22: Modal Share by Inbound, Outbound, and Local Trips

Trip Mode	Inbound (%)		Outbound (%)		Local (%)		Grand Total (%)	
Automobile	21,900	98.2%	20,760	98.3%	4,530	95.4%	47,190	98.0%
Walking	10	0.1%	20	0.1%	70	1.4%	100	0.2%
Biking	210	0.9%	200	0.9%	90	2.0%	500	1.0%
Transit	190	0.8%	150	0.7%	50	1.2%	390	0.8%

Trips were also analyzed by average distance to understand the geographic extent of bridge usage. **Table 23** shows the median driving trip distance is 9.1 miles, slightly longer for inbound and outbound trips than for those not crossing a bridge. For other modes, trip distances are substantially longer for bridge users, suggesting they are willing to travel farther than the regional average. For example, regional walking trips average 3.3 miles, near the upper percentile for walking in the study area. Since crossing the bridge requires a minimum distance of nearly 2.0 miles, walking is often not viable. However, with adequate infrastructure, biking could serve as a feasible alternative.

Finally, when looking at the local trips crossing the bridges, a comparison may be made on the trip purpose to show what people are crossing the bridges for that is similar or different from the rest of the study area.

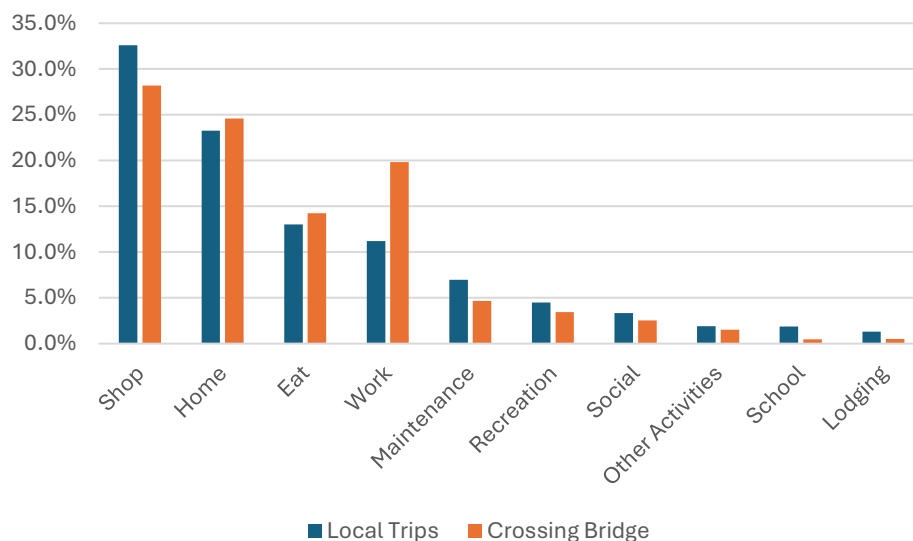


Table 23: Trip Distance by Inbound, Outbound, and Local Trips (mi)

Trip Mode	Inbound (mi)	Local (mi)	Outbound (mi)	Average (mi)
Automobile	9.7	3.6	9.6	9.1
Walking	3.3	2.8	3.3	2.9
Biking	8.5	4.3	8.7	7.8
Transit	12.0	5.1	12.5	11.2

Figure 25 shows the percentage makeup of trips from a set of trip purposes provided by Replica. The blue bars show the makeup of all local trips while the orange bars show the makeup of local trips crossing the Caloosahatchee River. It shows that people are significantly more likely to be crossing the bridge to go to work and slightly less likely to be going on shopping, maintenance, recreation, social, school, lodging, and other activities. This shows that people are generally more willing to travel across one of the bridges for needs like going to work, eating, or going home and are less willing to run errands, such as shopping or maintenance, and all other activities.

Figure 25: Local Trips vs Local Trips Crossing Caloosahatchee River Purpose



Conclusions and Takeaways

This analysis of Replica data highlights the critical role of central and downtown Fort Myers as both a regional hub and a center for local activity within Lee County. The four study area neighborhoods, Midtown, North Fort Myers, Downtown, and Central Fort Myers, support a high volume of regional trips, with over 75% of trips entering or leaving the area originating in other parts of the county. This pattern reinforces the area's significance as a daytime destination and a focal point of economic activity.

Automobile travel remains the dominant mode across all trip types, however walking and biking account for nearly one-third of trips that stay within the study area. Short-distance trips under three



miles represent an opportunity to encourage active transportation and strengthen pedestrian and bicycle infrastructure. Demographic patterns also reveal disparities in travel behavior, with older adults and lower-income households more reliant on walking and biking, underscoring the need for equitable investment in multimodal networks.

The Caloosahatchee River serves as both a connector and a barrier, with nearly 20 percent of trips crossing one of its bridges. While most of these trips occur by car, a small but meaningful share involves walking and biking, highlighting the importance of safe, accessible crossings for all users.

